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## Avion 1980-10-01

Embry-Riddle Aeronautical University

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# Riddle Regatta floats October 25

By Beth D. Tjalk  
Staff Reporter

Come one, come all to the Eighth Annual Riddle Regatta. This year's regatta will be held October 25 and should prove to be the largest and most exciting regatta to date. Anyone over 18 years of age may enter, however, as of October 1, 1980 individuals will have to be 19 years old to buy liquor at the race.

Typical FRESHMAN questions

about the regatta:

**WHAT IS IT?**

The regatta is of course the spectacular two mile long, inner tube race held on the Halifax River.

**CAN WE FORM TEAMS?**

Most certainly, the categories this year are: individual, two person, four person, team (5-8 persons) and solo.

**DOES IT COST MONEY TO ENTER?**

For a beautiful day on the ri-

ver, sunshine, and beer at the finish line and you ask if it costs money? Of course it does! Entrance fees are as follows: \$5 per individual entry, \$10 per two person entry, \$15 for three person entry, \$20 for four person entry, and \$25 per team entry.

**WHO SPONSORS THE REGATTA?**

The Embry-Riddle Veterans Association sponsors the regatta each year to raise funds for a deserving

area charity or organization. This year's proceeds will be used to help purchase a Sarsu Heart Lung Pump Machine for Memorial Hospital in Ormond Beach.

For all you adventurous types who by now must be tingling with anticipation, more information may be obtained by calling the Embry-Riddle Student Activities Office, 252-5561 Ext. 1049. While you're there ask about the Miller Dash.

1 October 1980  
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## THE AVION

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

### SGA forum raises interesting questions

By Cathy Babis  
Avion Staff Reporter

Last Wednesday, the Student Government Association sponsored an "informal forum" between the students and faculty/administration. The purpose of the SGA forum is two fold. First, it gives students an opportunity to ask questions directly to key university personnel who will, generally, be able to answer them. The secondary objective is to allow students to see the "FACETS" behind the names who are controlling their programs and college careers.

The SGA invites the participants on the basis of how well they support the students and how candidly they can be expected to answer questions. They are given a complimentary-lunch, paid for by the SGA, prior to the forum. The SGA realizes that the invited guests

are all busy people who may have commitments that would preclude their attendance (the forum takes two and one half hours, one hour for the luncheon and one and one half hours for the question and answer period), and they are pleased that so many invitees choose to participate.

Although the student affairs division was well-represented, there was a noticeable lack of representation in the academic affairs division. Charles Williams, Dean of Academic Affairs, was represented by his associate dean, Pamela Myers. Several other members of academic affairs, according to an SGA official, initially enthusiastically accepted their invitations and then later declined them after the RSVP deadline had passed. This was unfortunate as most of the questions dealt with academic affairs and Myers is not as

intimately familiar with the areas covered as would be some of the other personnel in her department who handle those types of questions on a daily basis. A summary of the questions and answers follows.

**Q:** What is the status of the application for certification of the avionics repair shop by the FAA?

**A:** Associate Dean Myers said she didn't know exactly what the status was, but that the application was pending.

(Ed. note: Bob Olson, Director of Aviation Maintenance Tech, may have had a more complete answer.)

**Q:** During the last forum it was proposed that sandpaper parking lines be put into a fund to repair the pot holes in the parking lot. What is the status of

this fund and when will the parking lots be fixed?

**A:** The fund was established and some of the pot holes should be fixed following the first week of October. The parking lots are not part of the university master plan, so they may not be on one priority list right now. (The questioner replied that the maintenance of his car was a high priority to him.)

**Q:** Last Spring and Summer during advanced registration, many students planned their schedules in order to have a specific teacher OR TO AVOID a certain teacher. Many people had to go through the add/drop lines due to this switching.

