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Embry-Riddle Aeronautical University

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PAPA JOHN CREACH AND VASSAR CLEMENTS TO PERFORM SUNDAY

24 september 1980
volume 35
issue 3



THE AVION

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



Papa John Creach and Vassar Clements will be featured outside the University Center this Sunday at 1:00 p.m.

Record Holding Parachutist Speaks

By Tony Pinto
Avion Staff Writer

Col. Joseph Kittinger, Harmon award winner and world record holder for the highest parachute jump ever made, recently presented a short movie and talk on his adventures to a gathering of interested parachutist and non-parachutists alike at Daytona Beach Community College.

Col. Kittinger, who now works for Martin Marietta Aerospace, started his aviation career in 1954 while assigned to a fighter squadron in Korea for three years. After the war he moved into a zero gravity research program, the result of which would be applied to the rapidly developing space program.

And what technology was available to the forerunners of such a golf ball suspended by a string in the cockpit, was the first form of experimentation available with a T-38 jet, in studying zero gravity. Later experimentation in zero gravity was made in T-33A, F-94's and F-104 aircraft.

About the time NASA, in cooperation with the Air Force, was ready to launch a new program designed to test man's survival aspects and adaptability to high altitudes, particularly the fringes of outer space. The program was christened "Man High", and found Col. Kittinger eagerly volunteering, ready to face a mire of problems that were simple in nature, yet complex in design.

The first problem was how to get up there, let alone down. Due to the nature of high altitude operations, a helium balloon was their only alternative. This led to Col. Kittinger's parachute training, balloon training, and claustrophobia testing, with him spending 24 hours in a chamber in which no one else had sustained 15 minutes.

During his parachute training he was limited to 10 jumps so all tests could be viewed from an Aviator aspect. Over 100 altitude chamber tests readied him in the event of a sudden decompression during the actual flight.

Col. Kittinger is quick to note that his 102,800' jump, lasting four minutes and 36 seconds, was not made with the intention of setting a record. Nor was the fact that he was the first man to go supersonic without an aircraft, estimating his descent speed at slightly over 700 MPH. After the "Man High" program, he was involved in balloon testing for some four and one half years, at which time the Vietnam War started.

On two separate tours, 1963 through 1964, and 1966 through 1967, he flew B-26's and A-26's respectively. In 1971 he was flying F-4's as the 555th Squadron Commander. In March of 1972 he recalls shooting down his first and only MIG-21, and then in May being shot down himself, only to become a prisoner of war for little over a year.

He did mention that the Air Force POW training did prepare him for the camp. After the war, Col. Kittinger was stateside again as an active consultant for the Gemini program developing low altitude escape systems.

Upon his retirement from the Air Force, Kittinger finds himself helpfully drawn to ballooning. It is known that during the Gordon Bennett Races, a national ballooning event that attracts major balloon enthusiasts from all over the country, he placed a strong second in 1978 and 1979. Kittinger and Bob Snow, ballooning partner and owner of Rosie O'grady's in Orlando, looking forward to an optimistic first

(continued on page 11)

Space Shuttle Overcomes Delays

By Mike R. Burger

On September 11, 1980, the L5 Aerospace Society of Embury-Riddle once again participated on a press tour of Kennedy Space Center, courtesy of NASA's chief public affairs officer, Mr. Richard Young.

Highlights of the tour included an interview with Mr. Gene McCoy, chief of future programs, a tour of the launch rooms, and a visit to Bay 1 of the Orbiter Processing Facility, where work on the Space Shuttle is currently going on. The tour guide for the trip was Mr. Leslie Volk, a co-op student from the University of South Florida at Tampa. At the conclusion of the tour, each of the club members were given samples of the insulating material being used on the Shuttle, including a piece of the actual tiles currently being put into place.

Space Shuttle is already more than two years behind schedule; however, according to Richard Young, the Space Agency still plans to launch the manned Space Shuttle on its maiden flight on March 10' next year, despite a potentially serious set back last July when a liquid engine caught fire less than 10 seconds into a test ignition and a further decision to strengthen the craft's thermal shield, both new high technology items.

The launch from Cape Canaveral will not be delayed any further. The decision to go ahead with the launch came about after weeks of intensive review involving more than a dozen specialty teams, says Gene McCoy, each looking into a different area of the Shuttle.

According to NASA's Richard Young, Shuttles numerous delays have provided improvements in technology and at the same time reduced the chances of launch hazards. From Mercury in 1961, Gemini in 1965, to Apollo in 1968 and Sky-

lab, NASA's record of technological achievement is very impressive. If problems remain, it's because we are living on the final edge of human knowledge and ability; however, chances are, our space agency can solve them.

Actual spending for space accounts for less than 1 percent of our tax monies. Forty percent (over \$100 billion per year) of the National budget is already being spent to alleviate poverty, improve health, control pollution, and eliminate hunger. To divert funds from the space program would not add significantly to the budget for social programs, but it would be a severe detriment to the advances of forefront technology.

Lack of money forced NASA to do what Gene McCoy calls "Matrix Management," that is, balancing the flow of money, designing everything to a fixed cost, postponing testing until each system was finished, and then paying.

The Russians are beginning to market satellite transportation; however, NASA has a competitive advantage... their hardware is reusable, no one else in the world has reusable hardware. "Every time they launch a satellite they have to dump a very expensive high-quality rocket ship into the ocean," says Gene McCoy. Shuttle will supply 100 missions. Because of its reliability and cargo capacity the Shuttle will cut satellite launch costs as much as 80 percent, that will put more satellites in orbit. What will that mean? With Shuttle we can build large space communication stations, some of the most visible advances of all.

It will also mean phones with satellite receiver gauges instead of TV antennas, allowing continuous access to libraries and computers at schools and universities. All of these, technological advances and

(continued on page 10)

NASA's Powers speaks to Mgmt' club

J. Gary Powers, Payloads Test and Operations Engineer for NASA (National Aeronautics and Space Administration) at Kennedy Space Center, addressed the members and guests of the Embury-Riddle Management Club last Friday. The Management Club's first meeting of the fall trimester was held at the Treasure Island Inn in South Daytona.

Powers began working for NASA in 1967 as a jet and rocket test engineer with Pratt and Whitney Aircraft Company in West Palm Beach, Florida. Shortly thereafter, he was selected to be the launch Vehicle Test Conditioner. He was a primary launch team member of the Apollo, Skylab, and Apollo-Soyuz Test Project programs. In his current position Powers is responsible for preflight operations, integration, tests and checkout of the orbiter and for postflight operations for all payloads at the space center.

Powers began his presentation by briefly tracing the history of NASA and the space program. Next, he narrated a slide presentation which was a combination of "Official" and personal slides. The slides followed the development of the shuttle program beginning with the arrival of the "Enterprise" on the back of the B-747 through an artist's rendition of events after launch and proposed uses of the shuttle.

He shared some of the problems of the shuttle program that only someone with his intimate involvement with it would be familiar with. One of the primary causes of delays, for instance, is the heat protection system (tiles). During its journey from California to Florida, many of the tiles fell off. Considering that the B-747 that was carrying the Enterprise only flew at 300 mph and at altitudes at and below 13,000 feet, opposed to the 3,100 mph the craft will reach within 2 minutes after launch, this is a serious problem.

Membership in the Management Club is open to all students, faculty members and staff. For more information about what the club does please read the article on the "clubs" page of this issue.

J. Gary Powers provides insight to aviation hopefuls at the monthly management club dinner

Also, when a tile is torn off, the skin is also damaged. To repair this, the skin must be refinished, a new tile ordered and then installed. Powers brought along a tile and allowed it to be examined by all members and guests. The tiles are designed to protect the shrouded from temperatures up to 3,000 degrees although it should encounter temperatures "only" of 2,600 degrees F. and less.

Although rollout (removal of the assembled shuttle, external tank and solid rocket boosters from the vehicle assembly building at Kennedy Space Center) is scheduled for late November of this year and the first launch for March of 1981, Powers believes a more realistic timetable will be rollout in late December with launch in the latter part of next year.

The shuttle craft have an estimated life of 100 flights each. NASA is projecting that they will be able to complete 40 launches per year. Once again, a more realistic figure is half that.

During the question and answer period, he answered all answers candidly. One person wanted to know the cost of the entire program. While Powers did not give any specific figure, he did say it was one-eighth of the welfare budget and in his opinion worth every dime. We are engaged in another "space race" in transportation and vital as the quest to put the first man on the moon. The shuttle, as designed, will be able to repair satellites in space, retrieve them, assemble solar panels for collection and transmission of the sun's energy to earth, and many more functions that haven't yet been thought of. Powers hopes that the American people will understand this and fully support the program.

Membership in the Management Club is open to all students, faculty members and staff. For more information about what the club does please read the article on the "clubs" page of this issue.





By Marty Monteiro

The Roving Reporter article this week is concerned with the Student Government Association fee of \$11.00 and the possibility of increasing it to \$15.00.

The budget from the fall trimester is divided up as follows: The Avion get 19% of the \$11.00 for its weekly publication costs.

The eight percent which is left is used for an incentive budget for students who get involved in any of the aforementioned divisions.

The increase of the S.G.A. fee to \$15.00 which will be implemented in the Spring will enable all the divisions to bring better services to all the students.

Pilot Resents School Policy

The school has a policy which states that FA 400 students fulfilling the course requirements of instructing from the right seat, may not take anyone except E-RAU students in a 400 course.

This policy is inefficient and is unrelated to the E-RAU Safety Policy. Any pilot who has a third class medical certificate and a commercial / instrument rating can fly the Mooney M20C as pilot with passenger.

Mr. Tacker, FAA Representative for Daytona Beach Airport, says

the policy is there because some FA-400 students were taking up less experienced pilots and giving them, contradictory flight instruction to what the lower-level pilots were being given in their flight courses.

Again, E-RAU questions the judgment of E-RAU trained pilots. A pilot (like myself) ready to move on to complex aircraft would greatly benefit from some right seat instruction from a friend and that's in the name of safety.

Daniel Karger, Avion Reporter

Corrections

In the "DAB Computer Shut-down" article last week, an error was made. The correction follows: Specifically, when the ARTS II computer is taken off line, it does not affect the radar presentation on the controller's scope.

The Mode 3/A presentation is inhibited on the display by the electronic technician only for the last 15 minutes of the shut-down period; not during the hours of 10-12 pm: weekdays and 8-10 p.m.

Signed: G.F. Smith Chief, Daytona Beach ATC Tower

CORRECTION: Tom Rad, Instructor for Design and Develop) was the photographer for the photos featured Sept. 10 in the promotions article. They were not Staff Photos. Thanks Tom, and sorry.

SGA -- Open Forum

Today, another Student Government Association/ Administration OPEN FORUM will be held in the U.C. at noon. This is an excellent opportunity for you to have your questions answered, or to listen to the answer to questions others ask.

Many of our administrators and S.G.A. representatives are devoting their time to provide you with information. Take advantage of this opportunity. Besides - it's FREE! Come with your questions ready.

Letters

EDITORIAL PRAISED

By Mary Ward, International Campus

Your editorial column was superb. The excerpt from the New Yorker was really an eye opener. Our way of life differs so completely from that of the Soviet Union that their outlook on Inevitable war CAN be more than frightening.

However, to analyze the word describing Americans as "decadent" - it is well to realize that each Russian citizen from very early youth is trained and literally programmed into one field chosen for him. There are no diversions permitted in his life. Total dedication is demanded.

On the contrasting side, our American youth is diversified in interests. You would find a singular lack of "hobbies" among the Soviet youth. Sports cars, soccer, beer can collecting or disco dancing do not make for decadence. It merely annotates diversification.

This well-rounded diversification is our strength. Right here at E-RAU among faculty and staff members can be found the strength, dedication and fantastic seat-of-the-pants ingenuity that saw us become the leader of the Price World in one of its most troubled periods.

Don't sell yourself short. Every student on our campus - every faculty and staff member, is more than special. We are all pioneers in the upcoming era. We have a history of pioneers, survival against great odds, we have strong beliefs.

Justice, truth and love, and trust in God! We believe in ourselves and a future of growth. If that's decadence, let's back it all the way.

A PILOT'S REPLY TO JOHNNY APPEASED

By Bob Withington

I am a pilot who disagrees with your exaggeration of the technology problems in the AMT exams. I am aware that your assertion of too few questions, on the FAA exam, directed toward new technology has merit. However, the claim that too much time is spent on old technology that you make is wrong.

What you fail to realize is that most planes flying today have piston engines and the servicing of these planes makes up the majority of the job market for A&P's. It may not be as glamorous as working for an airline or a manufacturer, but to the hundreds of other pilots and owners who fly crop dusters and Banner towers, these old skills are vital.

President's Corner

By J. Rourke

To get right down to business for all you bike riders, we have been in touch with the Physical Plant and they have told us that there are five new bicycle racks, on order and they should be in place by mid-October.

We would like to invite you all to the Open Forum today. It will be a chance for you to ask questions to E-RAU Administrators, faculty, and your Student Government officials. You, the students can get answers to those questions that have been nagging at you since you arrived here!

Don't forget the big concert this Sunday, with Papa John Creach and Vassar Clements. It starts at 1 p.m., and will include a big pig roast as well as free oysters.

At our last Student Administrative Council meeting we elected Kevin Pasternack to the position of Representative. He is a very active

student on campus and we welcome him to our group.

One last note for all of you, Atlanta Rhythm Section will be



playing at Steepon on Sept. 26, (Friday night). You can get tickets at the Student Activities office if should be a great time.

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Dr. Grams To Discuss

Dr. William Grams of the Department of Mathematics and Computer Technology will discuss Advances of Statistics by The News Media in a seminar at 2 p.m. on Friday, October 3, 1980, in the Faculty Lounge.

Numerous examples will be presented in the following areas: sample surveys, crime statistics, experimental designs, random sampling

versus self selection, and numbers and percentages. The presentation will be general in nature, and all are welcome.

This is the first in a series of seminars which are being given by the Department of Mathematics and Computer Technology this academic year.

Graphic with musical notes and text: Don't forget Pappa John Creach Vassar Clements

klyde morris

wes oleszewski

Comic strip panels with dialogue: I'LL TAKE THE MOST QUESTIONS FROM THE KNOWLEDGE ENGINEERING C.B.S. SHOWS... CUT OFF THE FAT, THINNEER OUR BELTS, USE OUR BRAINS... I THINK WHAT WE WANT IS TRYING TO SAY IS THAT HIS STAYD ON THIS ISSUE HAS ALWAYS BEEN CLEAR...

'STUDENT COMPLAINS ABOUT ROUGH PARKING LOT I have just coughed up my tuition for this fall. Please don't make me spend another small fortune on a new set of heavy duty shocks for my car.

SGA COURT JUSTICE GIVES PARKING ADVICE By John Glass Chief Justice, SGA Court This message is to inform students who drive to school of the ample parking available near the GRW Bldg.





Roving Reporter



By Aleta Vivas

1. Where does your \$11 SGA fee go?
2. What do you think of the upcoming increase to \$15?
3. How would you feel if it were raised to \$25?



PETER SCHLICHT, Age 17, Aeronautical Science

1. The money goes into sponsoring activities like films and plays, etc.
2. It would be O.K. - \$15 isn't such an outrageous cost compared to other things around here and if the organization and activities are planned right it's worth it. If there are a lot of activities planned it would be worth the \$15. It turns out cheaper in the long run since if you were to do these things on the outside it would cost more.
3. If they feel they need that much and if they use it for the students benefit then it would be fine.



DORIS ANDINO, Age 18, Aeronautical Engineering

1. I'm not sure, but I imagine it goes toward the activities.
2. If the things the increase pay for are good for the students then the increase is O.K. If they increase the price they should have new activities to relieve the tension from studying. Also, since there is inflation, it doesn't cost the same to rent a movie as it did last trimester - for example.
3. I'd think that it's too much. Inflation isn't that bad to pay \$25. I can understand \$15 or maybe \$18 but not \$25.



FRED PAGE, Age 18, Aeronautical Studies

1. Besides the newspaper, I'm not really sure where else it goes.
2. I didn't know there was an increase. I can't really approve or dis-

approve since I don't totally know what the fee is for.
 3. I'd be against an increase to \$25. With the tuition invoice they should give us an explanation of where all the fees go - like SGA and lab fees.



DIMITRI FOUCARD, Age 18, Aeronautical Science

1. The money goes into the paper, films, the pinball machines, etc.
2. The raise is O.K. Because of inflation, the cost of paper, films, machinery increases and that makes the raise necessary.
3. I think \$25 would be too much. If they're doing well with \$11 or \$15, to double the price is just too much.



GREG TSITRIDIS, A.M.T.

1. I really have no idea where the money goes.
2. I don't think it should be raised. Most people don't even know where the \$11 goes. The \$11 is too much already, if they do anything they should lower it to \$5.
3. If it went up to \$25 I'd see if I could talk to someone to see if I could be exempt from paying it at all. There should be a vote to pay. We pay enough tuition, and books are expensive.



News From Financial Aid

Now that the Fall term has gotten underway and many of you have been in contact with our office, we'd like to familiarize you with the staff and introduce you to the new faces here this fall.

One new face is Rennie Knopf, Assistant Director of Financial Aid. Rennie was formerly the Assistant Director at Rollins College in Orlando, and will assist the Director, Claudia Geary, in keeping the office operating smoothly.

Continuing students will recognize Rosemary O'Brien, who was the Student Insurance Administrator at ERAU until this fall. Rosemary now works with Mary Lindenmeyer in the Student Employment Office. Both Mary and Rosemary administer the Campus employment programs, getting jobs for students, on and off-campus.

When you arrive at our window for assistance, Sue Walters or one of our student assistants, Alan, Brett, Craig, Jim, Roger or William can provide you with information about all types of financial aid and application procedures.

If you have a specific problem or would like some in-depth counseling, they will refer you to a specialist. Pam Pedron, our Grants Coordinator, is the expert on the BEOG Program and also handles all State Grants, private Scholarships and the Florida Tuition Voucher Program.

Also, a part of the Financial Aid Office is the Collections Department. Priscilla Kangas and Lillian Romero, along with their student assistants, Delia and Mark, assist students in making arrangements to pay back their loans after graduation.

As you have probably noticed the Financial Aid Office is a busy place. We try to assist students with educational expenses, while following all the regulations that have been set for us. If you have any questions concerning financial aid, please stop by the office, or feel free to make an appointment with a counselor.

FINANCIAL AID REMINDERS
Student Loans:
 The Virginia Educational Loan Authority has just informed us they will not accept any more loan applications for the 1980-81 academic year.

If you have had loans through V.E.L.A. previously and had planned on a Spring loan, you need to find a bank in your hometown in Virginia that will make student loans. The lending institution will send you the proper application forms. V.E.L.A. will notify us when they resume lending for the 80-81 academic year.

Notes are being sent out to student mail boxes when the receive student loan checks. You must then come in and sign for your check. It is in your best interest to leave any excess from your loan check on your student account so that you will have enough to cover your Spring charges.

The Guaranteed Student Loan Program allows students to borrow up to \$2,500 per academic year. This means that if your first loan was granted as a freshman, you must advance to a Sophomore level before you can reapply. If you are depending on student loans, you should plan your schedule so that you advance to the next grade level at the end of your loan period.

The credit hour breakdown is as follows: Freshman 0-27 hours, Sophomore 28-57 hours, Junior 58-87 hours and 88+ is Senior.

COLLEGE WORK STUDY JOBS ON CAMPUS

Desk Clerks - For Dorms I & II (must live on-campus)
 Clerical Ass't - Mon thru Fri. 1-2 p.m.

COLLEGE WORK STUDY JOBS OFF-CAMPUS
 Receptionist/Typist (male or female) afternoons - YMCA
 Telephone Solicitor & Community Service Rep. - March - of Dimes
 Tutors, Treatment Aids & Security Guards - evenings - Volusia County Drug Council.
 Community Center Attendant needed for evenings and weekends (must be mature & reliable).

If interested in any of these jobs, come to the Student Employment Office Administration Building.

LOOKING AHEAD
 When should I apply for financial aid for the academic year 1981-82? Financial Aid Forms (FAF) for 81-82 will be available in mid-December. It is EXTREMELY important that this form be completed and mailed to the College Scholarship Service during the first week in January. It is suggested that students obtain an FAF before leaving ERAU for Christmas break. Granting simple time to gather the information before the early January mailing date. Financial Aid Forms are evaluated on a first-come, first-served basis; therefore, applying early will increase your chances of receiving aid.

Once again, the Financial Aid Office would like to remind all students that if any questions or problems arise concerning financial aid to please feel free to call or stop by the Financial Aid Office, located in the Administration Building.

Student Publications Office Holds Workshop October 18

You are invited to attend the PEN AND THE PRESS SEMINAR/WORKSHOP, scheduled for October 18, 1980 at Embury-Riddle Aeronautical University.

Also titled the First Annual Central Florida Student Publications Workshop/Seminar, this PEN AND PRESS-WORKSHOP will provide all those interested in writing, design layout, photography, leadership or budget skill needs, advertising techniques and interviewing skills with professional instructors providing "HANDS-ON" training.