**A:** Myers said that we must realize that it is a pleaform document only (See FORUM, page 10)



PAMELA MYERS, Associate Dean of Academic Affairs, answers questions at last week's SGA forum. The forum proved to be an eye-opener for many of the attending students. (Photo: Gil Mathison)

### NBAA awards inventors of turbojet engine

Sir Frank Whittle and Dr. Hans Joachim von Ohain, co-inventors of the turbojet engine, arrived in Kansas City on September 23 to accept the National Business Aircraft Association (NBAA) Award for Meritorious Service.

Arriving in a British Aerospace business jet at Downtown Airport in Kansas City, Whittle and von Ohain were immediately taken inside the airport terminal for a short press-conference.

Speaking briefly of their respective histories, each man recalled the "lean" years when they tried to market their then revolutionary ideas to their governments.

While Whittle worked on his ideas in England as a member of the RAF, von Ohain was conducting much of the same work in Germany. Neither had any knowledge of the other as both countries were on opposite sides of the political fence then.

**EARLIEST JETS**

Germany eventually flew their jet powered Heinkel He-3 on August 27, 1939. The English did not manage to fly their first jet, the Gloster Whittle E.28/29, until May 15, 1941.

It was not until after WWII that the two men discovered the other's work by looking through patents released by their countries after the war. Whittle and von Ohain did not actually meet, however, until 1966 in New York City where the BBC was filming a documentary on the jet, commemorating its 25th anniversary.

Von Ohain presently works with the Aerospace Research Laboratories at Wright-Patterson Air Force Base as a consultant. Whittle is a research professor at the U.S. Naval Academy.

While each of the scientists have received awards individually, the NBAA's Award for Meritorious Service is the first award the men have received simultaneously. The two men can be seen in the picture above; von Ohain on the left, Whittle on the right.

At the close of the press conference, Whittle was asked what he thought of when a modern day jet passed overhead. With characteristic modesty, Whittle replied, "Nothing. It's old hat now. Children today don't believe it was ever any other way."

When asked about his plans for the future, Whittle replied, "Right now I'd like to take a nap."



### NBAA convention takes off

**EDITOR'S NOTE:** Recognizing the growing role corporate aviation has on the Aviation world, and the subsequent importance this has to Embry-Riddle students, THE AVION sent two reporters, Kevin Pasternack and John Scribner, to cover the National Business Aircraft Association's 33rd Annual Convention in Kansas City. Their reports follow:

By John Scribner & Kevin Pasternack

The National Business Aircraft Association (NBAA) is a non-profit corporation formed in 1947. The purpose of the organization is to promote the aviation interests of those companies that operate aircraft as an aid to the conduct of business.

The NBAA represents 2,250 companies that operate over 4,500 aircraft.

The Washington based association has a permanent staff of eighteen personnel that operate under the jurisdiction of a board of directors led by and from the member companies.

The NBAA issues among other reports, a monthly business aircraft report, a newspaper, and a maintenance and operations bulletin. These publications keep the membership informed on all aspects of business aviation.

**STANDING COMMITTEES**

The standing member committees in the NBAA are Air Space and Air Traffic Control, Corporate Aviation Management, Airports, Operations, Energy, International Operators, Technical Operations, and a Helicopter Committee. These committees meet throughout the year in various parts of the country to discuss problems and to come up with solutions to problems corporate flight departments might be encountering.

(see NBAA page 12)

### University aviation association discusses membership

While it is well known that Embry-Riddle is one of the best flight schools in the world, people have a tendency to lose sight of the fact that even though Riddle is an excellent flight school, it is not the only one.

This point was proven at a press conference held by the University Aviation Association (UAA) on Sept. 23 at the National Business Aircraft Association's (NBAA) yearly convention. The UAA meets every year with the NBAA to promote relations between corporate aviation and institutions that offer aviation related programs.

The press conference was chaired by Dr. Gary Kitley, Executive Director of the Aviation Department at Auburn University in Georgia. Dr. Kitley is also the Executive Director of UAA. Also attending the press conference were Dr. C. J. Flann, President of the UAA, and Professor John Olegard, Chairman of the Flight Department at the University of North Dakota.