All Student Publications Staff Members, all interested students who have not previously worked for the Avion or the Phoenix, all staff, faculty or administration at Embury-Riddle and anyone at other junior colleges, high schools, or universities in the area are WELCOME to attend. What should you do if you want to come to the PEN AND THE PRESS? Simple, come by the Avion/Phoenix Office, located on the second floor of the University Center and give Jean Snyder, Student Publications Specialist and coordinator for this event, your Name, Box Number/Office.

That's all until the 18th of October. At this time, just come to the University Center at Embury-Riddle between 8:15 a.m. and register. The fee is \$12.00 for the day, and provides a Continental Breakfast, Lunch and Supper in addition to some seven workshops to choose from for morning and afternoon sessions.

The only catch is the Deadline for letting us know you want to attend. If you can't come by, just call us at 252-5561 Ext. 1082, but do so by September 30, 1980. This is Embury-Riddle's first

attempt at holding a Student Publications Seminar for area students, and other interested persons.

And ATTENTION TO ALL STUDENT PUBLICATIONS STAFF MEMBERS, PLEASE LET JEANIE KNOW IF YOU CAN ATTEND THE SEMINAR BY SEPTEMBER 26, THAT'S THIS FRIDAY.

It should be great with Dr. John McCollister as our guest speaker. Dr. McCollister is a noted author, labor relations arbitrator, professor, minister, and all 'round terrific speaker.

Workshop facilitators include: Dennis Wynn, Head Photographer for Daytona International Speedway, who'll be heading the Photo Skills Workshop; Jim Stacy, of Gouchenour Advertising in Alamosa Springs, Fl. who will be heading the Advertising Skills Workshop; Marvin Mayer, Taylor Publishing's Area Representative who will be heading the Layout Techniques Workshop. In addition

to these special people, there are more special people.

Russ Hoadley, City Editor for The Daytona News/Journal will be holding the Writer's Workshop (afternoon only); Dr. Bingham Stewart, English Professor here, Avion Advisor and professor interviewer, himself, will head the Interviewing Skills Workshop.

Ms. Shelley Wilson, ERAU Student Activities Director will facilitate the Shared Leadership workshop and Dean Nona Backer will present the Budget and Time Management Workshop. These two workshops would be a big benefit to all students involved in clubs, fraternities and campus organizations.

So this is it, this is where it's at... this is your invitation to the PEN AND THE PRESS. Sign up by Sept. 30 and be there by 8 a.m., Oct. 18 for this special event. See you there!!!

METRO INSURANCE

WE ARE MOVING!

Effective September 2, 1980 our sales (mall) office and our service office will be located:

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Yes Consistant Sounds Abound



DRAMA
YES

By John Scribner

As one of the few bands that have stuck to truly progressive rock and managed to be financially successful at it, YES has continued their success with their latest effort, DRAMA.

Yes has been together for over a dozen years now with relatively few personnel changes. During that period they have produced an average of one album per year. Possibly their most successful period was during the time they released FRAGILE and CLOSE TO THE EDGE which featured Rick Wakeman on keyboards.

Wakeman later left the band, returned for GOING FOR THE ONE and has since left again, this time taking YES' lead singer Jon Anderson with him.

Geoff Downes replaces Rick Wakeman on DRAMA while Trevor Horn fills in on lead vocals.

The two new members appear to have influenced the band, not by changing their music to something completely new but rather by bringing it back to their earlier sound. Critics have said that the album is a definite return to their FRAGILE, CLOSE TO THE EDGE, era.

The album sounds it too. It has been a while since Yes has put out such a complete, cohesive album. Trevor Horn carries on Jon Anderson's excellent vocals sounding very much like Anderson. Chris Squire and Steve Howe on lead guitar and bass, respectively, are still as vibrant as ever. Squire's leads have retained their speed and taste but have also become a bit "torched" on this album.

DRAMA is a strong effort by the over progressing Yes and a good sign that the band will be with us for a long time.

Daytona Playhouse offers hit production

CHAPTER TWO, a Neil Simon hit will be having its first run in Florida at the Daytona Playhouse, 100 Jesamine Blvd., Daytona Beach at 8 p.m. beginning Friday, Sept. 26-27, Matinee on 28th at 2:30 p.m., and Oct 2-4 with another matinee on Oct. 5 at 2:30 p.m.

Tickets are just \$4.75 for adults, and \$3.00 for students. For further details, contact 255-2431.

LET THE SHOW GO ON... AND BE A PART OF IT!

Cast Calls are going out Sept. 28/29 at 7:30 p.m. in the Daytona Playhouse for FIDDLER ON THE ROOF.

Ten women and 14 men are needed for the production. This production introduces Robert Feist Music Director for the show.

The Daytona Playhouse is located at 100 Jesamine Blvd., Daytona Beach. Get involved with the community and the arts!

PLEASE DON'T LITTER

Make that date!!!
Papa John Creach
Vassar Clements
Sept. 28 at 1:00 PM

Hey!

Now you didn't forget about that FREE concert on Sunday, the 28th, did you? Good, because it's going to be an excellent time! Now remember this, it's going to start at 1 p.m., outside the University Center and it will be featuring PAPA JOHN CREACH AND VASSAR CLEMENTS. But that's not all because there will also be roast pig, cooked right there before your eyes, and FREE oysters, too. And for \$1 you can get three beers. You've got to be crazy to miss this one!

Papa John was born in Beaver Falls, PA, on May 28, 1917, making him 63 years old, but don't let that get you down. It was Papa John who proved that no one is too old to rock and roll.

At the age of 53, Papa John took up rock 'n' roll and has fiddled for the Jefferson Airplane, Hot Tuna and was a guest star on the last Jefferson Starship tour. But he sure didn't start there.

Papa John received his first violin when he was 10 or 11. His uncle taught him notes and scales, but from then on it was his own doing.

At 18, his family moved to Chicago where he started playing with the local musician's union and got a job with the Symphony Orchestra. At that time he did a lot of odd jobs and free concerts.

In the 30's, Papa John joined The Chocolate Music Bars and spent eight years working the hotel circuit throughout the Midwest and

Canada.

In the 40's he moved to playing in clubs and cocktail lounges. He went from Jazz to Rhythm and Blues, playing mostly in the Memphis area as well as around the Mississippi. By this time he was again on his own, free to do his own thing.

In 1943, he amplified his violin and has been amplified ever since. Two years later he moved to the Los Angeles area and started his own band - The Johnny Creach Trio, which consisted of a guitar, bass and violins. He soon became bored with that, too.

His next adventure was on the luxury liner Catalina, traveling between L.A. and Catalina Island. This lasted fourteen years.

It was in 1967 that he met Joey Covington who soon became the drummer for Jefferson Airplane. In October, 1970, Papa John joined the Airplane, too. Soon after that he started recording with Hot Tuna and, traveling with the new Jefferson Starship.

In 1971, Papa John recorded his first album which was a combination of Jazz, Rhythm and Blues, Soul, and Rock. He is now planning a second album with his new band.

This technical genius has amazed people for over 40 years and now, we, too, will have the opportunity to witness possibly the most extraordinary violinist of our time.

As though all this wasn't a concert in itself, there's still more! That's right, to start off this event will be VASSAR CLEMENTS.

Mr. Clements, now in his early 50's, has been playing his fiddle

for over 30 years. He began playing Bluegrass with the famous Bill Monroe and the Mountain Boys, and then moved on to everything from jazz to funk, and now with his new band, Rock and Roll.

Vassar has become one of the most sought after sidemen in country music. He has played with everybody from the late Mother Maybelle Carter to the Earl Scruggs Review.

Even though his roots are in rural traditional American music, he can and does play anything. He broke into Rock and Roll in 1973 when he fiddled for The Mitty Gravy Dixie Band on the legendary "Will The Circle Be Unbroken" album. From there he recorded his own album entitled "Vassar Clements Band". On his own he was able to experiment with the Western swing and hillbilly jazz that he is now so famous for.

He then moved to San Francisco where he performed on the Bluegrass review, "Old and in the Way" along with Jerry Garcia on banjo and David Grisman on mandolin. Then he began to spread his name around by fiddling with the Greatful Dead, the Allman Brothers, The Band, Dicki Betts, Jimmy Buffett, CDB, Linda Ronstadt, J.J. Cale and Paul McCartney, just to name a few.

It seems like there is going to be a lot of music and a good variety at that! So don't forget: Sunday, Sept. 28th at 1 p.m. outside the University Center and be prepared to party!!!



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What's Happening With Entertainment?

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And

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Oct. 3rd. In The U.C. The Movie "Drive-Inn"

Oct. 11th. "OCTOBERFEST"

Thunder Road Starts New Album Review

Welcome to Thunder Road. This new weekly column will include album reviews, the concert scene, and current information about your favorite groups.

The number one album in the country this week is QUEENS "The Game". The album contains former number one single "Crazy Little Thing Called Love" and the new rock/disco hit "Another One Bites the Dust" currently at number three on the singles chart.

Word is out that BRUCE SPRINGSTEEN'S 5th Album will definitely be released in October. The new album, is a two-record set called "The River", Spring-

steen is also planning to begin a worldwide tour after the album is released. Plans are for Bruce to play in North America, Europe, Japan, Australia, and hopefully central Florida. If you've never seen the Boss in concert don't miss the opportunity, because as a performer, Bruce Springsteen is without peer.

LED ZEPPELIN'S next album will probably be a live set titled "In Through the Out Door".

According to Billboard Magazine 6th International Talent Forum, the EAGLES were the year's top box office attraction. Voted breakout artists of the year were the PRE-

TENDERS and PAT BENATAR. Benatar's new album "Crimes of Passion" has climbed into the top 10 this week. In my opinion she is without doubt the top female rocker in the country.

LED ZEPPELIN'S fall U.S. tour schedule has finally been released. If you've been hoping they might come to Florida you're out of luck. In fact, the furthest south that Led Zep will perform is Washington, D.C.

Finally, Friday night at the Lakeland Civic Center is the Foghat/Eddie Money concert. I've seen both groups before and this promises to be an excellent show.

Rich Basile

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Alpha Eta Rho Sets Sights For for Fall

Thanks to the expert direction and leadership of our football team's fearless captain, Larry Smith, our first game was a victory.

We'll see if the volleyballers can spike their way to a win at tonight's first shot. We held pledge interviews last meeting and it looks like a very promising new group.

Again, welcome. The first aid or CPR course looks like a definite possibility for later on. Last year's course was successful and we'll try to make this one even more thrilling. The one and only... Heeereereere Milton will speak to our ears in two weeks, telling magnificent stories of floating balls wood rotor blades and fun things to do with marsh!

The historical Burger King man, Mitch Kadow will be leaving in a little while for Naval reasons. Good luck, have fun, and be sure to get us all a ride in an A-1! (All at once!)

Rich announced that the first meeting of the E-RAU Flight Team will be held tomorrow night. Go for it. Of buddy of pal Capt Sullivan sent a Hello to the gang from Prescott. He's got his CP, II, and MI and well on his way to an exciting career in plumbing! Little bit of humor there.

Please ignore, Kevin Pasteriak is now an SGA representative. Pretty soon you'll be in the running with Jack Hunt for the presidency!

It was announced that KC Silvers received a \$1,500 scholarship and the author of this silly article won \$500 from the Civil Air Patrol. Way to go guys! Orders were taken for shirts and they should be received in time for the turn of the century fireworks. That's it for this issue so don't study too hard and watch out for low flying beer bottles.

P.S. Sorry! No more belly flops on waterbeds (80 days, Dan!)



Alpha Eta Rho Brothers evaluate new Pledges starting their pledge training. Photo by Marty Monteiro

Lambda Chi Alpha thanks journey participants

The Brothers of Lambda Chi Alpha wish to express their thanks to all of those who participated in the First Annual Great Turtle Race. It was all of you who bought and brought turtles to the race and lent your spirit that made it such a success! In all, I would say that there were about 150 people screaming and yelling for various turtles to win. For those of you who missed the Landmark event, here's what went down.

Starting last Monday all the Brothers got down to business and prepared the advertisements necessary to inform everyone of the event and drew up posters, wrote on blackboards, and generally spread the word: TURTLE!

Later we acquired a concrete turtle, which you probably saw, generously lent to us by Ms. Sue Henseler who is a turtle herself! Finally on Friday turtle sales went up 100% and some people showed up with their own. One of these G.D.'s proved to be the largest turtle during the weigh-in and had to be estimated at around 10 pounds.

It was a real dog though and

stayed in one place like it was waiting to get... At the sound of the starter pistol the gate flew open and 40 cockroach-like turtles started tooting to the finish line.

Five seconds later the "big" ones were let loose, to allow a handicap. Well, you know turtles are slow but these were SLOW! It took about two minutes for them to go 10 feet! The majority of them took a look at the monstrous screaming beings encircling the track, sat down, and said Bag It! It was a real tough decision, for last. The colorful entry award, goes to the most monster which came from the depths of the Dorm 1 moat. It looked great, smelled like hell and took second place.

Finally, I'd like to mention the great way the Brothers got together to bring this off. Now we know what we call it when it's done together...brothers. And always remember, we must have FAITH. Let's all concentrate on our next project.

Smoker or a Rush Party for new associates. Catch y'all next week. Yours in ZAX, Big Al

Delta Chi holds wild party

Another trimester has started, and Delta Chi welcomes all new and returning students to E-RAU.

Our normal writer Drugs has been on duty lately, so I'm filling in for him for this week only. Right Mike? As all of you probably know, Karl didn't return to serve his term as president, so Dave Paladino has been elected to preside over the chapter for the next year.

Congratulations are in order for the new brothers who were initiated into the bond on September 6, 1980. They are: Butch Crenshaw, Brian Moon, Tony Nigro, Joe Houghton, Tony Manich.

A wild party ensued and the J.B.'s proceeded to get smashed. Everybody had an enjoyable weekend, especially the Brothers.

Our rush party was a great success, with five kegs being consumed in one night which I believe is a new record. People had trouble finding a parking spot. Thanks to Brian Harbert and his crew, the flairs glared for the party.

The banders were kept busy and the new tap master got a real work-out. All in all, everyone enjoyed themselves, and a lot of people found out how great a time we have here at Delta Chi.

Saturday also proved to be a success with many people returning to play volleyball, eat hamburgers, and holdongs (thanks to "Magie" Johnson) and also to drink some beer. We have also discovered some new chuggers who seem to be pretty good, but they will have to prove themselves first. But come spring-time, Delta Chi will once again emerge as the best chuggers in the Greek Week festivities.

Eighteen new men have pledged Delta Chi and I'm sure that they will all enjoy sharing this great experience with us. They are: Chuck Rindone, Jean Lafferty, Kevin Feit, Allen Homes, Garry Collins, Karter Larson, Scott Rushford, Mitchell Scott, Michael Gesecki, Bill Atkins, Jerry

Smith, Marty Hill, David Hanahan, Glen Sherwin, Greg Elliott, Fernando Rodriguez, Eric Harbert, Lee Turner. Good luck to all of you, and start studying the cornerstone!

This past weekend started out with an excellent happy hour, as usual, and Saturday morning, we all trucked out to River Country at amazing speeds. Sorry Bob, your car just isn't in the same class as the water volleyball games were interesting, and Red's eyes seemed to match the color of his hair. Butch finally got his own waterbed, and Tony and I made sure everyone had their fair share of charcoal lighter hamburgers and turkey dogs.

Later on in the night Sigma Chi gave Dudley a hot steer. They had supposedly invited Dud to their Hawaiian Luau through a personal invitation, but when he showed up wearing a Delta Chi pin, they wouldn't let him in. Sorry Dud, but you can't join two fraternities at once. You'll just have to stick with the best fraternity on campus.

Reminders: Pledges meeting at 7:30 Thursday, with the brothers meeting at 8:00. Happy hour starts Friday at 8 p.m. The Little Sister Rush Party is from 7:9 p.m. and instead of a wine and cheese party this time, we've decided to go all out and have pizza and beer. From then on everyone is shuffling over to my apartment for Beer and oysters.

For anyone interested in Delta Chi or the Little Sister's program, feel free to attend either our Happy Hour on Friday night or the Little Sister Rush Party on Saturday night. If you need a ride, or have any questions at all, please call Delta Chi at 252-9429. It's not too late to join, and every weekend will prove to be better than the previous one. Just remember, we're on a mission from God!

Angel Flight floats down for party

We would like to thank all the girls who attended our Wine and Cheese/Open Houses! Even though we had a large turnout at the last one, Kathryn still managed to escape with two full bottles of wine.

Perhaps she planned a rendezvous with a certain Second Lieutenant—but where was Holly? Nevertheless, don't forget our first formal meeting will be 7 p.m., Sunday, Sept. 28th in the Detachment (between the tennis courts and Dorm 1). All women interested in Angel Flight, the only women's organization on campus - are encouraged to attend.

In the meantime, the Angels will be selling donuts every Wednesday morning in the U.C. from 8-11. We have a new selection this trimester that we know you'll enjoy. So, don't forget to stop by during your coffee break!

Sharl Nickoley, Admin/Info Officer

ODK honors time with new ideas for trimester

By Randy DiGirolamo

The first meeting of the Embury-Riddell Chapter of Omicron Delta Kappa (ODK) was held on September 10, 1980 in the Faculty/Staff Lounge. The purpose of the first meeting was to set guidelines for the Fall trimester. The major topics discussed were the party for International students and the induction of new members.

On Sept. 17, 1980, ODK held their second meeting. It was during this meeting that the applica-

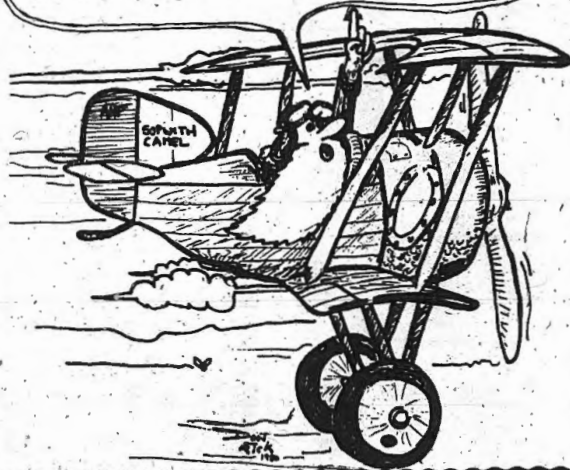
tions for new initiates were prepared. The next meeting of ODK is scheduled for October 1, 1980 at 7 p.m. in the Faculty/Staff Lounge. The dues of \$8.00 for all current members will be collected at this time.

For those students who are interested in becoming a part of Embury-Riddell's ODK and have received an application, please complete the form and return it no later than September 30th. Do not pass up a fantastic opportunity!



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Vets Club coordinates Regatta

By John F. Renkas
President
As legend has it, the Embury-Riddle Veterans Association plans, coordinates, controls and operates the "RIDDLE REGATTA". We sponsor this innovative, raft race each year to raise funds for a deserving Halifax area charity or community organization. This year the money will be donated to the Daytona Beach Firefighters Association. Its immediate use will be to purchase a Sains Heart-Lung Pump, which will be located at Memorial Hospital, DeLand Beach.

This year the race will be held on Saturday, October 25 and we have expanded the number of competition categories.

Our second club meeting this trimester was a success. We discussed the management breakdown for the regatta. There will be three committees, each containing from three to five departments. All jobs will be more specialized than that of last year. As the race gets larger

each year, so does the workload. Any vets who missed the last meeting our next one will be on Friday, Oct. 3rd, 7-10 a.m. in the Faculty/Staff Lounge.

If you're a vet and want to participate with us, stop on by and lend a hand.

The Vets football team almost beat the ROTC Blue Machine on Sunday. "Airborne", being pursued by two ROTC-cadets, got that hard pass from Rowan Wily in the end zone, but bobble and dropped it. Good try ABI Outstanding plays by Drew Harris (two interceptions) and new star quarterback Rowan Wily. Practice will be on Saturday, 9 a.m. at the Football field.

At the last meeting our faculty advisor, Mr. Phil Kulp won the special door prize. Tom Allnatt won the Big Daddy's tee shirt. New members present were Earl Schuette, Tim Phillips, Martin Sherman, Ralph Aguayo and Peter Coulon. Till next week!

Christian Fellowship Club visits Disney

By Brett Hebel
The Christian Fellowship Club is planning to go to Disney World in Orlando this Saturday, Sept. 27. The park will have a number of different Christian singing groups performing. We are presently trying to acquire a bus to get us there. If that is not possible then we will be forming a carpool. If you would like to go please contact me at Box Number 4597 as soon as possible. Tickets are about \$8 or \$9.

Our meetings will now be in Room A-202, above the Library, at 7 p.m. (1900) on Friday's. This

Friday we will be meeting with the Christian Club from Bethune-Cookman College. We are all looking forward to fellowshiping with them.

If you have any questions or would like more information about the club please feel free to drop a note in my box. I would like to leave you this week with two short Bible verses:

"For ALL have sinned and fall short of the glory of God." (Romans 3:23). "For the wages of sin is DEATH" (spiritual separation from God) (Romans 6:23).