**OVER 500 INSTITUTIONS OFFER AVIATION**

Dr. Kitley announced that there are presently over 500 colleges, universities, or community colleges that offer aviation related programs such as flight training, aviation management and aircraft maintenance.

While the majority of the schools offer these courses as electives only, many schools, including Auburn and the University of North Dakota, have serious programs which offer degrees for interested students.

Dr. Kitley went on to point out that the number of schools offering aviation related courses is increasing. Kitley explained the reason for the constant increase to be due to the opening job market as post World War II and Korean War veterans (see UAA page 10)



THE BIGGEST IN NBAA HISTORY, this year's convention in Kansas City, Mo. heralded the rise of business aviation. (Photo: J. Scribner)

### Embry-Riddle assets and liabilities disclosed

By Daniel Karger  
Avion Staff Reporter

Embry-Riddle's chief accountant, Rick Raffa, was interviewed this week to find out E-RAU's assets and liabilities. This reporter found that the school's liabilities add up to \$16 million. If that number sounds large, Embry-Riddle's assets add up to \$26 million.

Mr. Raffa explained that the assets are listed as the price E-RAU paid for them and that the assets may be worth more or less. An example of this is seen with the following: we paid one third of the cost for the Marco Polo Motel (the other 2/3 was donated), so it is listed as one third of its value.

As Mr. Raffa points out, "There isn't a big market for dorms." So the dorms as assets would actually be worth less if they were ever sold.

No one person owns E-RAU. It is a publicly owned non-profit corporation. The school owns the land on the academic side of the airport

and all of the academic complexes. The administration Buildings as well as the buildings housing Daytona Beach Aviation and the building housing Ormond Beach Aviation are leased. (DBA and OBA are under the corporate title - Commander Aviation.)

Commander is taxed as a profit organization and the revenue is sent to the E-RAU revenue account.

The DBA planes and all E-RAU training aircraft are leased except for about 4 Mooney's which the school plans on selling in the near future.

Prescott is a separate corporation but the financial statements of all E-RAU facilities are consolidated. Prescott was formed with money loaned from the Daytona Beach Campus at roughly 12 percent.

The following statement provides the total consolidated statement of revenue and other additions, expenses and changes in fund balances - year ending April 30, 1980.

**New drinking age:**  
**You must be 19 to drink**

EDITORIAL

By John Scribner  
Managing Editor



As you may have noticed, a big part of this week's issue is primarily devoted to the National Business Aircraft Association's Annual Convention, which took place September 23-25 in Kansas City.

Kevin Pasternack and I represented THE AVION, and subsequently Embury-Riddle, in what turned out to be one of the most enlightening and informative affairs we've ever covered.

At first it was doubtful whether or not THE AVION would even get due to the prohibitive cost of such a trip. In the end, thanks to Kevin's efforts, we did go and it's a good thing we did.

Corporate aviation is not the nickel and dime operation it once was and too often with the slant many students have here on the airlines, this mogul of the aviation world is being overlooked.

We spoke extensively with some of the biggest names in corporate aviation and came away with pretty much the same impression: there's a world of opportunity in corporate aviation just waiting for interested people, and it's growing all the time.

We hope that our report offers you the same insight into this area of professional aviation that we had a chance to see.

Open letter to Johnny Appleseed by Bill Baldwin 'AMT instructor

Dear Mr. Appleseed:

I feel that your Avion article of 10 September, 80 requires a reply. This letter is actually directed to the seeds that you may have sown with your article, in the hope it may serve as an inhibitor to their germination into seedlings that spread your nonsense.

Among the statements in your article with which I adamantly disagree is the one that claims that, "the average AMT student knows that he is here to buy his A&P license." Mr. Appleseed, please imagine the following: Average AMT student approaches the registrar with a large sum of money. The student says, "May I have one education to go please?" The reply is, "Of course! What flavor, sir?" "Oh, I suppose an A&P license and a B.S. in Maintenance Management will be fine," says the student. Moneycard certificates are exchanged and another satisfied student goes out to seek employment in the Aviation Industry.