AFROTC maintains grand events

By C/Maj. Randy Russell
During the summer preceding this trimester, two of our cadet members at the 157th - "Miale" Captains Legget and Merlin, completed their tours of duty here and transferred elsewhere. In their place have come two new and diverse officers, Captains Kibel and Schaffler. Today I'd like you to meet one of them - up close and personal.

Abraham Joseph Kibel was born August of 1952 in Memphis, Tennessee. The youngest of three children, he grew up in Memphis with his parents Isaac and Jenete, brother Gerald, and sister Ann. He graduated from high school there and began his college education at Memphis State. It was at Memphis State that "Joe" Kibel was first introduced to military life. ROTC was a required program on campus.

He studied engineering, earned a three and one half year ROTC scholarship, and became a member of the A.F. ROTC's professional honorary fraternity - The Arnold Air Society.

Cadet Kibel was not quite satisfied with "straight" engineering through. So after his second year, he transferred to the University of Miami and began studying the same technical material, but with more

of a management approach. This is because, as he says, "I like to work with people, instead of just things."

It was at the University of Miami that Cadet Kibel met his future wife, Lois Shapiro. They graduated together in 1975, he with a B.S. in Industrial Engineering, she with a B.A. in Communications.

After being commissioned in May, Second Lieutenant Kibel moved to his first assignment - Headquarters, Electronic Systems Division, Hanacom AFB, Mass., where he was given the varied duties of a project

engineer. Meanwhile, Lois was attending graduate school at Stanford, Cal., where she soon received a Masters in Communications. Lt. Kibel also received his masters at this time, an MBA from Western New England College.

On the first day of Spring, in 1976, Joe and Lois were married. They have no children as yet, however, they're expecting their first sometime in February.

After three years at Hanacom, the Kibels moved to Langley AFB, (See AFROTC Page 9)



"Riddle Skien" competes in last weekend's meet. Photo by R. Franke

SMART THINKING KNOWS NO AGE!



A BUREAU OF MOTORCYCLE SAFETY FOUNDATION

BAHA' I Club resumes meetings

Newly formed over the summer, the Baha'i (Ba-Hi-ee) Club resumes its regular meetings on Sundays at 4-6 p.m. in the Faculty Staff Lounge. Our purpose is to introduce the Faith to anyone who may be interested.

The Baha'i faith offers a clear pattern of world order. It does not have shy, secret mystic doctrines; it does not have any priesthood or professional clergy. People find this a practical, spiritual religion with the mission of uniting the world in one common faith and one order.

Management Club holds meeting

The Management Club presented J. Gary Powers, a NASA test engineer, as the guest speaker for the first dinner meeting of the Fall trimester. After everyone finished the buffet meal catered by the Treasure Island Inn, the meeting began with a reading of the minutes of the last meeting in April. (See MGMT. Club Page 9)

Pool Tournament
Tuesday Nites 7pm.

FUN ROOM:

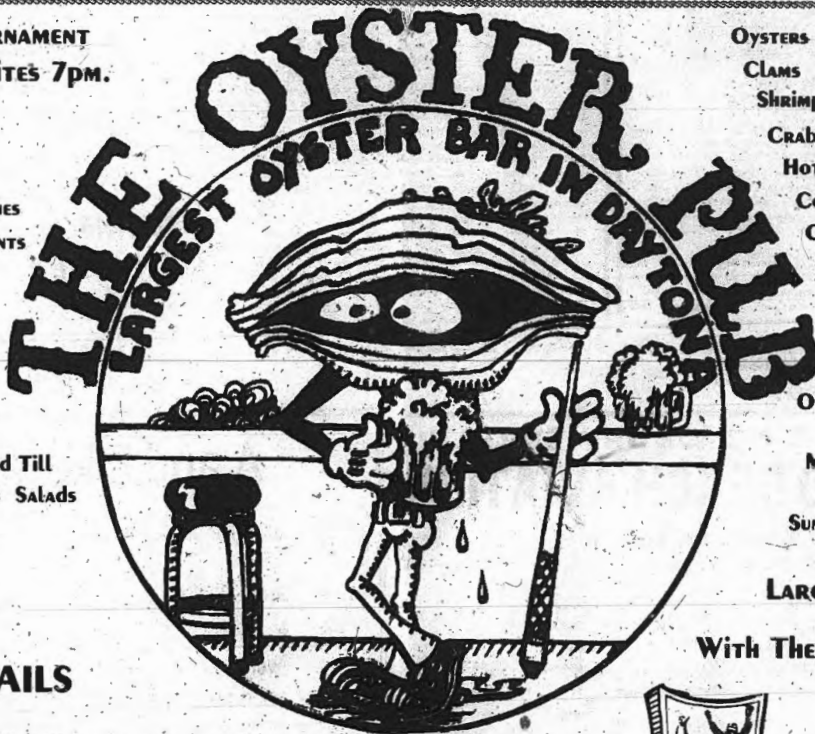
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Athletic Department Throws A Curve

As many of you know in last week's column I talked a little about flag football and sportsmanship...



My last story dealt mostly on a certain incident between a player and an official. It involved verbal abuse from the player which caused his ejection and a bit of body language from the referee...

Also, [redacted] has been suspended for the next 3 games and he is not to be at the games even as a spectator...

INTRAMURAL SPORTS MEMO

Instead of the story ending there it had taken a bitter turn for the worse. In the above memorandum you can see the end result. It seems to this writer that instead of the flag football league being run by the intramural athletic department it resembles more of a flag football league being run by a communist government.

How could anyone have the gall to say to a player, 'sit to show up as a spectator' or else? How can a coach or even a team for that matter be held responsible for one player's actions?

Could you see a professional baseball team throwing out of a game because one of the suspended players showed up to watch?

All I can say is the penalty of a 2-game suspension is fair. It also should be said that the official who is just as guilty as the player has not been penalized.

I'm sure this isn't the last you're going to hear about this situation because I intend to stay with this story until a suitable solution is found that both officials and teams will be happy with.

High Scores Dominate Sundays Games

By Carol Feild. This past Sunday, 'Brothers of the Wind' defeated the 'Cowboys' 42-12, making Sunday's game their second win of the season.

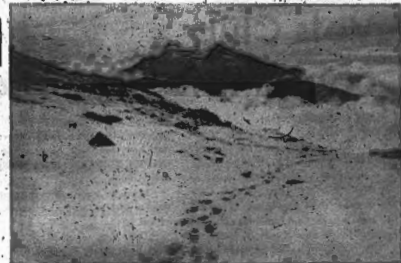


ABOVE: With wings on his feet, he heads for the goal line during Saturday's flag football game. BELOW: Defender arrives too late to stop a touchdown. Photo by V. Solenberg

'Club-Agile' also won their second game by walking away with a 12-0 victory over the 'Post-Timers'. AHP won their second game by forfeit.

Other results to Sunday's games were: 'Nads' 28-'Cherry Pickers' 0; 'Bombers' 6-'Condos' 6; '69ers' 19-'Destroyers' 7; '3rd West Dirty Devils' 12-'No Names' 6; 'Flight Tech' 2-'Air Force One' 0; 'Vet' 6-'Blue Machine' 6; 'UHN' 0-'Cast Raters' 20.

Congratulations to those teams with their second victory!



On my way to the top

By 'Al Zaps'. Mountaineering is something that can't be easily described. The searching of freedom in the hills may be said to have been lost in antiquity...

finite variety of conditions that snow and ice can assume presented the most strenuous hazards. By that time, we changed from plain boots to crampons and began using the most valuable tool, the ice axe.

It is a fact that snow as well as rock climbing increases in difficulties with the altitude. Faith, audacity, truth, courage and all feelings are governed by our endurance and experience...

I'm going to tell about my experience of climbing over fifteen thousand feet in The Andes, where the wild and hostile surrounding environment is one of the most beautiful manifestations of nature.

NIGHTFALL MEANS DANGER! Soon, the undesirable moment came. Because of that soft snow, we were climbing at 'half speed, and the night was there, like a hunter waiting in ambush for his prey.

The first, and most crucial step, was the selection of the equipment which must be kept to the safe minimum and must be just as light as is consistent with durability and versatility.

We had no sleeping bags, little food, fatigue and a lot of snow to play with! The group was afraid that we had to make a wise decision immediately!

We walked for six hours with great display of energy and quietness. The time to make a stop was set and the expressions of sadness changed into jokes and a time to taste a few of those attractive dried fruits, hidden in one of the little pockets of the back-pack.

We turned for help in our despair to get energy and desire to deny our exhaustion. The clumsy boots moved one after the other, the arms held the heaviest of the ice axes.

Then, the easiest part was over, but the next seven hours we would climb on a blanket of thick old whitens, where almost all the in-

the mountain, it was the top of the world.

TENNIS ANYONE?

Starting Monday, Sept. 22, 1980 the tennis courts will be reserved for tennis instruction class on Monday and Wednesday from 5-6 p.m. and Tuesday and Thursday from 10-11 a.m.



WHAT TO DO AFTER COLLEGE

is a question a lot of young people in high school and college are asking. Then, even if you get the finest college degree, where can you use it meaningfully?

Perhaps the answer lies in becoming an Air Force officer through Air Force ROTC. We have many different career areas in which specialists of all kinds are needed.

Consider Air Force ROTC as a gateway to a great way of life for you. Find out about the benefits of a four, three or two-year scholarship that pays \$100 a month, tuition, book costs and lab fees.



Bowling League Elects New Officers

By Lauri Ranfos, Vice-Pres. Well, we got the first week (al-ways the toughest) out of the way with very few complications.

Speaking of officers, I'd like to take this time to thank David Hoag, our former president from last summer league, and K.C. Silvers - our summer league secretary, for all the work and long hours they put in to make things run smoothly every week.

Bobby Jungo was elected as our new president. He was in the league this summer, on SNOW-BLIND's team. The vice-president of the league is yours truly - me - Laurie Ranfos. Our treasurer is Mamy Rogers, who has done a fantastic job all summer, and will keep on doing just that.

We also have a new secretary - David Nazem. He was also in the league this summer, and has accepted responsibility for one of the toughest jobs an officer can have - figuring averages, handicaps, and lane assignments.

We had a total of 78 bowlers on the first night - not a bad start! In the next article I will be listing the team standings, by the way, the first week seemed to be 'ladies' night', this reporter bowled a 190, and Pam Pedron from financial aid bowled a fantastic 206!

Well gang, welcome aboard! I hope you all feel free to ask-for any assistance you may need with the league. Good luck, and Good Bowling.

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AFROTC
(continued from page 7)

Va. Lt. Kibel was again a project engineer, this time working on a command communications project for H.Q., Tactical Air Command.