Ridiculous! Of course, My contact with AMT students has led me to believe that the average is an ambitious, hard-working and sensible individual who knows exactly what his money will buy at E-RAU. That is, a seat in a classroom and the opportunity to work like hell.

As for the rest of your comments, perhaps there are some facts that you hadn't considered before making them. Allow me to refresh your memory.

On learning to weld aluminum and steel; Aluminum, in its commercially pure state, is very light in weight, which is desirable, but it is simply not strong enough for the rigors to which an aircraft's structure is subjected. It is necessary to alloy aluminum with other metals and heat-treat to attain the strength-to-weight ratio that is so necessary for aircraft structural materials.

These processes produce materi-

als that are strong but are extremely difficult to weld without destroying the properties gained through heat treating. For those reasons, I can challenge you to show me a 707 or 747 or any other modern aircraft that has skin and structural members welded together.

Further, I suggest that you take that hour's drive you mentioned, to where space crafts are launched and find out if those plates are being welded to the space shuttle. I think "super glue" is more likely. The oxyacetylene welding class, to which you seem to object so strongly, is necessary if you are required to make repairs to many aircraft still manufactured today.

How about the tail boom on some helicopters? The many proud owners of Aerotec, Taylorcrafts, Belanecas, Piper, etc. will argue that their airplanes are worthy of repair and maintenance. Some of those airplanes may be older than both of us and are still going strong. The training films that describe and teach maintenance and repair of those airplanes are the best available on the subject and are still for sale. Check the film catalog. I mention this because you seem to have such strong objections to their use in your training.

I have a question for you on a subject you describe as being, "up-to-date like a dinosaur" Radial Engines. Do you think that more expertise on the maintenance and operation of radial engines could have changed the outcome of the Convairst mishap that occurred recently at Spruce Creek? It seems to me that lives may have been saved.

We must not ignore "what was" in favor of "what is" until we are certain that the past truly IS past.

I urge you, Johnny Appleseed, to consider some of these things before passing judgement on your school.

One final thing. Did you know

that the average aviation experience level of AMT instructors is in excess of 20 years? This dinosaur is looking forward to have you in one of my classes. Perhaps I'll be able to point out other things to explain why we teach as we do at AMT.

Sincerely, Bill Baldwin

SGA student administrative council investigates and approves business

Under old business in the Sept. 18, 1980 Student Administrative Council (SAC) meeting, the set-up of dorm phones still has not progressed. Phil Metz, V.P., of the S.G.A., called Phil Bird, Director of Physical Plant, regarding an update on installation. According to Bird, Mr. Ramsey has been taken off the project and a new Engineer from residential projects has been appointed. Bird is still waiting for a wiring diagram proposal.

Kevin Pasternack has been voted in by the SAC members as a new student Representative - a large. Congratulations were given by all mem-

FAA pilot written exams scheduled for October

Embry-Riddle, Daytona Campus will administer Federal Aviation Administration (FAA) pilot examinations on the following dates, times and places:

**OCTOBER 7, Tuesday**  
0830, Common Purpose Room

**OCTOBER 14, Tuesday**  
0830, Common Purpose Room

**OCTOBER 25, Saturday**  
0830, Classrooms G-109 and G-112

**OCTOBER 28, Tuesday**  
0830, Common Purpose Room

Students intending to take an FAA Written Examination are required to sign up with Kathy Arnold, extension 1307, in office D-200 prior to examination day.

At the time of the examination, each student must present a Written Authorization for signed by an appropriate Aeronautics Division Ground Instructor, or the failed results of a previous FAA Written Examination, and present as personal identification an Airman Certificate, driver's license, or other official document.

President's Corner

By John Rodick

The Student Government held its final Forum for the Fall last Wednesday. Although we purposely scheduled it for the lunch hour, so we could have a captive audience, the 300 or so students in the University Center had enough questions to keep our Panel busy for the full hour and a half scheduled.

The questions asked at the Forum were both diverse, and to the point. Some of the questions, or opinions, brought both cheers and boos from the crowd. Most of the questions were asked in the area of academics, a good number of these questions could not be answered because of the lack of the invited academic personnel.

This lack of representatives from academic caused the most controversy of the Forum, with some people questioning from members of the audience being directed to the only representative from Academics about these absences.

I would like to thank everyone who attended this Forum. I also would like to extend a special thanks to the members of the panel, who did a great job answering some very difficult questions. We will hold our next forum near the end of October so we hope to see you all then!

On the lighter side, the Papa John Creach 'r Vasser Clements concert on Sunday was excellent! The music was amazing and everyone there had a good time! I've never seen 1000s pounds of oysters go



fast in all my LIFE. The only poor thing that happened during the concert was the rain shower that caused the cancellation of the Parachute Jump! The rain shower did make an E-RAU version of Hoodstock with everybody partying and having a good time in the RAIN! The only thing missing was Hendrix!

I really don't know how to say thanks to Paul Lucas and the members of the stage crew. These people did an amazing job in setting up, holding, breaking down and cleaning up! These people don't get paid for the work they do, and a stage crew T-shirt hardly seems to be enough, but if you see one of these people - tell them how 'much' of a good job they're doing! Paul, you and your people DID a superlative job. THANK YOU!

Well I guess that's enough for now, see you all next week.

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A.C. Tacker Flight Standards

bers. Pasternack is also involved in other campus organizations including advertising sales and reporting for the Avion and is President of Alpha Eta Rho Fraternity this trimester.

MOTORCYCLE PARKING

Parking for motorcycles and bicycles is another item of continued business for the S.G.A. Pasternack and Larry Smith both talked to Phil Bird, and additional motorcycle parking is being planned (probably in front of a Building). Four or five bicycle racks which would total 100 additional spaces are to be installed at the Flight Lines and near a Building within the next couple of weeks.

Third female director named by Riddle for resident center

Bunnell, Fl. - Sept. 22, 1980 - Embury-Riddle Aeronautical University announces the appointment of Ann Kingsberry Womack as Director of their Resident Center at Lake Air Force Base, Arizona.

She joins the ranks of two other women Directors, Roberta Strong at Norfolk Naval Air Station in Virginia and Susan Schoeck at Grand Forks, North Dakota.

Embury-Riddle Aeronautical University is the world's only totally aviation oriented university. The Resident Centers are part of a glo-

bal network of Embury-Riddle locations serving aviation communities. There are 33 centers in the continental United States, and over 40 overseas from Hawaii to Greece. There are over 4,000 students pursuing degree programs from Associate through Master's in higher aviation education at the Resident Centers.

In addition to the world wide campuses, two multi-million dollar campuses serve an additional 6,000 students. One is in Daytona Beach, Florida and the other in Prescott, Arizona.

Wes Oleszowski

Open letter

By Blake Ryan, SGA Rep;

"New textbooks 'Used Text Books' 'New Editions' "

If my guess is right all of these bring headaches to each of us here at Riddle. Much of the problem, as I understand it, is the cost of books today. Well, with the cost of lining these days and inflation, should we just give up and pay the prices? My attitude is to never give up without trying. Most of us end up selling our books back to the bookstore at a low price or just keeping them, and if my guess is right again neither alternative brings us much satisfaction.

So what should we do, is the logical question to ask? Well, I offer this for your consideration.

About two weeks before the end of the trimester and about two weeks at the beginning of each trimester, why not compile a list of books the student body (that's you!) want to sell. Something like this below.

NAME OF BOOK  
AUTHOR  
EDITION  
YOUR NAME  
BOX NUMBER  
PHONE

This brings together potential buyers and sellers. Sweet and simple. The next question seems logical also. Who would do the compiling of the list. Well, I possess a logical mind and have a logical answer.

YOUR S.G.A. (Student Government Association)

Yes, the answer is just that simple and that is what you ELECTED us for. Good people who care that you are getting your fair share. So stay tuned for the details later - and stop by and have some coffee on us.