Two years later in 1980, Capt. Kibel received a phone call. The call concerned a query to become an ROTC instructor at a campus in Daytona Beach, Florida. The school there had a tremendous engineering program, yet no engineer had ever held a cadre position there.

Capt. Kibel accepted based on the knowledge that Embury-Riddle was a good school in a good area.

Capt. Kibel has taken on the position of AF-300 instructor here at "Riddle", educating the junior year cadets in the principles of Management and leadership. He also has several additional duties, such as Detachment Recruiting and Retention Officer, Public Affairs Officer, and Education and Training Officer. He is also a board member on two faculty committees, Academic Curriculum Evaluation and Media Resources.

Captain Kibel and Lois like the area here. Their tour of duty is for three years with an option to stay a fourth. That should give them plenty of time to finish the house they're building in nearby Georgetown.

Capt. Kibel also like the uniqueness and enjoys working with the cadets. "I think it's a challenge to stay ahead of them," he jokes. And even though he's pretty impressed with the facilities here, he'd like to see a couple of things added.

In light of the fact that several students (not just cadets), are injured or killed each year as a result of motorcycle accidents, Capt. Kibel would like to see a motorcycle safety course established here. Even though he himself, does not ride a motorcycle, he nonetheless is very

eager to get some kind of a program started here so that students and faculty could benefit from such a safety experience.

He'd also like to see the AF-ROTC athletic teams dominate the ultramarathon sporting events. He believes that with the numbers and talent we have in the 157th, we should have no trouble producing top caliber teams for each event.

After five years in the service, how does Capt. Kibel view the Air Force and his future in it? With great enthusiasm, that's how!

He enjoys the military very much, especially its travel benefits. He and Lois travel quite a bit, seeing new places and meeting new people. Before coming to Florida, the Kibels toured through Spain and Italy courtesy of the Air Force's Transportation system.

When I asked Capt. Kibel what advice he had for the future officers of the detachment, this is what he had to say. No matter where you're stationed during your tour of duty, as an Air Force Officer, take full advantage of the area surrounding you. Whatever the state or country has to offer you, try it, especially if you've never done it, or seen it before.

The Air Force has bases and stations in many diverse places each base and each location is unique. Approach your assignment with a positive attitude. Don't just do your job and return home everyday, get out and experience the country and the activities around you. With The Air Force, you'll be able to live in and experience places that your civilian counterparts will never even see.

The opportunities are endless with each new assignment so experience as many as you can, you'll only have regrets if you don't. This writer feels the same.

Once again, welcome aboard!

Capt. Kibel.
This announcement is closed circuit for all you "deadbeats" out there that haven't paid lab fees yet. We've got your number folks so get in touch with someone from finance about that \$10 you owe.

After all, you're going to get it all back (but not as a "green back")! Next week I'll be featuring a member of the cadre in another "Up close" interview.

MANAGEMENT CLUB
(Continued From Page 7)
The newly elected officers and staff were introduced: The officers

are: Randy Alexander, President; John McGinty, vice president; Pete Moll, secretary; and Gwen Holkeboer, treasurer. The staff consists of: Andrea Tate, services chairperson; Tilden Montant, membership chairperson; Cathy Babis, public relations; Mary Wood, special projects coordinator; and Chip Astora, photographer.

Randy Alexander, briefly outlined where the club has been and where it's going. The Management Club is one of the largest and most active student organizations on campus. The club is responsible for the green road signs that are on Volusia (U.S. 92), that direct newcomers to campus. Last Spring, members worked hard to set up a landscaped

flower bed by the Riddle Marquee and donated it to the university and our current project is to encourage the construction of a bike path along Clyde Morris Road to provide the students of both E-RAU and D.B.C.C. (Daytona Beach Community College) a safer path to ride on, while going to and from classes.

As a fund raising project, members are also gearing up to sponsor a Fun Run in November. Randy also said that conducting club business in conjunction with the dinners was making them last too long.

From now on, business meetings will be held two weeks after each dinner meeting. The next one will be September 26 in the Common Purpose Room in the U.C. All new mem-

bers and interested people are invited. Refreshments will be served.

Speakers at the dinner meetings are top professionals from all areas of aviation. Exposure to these speakers have even provided some members of the club with their first job after graduation.

When the speakers come here, they come in contact with many E-RAU students and their impressions of their visits, can influence the consideration of any application received from a Riddle graduate.

Next month's speaker will be Jack Hunt, President of Embury-Riddle Aeronautical University. We hope to see you at the next meeting.

**Dues are \$4.00 per trimester and age due now.

Light Copter Hops Atlantic

On September 8, a Bell Long Ranger-II helicopter completed a successful 5,100 mile flight from Dallas, Texas to Bern, Switzerland.

The historic flight is believed to be the first trans-Atlantic flight made by a light helicopter.

Piloting the seven-place turbine-powered aircraft were Karl Wagner, 42, and Werner Roshlan, 30. They are associated with KUL, a West

German firm. Wagner said they encountered no major problems.

Their trip, which included refueling and overnight stops in Greenland, Iceland and the Shetland Islands, totaled 49 hours of flying time.

The IFR Long Ranger was equipped with special reserve tanks which held 1,600 lbs. of fuel.



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Major Richard Sauer
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or
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Accident report on parachutist's death

Age: 21 Sex: M
Number of Jumps: 4 way, relative work
Main Canopy: Merlin
Reserve: 23' Tri-Can
Harness/Container: Sky Supplies
Rapid Transit
Cause of Death: Impact
Description of Accident:

Deceased was observed in the formation. After breakoff the deceased was observed attempting to locate the main pull-out pilot chute. He was seen pulling a part of his harness. The deceased was seen to go back to a stable position at 200 feet till impact.

Conclusion:
Deceased had an irregular jumping history with periods of inactivity. He did not have his equipment on the day of the jump as he was having his reserve repacked. He borrowed the equipment for the jump and the

equipment was different from his own equipment. He was briefed on the differences in equipment.

All of these factors of unfamiliarity, noncurrency probably contributed to the accident. The deceased was seen working with his equipment in a stable position until approximately 200 ft. at which time he was seen to quit. The cut-away handle was missing from the equipment on the ground. The reserve ripcord and the main pull-out handle both were still in place.

The reserve was pulled by the police on the scene under the supervision of a qualified rigger and was found to pull easily and operate in the proper manner. The main container had opened on impact. The factors of unfamiliarity and a disrespect for the dangers involved in sport parachuting added up to the disaster. An automatic opener may have prevented this fatality.

Prepare Yourself for the Future - Visit the Career Center

By Larry Selva

Your mission here at Embry-Riddle is to prepare yourself for an aviation career. Preparation includes learning relevant subjects in the classroom and gaining technical skills needed to fly, maintain, design or manage.

Another important aspect of preparing for your career is seeking information on the profession you have chosen. Do you know the types of positions you may expect to be offered when you graduate?

What would be your duties and responsibilities? Does the job require experience, particular degrees, a high grade point average or other special qualities? What is the employment outlook, starting salary, salary after three to five years on the job and promotion opportunities? How many flight hours do you need to be hired by a commuter? If you know the answers to all these questions, you are a member of a small minority.

The Career Center has launched a program to aid those students who don't know everything about aviation careers. This program will be known as "MISSION...CAREERS". The purpose is to answer questions such as the ones mentioned here and any other you may have. And these questions will be answered by those that know...the employers.

Beginning in October, a "Mission...Careers" night will be held approximately once a month in the University Center. Already scheduled are spokespersons from major aerospace and aerospace manufacturers, general aviation manufacturers and a special presentation on flight careers with airlines, corporations, air taxi and commuters. Also in the works is a special panel discussion with representatives of four or five major corporations and a program on airline careers.

Participants will include, among others, Douglas Aircraft, Future Aviation Professionals of America, General Aviation Manufacturers Association, Lockheed Aircraft and Pratt and Whitney Aircraft.

The first "MISSION...CAREERS" is scheduled for October 8, 1980, in the U.C. at 8 p.m. Larry Harris of Douglas Aircraft will speak on "the opportunities for graduates in major aerospace and aerospace manufacturing. Mr. Harris will discuss opportunities for all degree areas.

This program is designed for you, the student. Do you have questions to ask Mr. Harris? You will have an opportunity to do so at the program. If you want to be sure he can answer your query, submit it to the Career Center at least one week in advance and we will let Harris know so he can do any necessary research before he arrives.

Also, do you have a company or segment of the aviation industry you would like to see on campus? Tell us. Let us know your desires and we will try to accommodate you. The Career Center is here to meet the needs of the student. Don't make us guess at what you want in the way of career planning and guidance.

Human Development offers a variety of services

There is a place on campus that you may want to know more about. The Center for Human Development offers a variety of services to the student body on E-RAU's Daytona Beach Campus. The center is staffed by two trained counselors - Linda Bloom and Bill Hertz. They are available to talk with you about personal concerns and adjustment problems you may be experiencing. Topics of discussion might include stress, interpersonal relationships, study skills improvement, depression or other topics of interest or concern.

In addition to the counselors, the resource room in the Center has books, pamphlets and tapes covering a wide assortment of topics. Please take the opportunity to stop by the Center and look through our materials. If you don't find what you are looking for, let us know and we will try to locate additional information.

(continued from page 1)

many more will be made possible by the Shuttle's ability to place satellites economically into orbit.

Mr. Leslie Volk, our tour guide, accompanied us during the press tour and throughout most of the Kennedy Space Center. Leslie showed us NASA's Flight Rooms 1 and 2 of the Launch Control Center, which has been modified to handle Space Shuttle launches. The Launch Processing System (LPS) will monitor and provide up-to-the-minute status reports for Shuttle and just about all other launch-associated activities, and actually process and launch the Shuttle with the support of the information stored in the Central Data Subsystem.

The Space Shuttle will roll out of H1 Bay 1 of the Orbiter Processing Facility in November, and then its fifteen week of final testing before the launch will begin.

For the Space Shuttle, it was feared that a large number of thermal protection tiles might have to be removed and strengthened; however, the number was just reduced to about 4,500 of the craft's

30,922 tiles. This insulating material is a matter of life or death.

When Shuttle "blazes" through its 5.8 minutes re-entry phase with surrounding temperatures over 2,000 degrees, and over 3,000 degrees about its nose, insulating tiles glued to the ship are supposed to protect it, but the tiles are so good if they won't stick. If just one key tile comes unglued when Shuttle re-enters the Earth's atmosphere, Space Shuttle could disintegrate, its crew and passengers torn apart. The tiles are essential, because NASA wants to reuse each Shuttle up to 100 missions. This would greatly revolutionize our use of space.