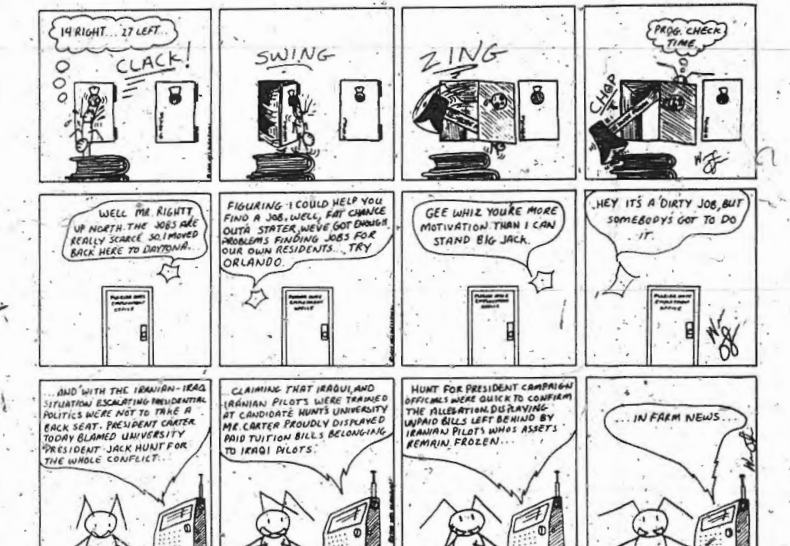
Attention Graduates

According to the University calendar, students anticipating December 1980 Graduation are required to fill out Graduation Applications no later than Friday, October 10, 1980. Please be advised that NO DIPLOMA will be ordered if this application form is not processed by the Admissions and Records Office. Apply at the Admissions and Records Office.

Spring 1981 applications will be accepted and a student be given a PRELIMINARY GRADUATION EVALUATION in order to help prepare for a smooth completion. Check with the Admissions and Records Office if you have any questions!

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# NBAA raises Corp. aviation to new heights



SPERRY'S SIMULATED cockpit featuring multi-color CRT displays for the attitude director indicator and the horizontal situation indicator as well as digital readouts for the altimeter and speed indicator was one of the more popular exhibits at the NBAA convention.



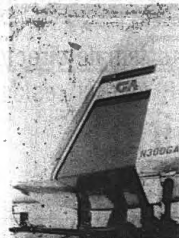
ABOVE: Not all corporate jets are small. This corporate 707 was on loan from the TAG Group and was not open to public inspection. BELOW: Butler Aviation displayed this mint condition Conquest FG-1D. The WWII fighter was flown to KC and towed through the city to Bertle Hall in the early morning hours to avoid traffic and onlookers.



TERESA STRAHAN, Larry Seligson, and D.J. Staub, manned the Embry-Riddle booth at Bertle Hall. According to Robert Whempror, who headed the team, the booth was a success.



NOT ALL EXHIBITS dealt with selling airplanes. Many sold supporting goods. Shown above is one such booth from Scott Aviation, selling oxygen masks.



THIS CLOSE-UP of the new wingtip on the G-III shows the new aerodynamic design that will cut down on drag and use the wing tip vortices to increase lift.



THE CANADAIR CHALLENGER, one of the hottest selling business aircraft on the market today, was flown to Kansas City for the static display. This particular Challenger was borrowed from the TAG Group.



A MOCK-UP of Mitsubishi's new Diamond I was displayed at Bertle Hall. The airplane which is undergoing FAA certification in Dallas, was flown in for a brief six hours and put on display at Downtown Airport.



GULFSTREAM'S PRIDE AND JOY: the new G-III, pictured above, received its FAA certification one day before the NBAA convention.



HELICOPTERS are becoming more influential in the business aircraft world and the amount of helicopter manufacturers present at the convention showed this. This helicopter is a Bell 222.



## Creach and Clements delight outdoor audience

By Carlos Roque  
Avion Staff Reporter

Sunday, September 28 was a big day on E-RAU's entertainment calendar. Ever since first advertised over two weeks ago, excitement has been building steadily in anticipation of an "excellent rock 'n' Roll weekend. Those who attended were not disappointed.