When astronauts John Young, and Bob Crippen climb into the cockpit for the countdown next year, then Shuttle's tests will be complete. According to Gene McCoy, an unmanned launch would be far too expensive. NASA may have felt a budget conscious approach was necessary to get the Shuttle through Congress, where supporters of space projects face difficulty in persuading Congress to supply funds for a viable space program. Let's hope they succeed. Peace in space.

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Dear Gus Answers

"Dear Gus" will be featured in the Avion weekly. It is a personal column designed to help you with your personal problems here at E-RAU. If you have any problems you would like to discuss, please send your letters to: Dear Gus: Box E-202, E-RAU, On-Campus.

Q. DEAR GUS,
I am a new student at Embry-Riddle and I'm living in the dorms. I have two roommates, one of which is a nymphomaniac and the other, a slob. I have no privacy whatsoever. I have tried to talk with them and nothing seems to work. Please help!

Signed
A Clean Virgin

Q. Dear Gus,
How does a tall, dark, and handsome guy like me go about meeting a girl at Embry-Riddle?

Signed,
The Lone Cowboy

A: Dear Lonely,
With an attitude like yours it is no wonder why you can't meet a girl. Try a more subtle approach and leave your male ego at home; if you're as good looking as you say you are, you shouldn't have any problem.

Education plus prevention equals savings

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

Cost-effectiveness is a popular term quoted in businesses and firms throughout the country. In those times of rising inflation, cost-effectiveness (or how to get the most out of your dollar) should become part of the student's vocabulary, too. After all, going to school is YOUR business or career while at E-RAU.

At Health Services we've reor-

ganized our services to assist you with cost-effective health care. remember, PREVENTION is the key word here:

- a. a regular exercise program
- b. a balanced diet
- c. a balance of work and social activity
- d. proper rest

You can make an appointment (at a time convenient to you) to learn about the above items. An appointment will insure that the nurse devotes a proper amount of time to YOU AND YOUR CONCERNS. It will also benefit you because YOU will have set the time. People tend to learn better when they are in an unpressured atmosphere (i.e., not running to class).

Feel welcome to make an appointment for information and "wellness" education. For the student, health cost-effectiveness pertains not only to finances, but time and grades.

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Privacy Maintained for Students' Records

In accordance with the Family Educational Rights and Privacy Act of 1974, known as the Buckley Amendment, E-RAU assures confidentiality of student educational records. The Act also insures each student the right of access to his/her educational records for information and to determine the accuracy of these records.

"Educational records" include those records which are directly related to an individual student and which are maintained by the institution or a party acting for the institution. The term does not include the following:

1. Records of instructional, supervisory, administrative, and certain educational personnel which are the sole possession of the maker, and are not accessible or revealed to any other individual (except a substitute performing the duties of the maker).
2. Records of a law enforcement unit of the institution which are maintained apart from other institutional records, maintained solely for law enforcement purposes, and not disclosed to individuals other than law enforcement officers of the same jurisdiction.

3. Records relating to a student which are created or maintained by a physician, psychiatrist, psychologist, or other recognized professional or paraprofessional, to be used solely in connection with treatment to the student; however, the records can be personally reviewed by a physician, or other appropriate professional, upon written request of the student.
4. Institution records which contain only information relating to a person after that person is no longer a student at the institution (e.g. alumni records).

Students do not have access to certain educational records. This limitation applies to the following:

- Financial information submitted by parents.

2. Confidential letters and recommendations placed in the files prior to January 1, 1975, collected confidentially and used only for the purposes for which they were collected.
3. Records to which a student has waived the right of inspection and review.
4. Records containing information about more than one student; however, student has access to that part of the record which pertains to him/her.

Student educational records will not be released to a third party outside the University without written consent from the student. The following are exceptions, provided by the Act, which may be released without student consent:

1. Directory information, which may include student's name, address, telephone number, date and place of birth, major field of study, participation in officially recognized activities and sports, weight and height of athletic team members, dates of attendance, degrees and awards received, most recent and previous educational institutions attended.

2. Information released to University personnel with a legitimate educational interest.

3. Information released to officials of other institutions in which students seek to enroll, providing the issuing institution makes a reasonable attempt to inform students of the disclosure, or the transfer of such information is institution policy.
4. Information released to persons or organizations providing to students financial aid, or determining financial-aid decisions concerning eligibility, amount, condition, and enforcement of terms of said aid.

5. Information released in compliance with a judicial order or lawfully issued subpoena, provided institution first makes a reasonable attempt to notify the student.
6. Information released to authorized federal, state, and local officials as outlined in the Act.

7. Information released in an emergency, if the knowledge of information in fact, is necessary to protect the health or safety of the student or other persons.

8. Information released to accrediting organizations carrying out their accrediting functions.

9. Information released to organizations conducting studies to develop, validate, and administer predictive tests, to administer student aid programs, or to improve instruction.

EDUCATIONAL RECORDS
If you desire any of the directory information not be disclosed, you must notify the Dean of Students Office each trimester, you are enrolled.

Students wishing to review their records must request such review with the appropriate office. Records covered under the act will be made available within 45 days of their request. Students may have copies made, at their own expense, of their records, with the exception of restricted records or records on which there is an authorized hold.

Upward Bound provides lift for eager students

Periodically, we at Upward Bound have prepared articles for the Avion in an effort to make the E-RAU community aware of our purpose on campus. For those who are not familiar with Upward Bound, we are again giving some background information on our program.

Embry-Riddle is the host institution to an Upward Bound Program because E-RAU administrators know the value of receiving a postsecondary education and they believe a postsecondary education should be made available to all who are willing to work for it, not just a privileged few. That's what Upward Bound is all about - helping selected youth in the community to up-grade their position in life through the completion of postsecondary education.

there is an authorized hold.

If you consider an entry in your educational record to be inaccurate or misleading, you have the right to challenge the contents. In general, the matter can be resolved with the appropriate official in the office where those records are maintained. Upon resolution, the appropriate records will be amended.

If the agreement is not satisfactory, you may request a formal hearing, in writing, with the designated official in that office or another official who does not have a direct interest in the outcome of the hearing. The findings from this formal hearing are final and the records will be amended accordingly.

If the decision is not satisfactory, you may place a statement in your file commenting on the contents of the disputed information and your reasons for disagreement. This statement will become a permanent part of your records. The right of challenge cannot be used to question substantive educational judgments which are correctly recorded.

FEDERALLY FUNDED

The E-RAU Upward Bound Program, like all other Upward Bound Programs across the nation, is federally funded through the Office of Education in Washington. Our program is unique in that it is the only program in the United States that uses aviation as a motivational tool.

E-RAU Upward Bounders are 10th through 12th-grade students from area high schools. They must meet economic and academic criteria in order to be a part of the program. The students are transported to the Riddle campus on Saturdays during the Academic Year for classes in math, English, reading and the (see upward bound page 12)

The intent does not allow you to contest, for example, a disciplinary decision because you may feel it too severe or unfair.

MAY FILE A COMPLAINT

If you have just cause to believe that E-RAU has failed to comply with the Act, you may file a written complaint with the Family Educational Rights and Privacy Act Office (FERPA), Department of Health, Education, and Welfare, 330 Independence Avenue, S.W., Washington, D.C. 20201.

Copies of this article and the complete Buckley Amendment are available in the Dean of Students Office. If you have any questions, please see Deborah Wilder, Assistant Dean of Students.

(speaker continued from page 1)

this year. The Avion will be keeping an eye on this event.

With such a dynamic presentation and laundry list of little stories that are too numerous to mention, Cal Kittinger based on the note of Patriotism: He is a strong believer

Sporting and Recreational Events Coming Up

Racquetball will be played Monday and Wednesday from 4 - 6 p.m. at the Daytona Beach Community College courts.

If you have any questions regarding the events this office offers, please do not hesitate to call extension 1071. Thank you.

All football and fribbee team play on Sundays across from the Administration Building. Volleyball games are played on Tuesday and Thursday starting at 5 p.m. at the Field by Dorm 2. Backgammon will be played on Wednesday evenings at 7 p.m. in the U.C. cafeteria.

that the people should be willing to defend a democracy as a price for living within it. People King, "God Bless America." Joe Kittinger says, "God Blessed America!"

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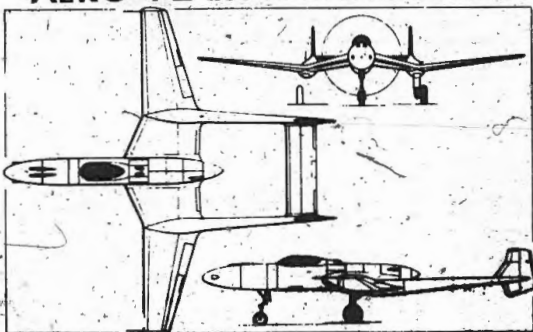
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AERO-PLAIN IDENTIFICATION



The FIRST EXACT ANSWER presented to the Avion of the identity of this aircraft will win a FREE one trimester subscription to the Avion sent anywhere they want. The winner's name and the answer to the puzzle along with a new mystery aircraft will be published in the next issue of the Avion. The Student publications staff, previous winners and their families are not eligible. The last aircraft was the MIG-8. There was no winner even though an unusual two week period was given.

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Florida

(Continued From Page 11)

upward bound sciences. These classes are designed to support the academic subjects the students are taking in their respective high schools. Saturday afternoons are set aside for hands-on, aviation-related projects, S.G.A. and preparation for talent shows.

SECOND PHASE OF PROGRAM

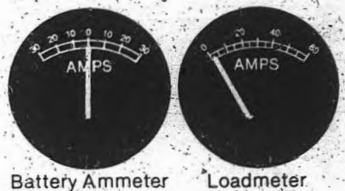
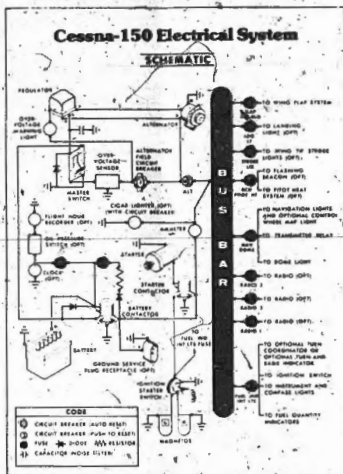
The second phase of the Upward Bound Program is the Summer Component which entails the students actually living on the Riddle campus for a six-week period. While here they attend classes or go on flights each morning, have afternoon projects and evening athletics. This is when E-RAU students have the most direct contact with our Upward Bounders and, for the most part, this contact has been positive. Our students must abide by our own set of strict rules and regulations, as well as respect E-RAU's rules while they are living in the dormitory.