Starting off the show was the Vassar Clements Band. Based in Nashville, the group plays for 2-3 weeks on tour, going wherever their booking agent can get them a show. This is due to change soon as the band plans on doing its own booking in the near future.

The band likes to play for college audiences. They have played in Miami, Tampa, and Gainesville, and say they like the college crowds because they're tame; they listen and are not too rowdy. The band was impressed with E-RAU, and the members said they didn't know E-RAU was all aviators until they got here.

The band thought overall the operation was handled very professionally with minimal difficulties. The sound system was more than adequate for the occasion; it sounded good on stage, but the band doesn't hear the same sound as the audience does.

Accompanying Vassar Clements and his electrifying fiddle were Drums, Corky McMillan, Bass; and Steve Davidowksi on keyboards.

Between bands was an intermission brought by a rain shower. Luckily, the Vassar Clements Band finished its show before the rain begins to fall. Spirits were so high that many people stayed outside in the rain until the rain stopped and the Papa John Creach Band was ready to play.

Each band had its own style that was heavily influenced by its origins. The Vassar Clements Band showed its Nashville heritage with a lot of Bluegrass, country, and jazz.

The Papa John Creach Band played music based on Rock and Roll with elements of blues, jazz, and country blended in, reflecting its southern California base.

Most of the members of the Papa John Creach Band live in or around Los Angeles; Mr. and Mrs. John Creach live in Beverly Hills with other members living in Los Angeles, Santa Monica, and Hollywood.

The Papa John Creach Band plays a lot of colleges and was booked by an agency months in advance to play here. Before playing at E-RAU they were in Jacksonville with Atlanta Rhythms Section. When they arrived here, although some had heard the name before, none knew it was all aviation. In a conversation with this reporter, Mrs. Gretchen Creach said she thought the school was great because it is so unique; she enjoyed meeting so many warm, loving people - real people pursuing a worthwhile career instead of trying to impress others. She also thought the operation was fantastic.

In getting some background the Avion learned that Mr. and

Mrs. John Creach have been married for 20 years. Gretchen Creach was a teacher while Papa John was with Jefferson Starship. After leaving the Starship, Papa John formed his own band, though he still occasionally guest stays with Starship. Since the new band's formation, Mrs. Creach has been Papa John's personal manager and also manages the band.

Accompanying fiddle virtuoso Papa John were Walt Barr, guitar; Brian Rose, drums; Brian Tilford, Bass; Phil Pollack, keyboard; and Reid King, singer and technician.

Overall the concert was huge success. There was a huge crowd including students and others from the surrounding area. There was lots of beer, free oysters (compliments of the Oyster Pub), roast pig and a really good time for all.

Special thanks go to the entertainment Committee and the stage crew for a job well done. Also thanks to Tammy Cipolloni who took care of all the personal needs of the bands.

## WERU is alive and living at Riddle

WE AT THE SUPER 600 ARE IN A STATE OF LIMBO FOR AM BROADCASTING. WE DO NOT HAVE STUDIO FACILITIES! BUT WE ARE MOBILE.

IN OUR POSSESSION IS A TWIN TURNTABLE MIXED EQUIPMENT BOARD. WE ALSO HAVE TWO 4 1/2 FOOT SPEAKERS AND A MARVELOUS AMP.

WE WILL ATTEMPT TO REBUILD AND SERVICE THE STUDENT POPULATION AT FRIDAY HAPPY HOUR AND AT POOLSIDE ON THE WEEKENDS.

WE NEED DEDICATED INDIVIDUALS TO BAND TOGETHER IN OUR STRUGGLE FOR THE RIGHT TO RUN A COLLEGE RADIO STATION.

ON OCTOBER 2nd AT 7:30 P.M. IN THE CPB, THOSE OF US WHO ARE INTERESTED IN MAKING THE SUPER 600 A GREAT FACILITY FOR THE E-RAU CAMPUS WILL BE MEETING.