Upward Bound's administrators are alumni of E-RAU, and, because of their close ties with the school

and their pride in the program, any inappropriate behavior on the part of the Upward Bound students is quickly brought into line. At the same time, the Upward Bounders are proud of their affiliation with Embury-Riddle and make every effort to co-operate in a congenial manner with Riddle students. In consultation, Embury-Riddle is an institution of higher education, and its administration exemplifies that position by hosting the Upward Bound Program. Upward Bounders reciprocate by displaying a success story that speaks for itself. Since the inception of the program, in 1974, 194 students have graduated from the Upward Bound Program. Eighty-seven percent of those graduated seniors are still in postsecondary institutions, the military, or have received their degree and are working.

Knowledge is the key to success and anyone industrious enough to seek a college education should be given an opportunity to turn that

IN THE DARK?



These two instruments should be included in every instrument scan.

Flying by the seat of your pants

The National Transportation Safety Board today issued an accident report which illustrates the possible danger to a pilot who follows a practice of aviation's early years - flying "by the seat of your pants."

The accident is one of 300 reported by the Safety Board in its Issue No. 8 of 1979 Civil Aviation "Briefs of Accidents" - computerized printouts of the Board's findings of causal and contributing factors, together with principal facts, in each accident case.

"Spatial disorientation" was the Board's determination of probable cause of the crash of a light aircraft two miles west of a Florida general aviation field early in 1979. The pilot and both passengers died in the

crash and ensuing fire. Spatial disorientation in flying an aircraft involves a pilot's inability to determine the attitude of a plane in flight - whether it is climbing, descending, turning, or in level flight. It is brought on when a pilot cannot use the horizon or the ground for visual reference, and lacks the capability to maintain a desired attitude by use of cockpit instruments.

Board investigation of the Florida crash showed that the single-engine plane was on a southwesterly heading at about 800 feet on what its pilot described in a radio transmission as an "extended" downwind leg of a left-hand-pattern approach to the airport's Runway 9.

(See N.T.S.B. Page 14)

[Reprinted by permission of FAA General Aviation News/May-June 1980]

How would you feel if you suddenly lost all electrical power just as you were preparing to land at a small airport in the pitch darkness of midnight? You can't see the panel instruments, you can't communicate, and you can't lower the gear manually because you can't find the gear crank in the dark because you have no source of illumination whatsoever - no flashlight, not even a bent match stick. What will you do?

A situation of this kind was experienced by the pilot/owner of a Twin Comanche recently in central Missouri. Accompanied by one passenger, the 500 hour pilot, a local physician, had taken off from Poplar Bluff at 10:10 p.m. on a short flight to Rolla, Mo. The March night was very dark with ceiling 4,000' scattered, 12,000' broken. The flight was conducted VFR, apparently routine, except that as he settled into his cruise altitude the pilot noticed that his wingtip lights and his panel lights seemed to be "less bright than usual." Everything else seemed in order, and he made no further investigation.

Descending toward Rolla, the pilot reduced speed and flipped the switch to lower his landing gear. He was greeted by a sudden and complete blackout of the entire lighting system and radio failure. Holding his course visually toward the lighted airport, the pilot groped frantically for a flashlight but found none, not any matches. He suspected that the landing gear was not fully down or locked, but he had no way of confirming his suspi-

cons. (He was not aware of the veteran pilot's technique for locking the gear by means of a sharp pull-up - which occasionally works.) In the darkness of the cockpit he could not find the wobble-pump handle for lowering the gear by hand. He established what appeared to be a normal glide angle for the landing approach; reduced speed as much as he dared, and hoped for the best. On touchdown the gear collapsed and the airplane skidded to a stop at the edge of the runway, with only moderate damage and no injuries to the pilot or his passenger.

Investigators who inspected the cockpit immediately after the accident found the master switch on but the generator switch in the "OFF" position. The pilot recalled that after noticing the dimness of his lights he had checked the master switch and the magnetos, but not the generator switch. He was in the habit of leaving the generator switch on at all times, and therefore had no reason to think it might be otherwise. However, he also recalled that some hours before departing Poplar Bluff he had instructed a mechanic to replace the rotating beacon light on his airplane, and it was possible the mechanic had noticed that the generator switch was on and had turned it off.

The pilot said he was aware of the ammeter instrument in the panel, but he was not sure about its significance and assumed it was unimportant. He has "learned his lesson," and now reads the ammeter every 15 minutes as part of his instrument scan; and double checks the position of both switches.

This pilot and his passenger were lucky. Electrical failures, especially at night, often have serious or tragic consequences. In a recent accident involving a twin Astor near Seattle, all eight persons on board died when the pilot attempted to land in IFR (Instrument Flight Regulations) conditions without electrical power. Over a two-year period, 1977-78, there were 47 accidents in which

electrical failure was a principal factor, according to the National Transportation Safety Board. Five of the accidents were fatal, with 15 fatalities. There were three inflight fires, and two cases of fire erupting on the ground.

Most of these accidents could have been prevented if the pilots had a better understanding of aviation electrical systems or had used better scanning practices to monitor these systems.

Modern flying has become very dependent upon the so-called auxiliary electrical system (which includes all electrically powered components except the ignition). An in-flight failure often precipitates an emergency situation, especially at night, in IFR conditions, or VFR over unfamiliar ground. The components which commonly are electrically activated include all or some of the following:

- a) aux-fuel pump
- b) avionics (all radio equipment except ELT)
- c) defroster
- d) deicers
- e) engine instruments
- f) flaps
- g) fuel gauges
- h) landing gear
- i) landing gear position indicator
- j) lights - including panel instruments, lights, warning lights, and cockpit illumination
- k) pilot tube heater
- l) stall-warning horn

NOTE: Some gyro-driven flight instruments, such as the turn coordinator or artificial horizon, may also be electrically driven in certain aircraft.

Inflight electrical power is provided by a generator or alternator, most of them belt-driven by the engine and basically similar to those used in automobiles. A battery, either 12 or 24 volts, is used to start the engine and power lights or radios when the engine is off. It also serves as a backup for electrical power also in the event of a generator/alternator failure. The third component of this system is the voltage regulator, which draws current from the charging source into the battery when it is low normally only after starting an engine.

This point is important for a correct reading of the two types of ammeters. One type, usually called a "loadmeter," measures the amperage being drawn from the charging system, on a scale from zero to maximum output. This ammeter refers only to the generator/alternator output, not to battery function. In flight, the loadmeter needle should move up and down or the battery ammeter needle should hold steady.

Whenever a battery has trouble starting up the engine, it is easy to assume the voltage is down because someone had left a switch on overnight, or that cold weather has made the engine very difficult to turn over, and all will be well once the engine starts up. But a weak battery often points an accusing finger at the charging system, which should be checked out carefully by a mechanic, or by monitoring the ammeter. A simple test is to turn the landing lights on and off after starting. If your charging system is working, the loadmeter needle should move up and down or the battery ammeter needle should hold steady.

you turn on more electrical components, and descend as you turn them off. If the needle does not move, or descends without your shutting off electrical equipment, you have a failure in the charging system (or in the ammeter itself) and the battery may be supplying all electrical power.

Note that the loadmeter will not tell you directly that the battery is being discharged; you infer this from that lack of load indication on the generator/alternator. Some aircraft, usually older models, use the type approximate rate of charge or discharge. This type of meter should show a strong charge rate immediately after starting and a zero or very slight charge reading in cruise flight. Any significant charge or discharge reading of the battery ammeter in flight will indicate a malfunction of the charging system and a depletion of the backup power.

The difference between the two types of ammeters is important, because if a pilot normally flies with a center-zero (battery) meter in his panel he is used to seeing the needle on zero in flight; with a loadmeter this could indicate trouble. Either instrument will do the job, when read correctly. Most inflight failures of the electrical system are located in the generator or alternator - perhaps because these are the only parts that are subjected to mechanical wear. Alternators, which have supplanted generators in recent years, have the advantage of supplying power at a much lower rpm rate than generators. The alternator has one significant disadvantage to a fully discharged battery (as a generator will). If you have an alternator and your battery is low, you are advised to start your engine from a ground power source, rather than risk flying off with a nearly depleted battery and a non-charging alternator.

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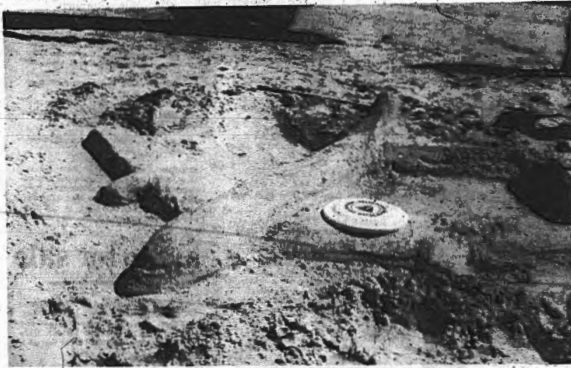
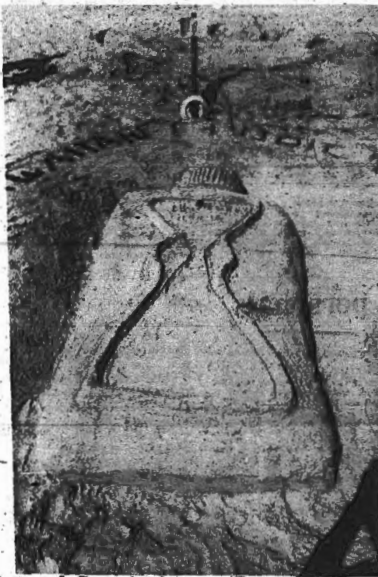
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Pictured above are some of the creative sand sculptures entered in the first International Sand Sculpturing Contest held on the beach last Saturday. Both amateurs and professionals participated in the contest trying for the \$50.00 grand prize and the trophy given to the winner. Photo by Phillip Gurley.



Sand Sculpture Contest Held in Daytona

By Joyce Klett
This past Saturday, the first International Sand Sculpturing Contest was held in front of the Silver Beach Inn. It was just one of the many activities the Chamber of Commerce put on to celebrate the Senior America Fun Festival. The contest was a success, with 41 contestants. There were six participating divisions ranging from six and under to the seniors division - age 50 and over. There was also a junior, teen, adult, and Family or Group category. From each division there was a first, second, and third prize awarded. Each first place winner received a trophy and a ribbon, second

and third place was given a ribbon. Many artistic abilities were shown at the contest. Most of the contestants were amateurs, but there were some professionals. One of the professionals was Barry Larkins. Barry took first place in the "Adult" contest with one of his favorite subjects. His theme was Dungeons and Dragons. Barry has been building sand castles for quite a few years. And has been recognized by many of the major papers in the state.

The second place winner for the adult division was one of Daytona's favorites, Marc Altamar. Marc has

(Continued on Page 14)

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