EVERYONE IS WELCOME!  
Larry Mayer  
Box 6585

### WACKY BRAIN WRACKERS

By Michael Abiodun  
Liz John, Anne, Cynthia and Chico get together every Monday evening for dinner and conversation, sitting at the same seats at the same square table in the same restaurant each week. The discussions are always scintillating because of the diversified occupations represented - The bartender sits on Cynthia's left while Anne sits across from the opera singer. Chico is neither the bartender nor the accountant, while the person who sits across from John is the bartender, WHO IS THE BASEBALL PLAYER?

The Answer will appear in next week's paper!

2. What is the most frequently used word in the English Language? The Answer will appear in next week's Avion.

But COME TO THE AVION OFFICE if you know the answer and get a free subscription to the Avion to be sent to the person of your choice.



SIXTY-THREE YEARS YOUNG, Papa John Creach appeared to be in his prime last Sunday, dancing around the stage and delighting the audience. (Photo: F. Falson)

## Oktoberfest brings Germany to ERAU

By Terri Litke

I hope you had a great time at the Papa John concert and Pig Roast, because that was just a warm up for what's coming up. On October 11, (that's a Saturday), we are proud to present:

### OKTOBERFEST!!!

Ask anyone who went last year and they'll tell you it's a party and a half!

This year the activities will start at 4 p.m. with the Hungry Five (a German Oom-Pa-Pa Band), who will play until 8 p.m. At that time the explosive Lonnie Brooks Blues Band will take over with its high power blues.

There will also be lots of German style food and, of course, BEER! The food will be served from 4-6 p.m.

See you there!



LONNIE BROOKS will take over for the Hungry Five to provide the second half entertainment for the Oktoberfest night.

## Thunder Road

By Rich Baile

I hope everyone got out last weekend to enjoy some good live music that was in the area. On Friday night Foghat and Eddie Money rocked Lakeland, while ARS was at Stetson University.

The weekend was capped off with Papa John Creach and Vassar Clements outside the UC on Sunday afternoon, if you did miss out on last weekend's action, there's still plenty of time left in the tri to get back on track.

Some upcoming concerts at Lakeland include Jeff Beck, Lindsay Roastad, The Doobie Brothers, Van Halen, and Kansas. Tickets for most of these events can be purchased at the ticket agency in the Volusia Mall.

If you're new to Florida, and you've been wandering what radio station to listen to, make it WDIZ, 100.7 FM. This station plays good rock and roll with daily mini-concerts, concert listings, and uninterrupted album playbacks. Last week and the DOORS were featured on DIZ, and it was good to hear all the great classics by Jim Morrison and Co. Speaking of the Doors, I've just started reading Jim Morrison's bio-

graphy "No One Gets Out Here Alive," and I'll have a review of this book in a future column.

A new movie is playing in the Daytona area called "No Nukes". Although I may disagree with the anti-nuclear movement I highly recommend this movie. Some of the musicians appearing are Bruce Springsteen, Bonnie Raitt, Carly Simon, Crosby, Stills and Nash, the Doobie Brothers and Jackson Browne. The highlight of the movie is definitely Bruce Springsteen, who's 3 songs alone would be worth the price of admission.

I'm sure everyone's heard that drummer John Bonham, of Led Zeppelin, passed away last week. He was the second famous drummer to die in the last two years, the other was Keith Moon of The Who.

Bonham was found last Thursday morning after a Led Zep practice that turned into a heavy drinking session. Hopefully, the rest of Led Zeppelin will stay together despite this tragic occurrence. If they don't they will be remembered as the greatest rock and roll band of all time, and that song will always remain the same.



VASSAR CLEMENTS treated the enthusiastic audience to a combination bluegrass, C & W, and rock show at Sunday's outdoor concert. (Photo: F. Falson)

## What's Happening With Entertainment?

October 3rd In the U.C. at 8:30 the movie

### "Drive Inn"

On Sat., Oct. 11, starting at 4:00 pm

### Oktoberfest

"Old fashioned German style festival"

October 17 The Movie:

### "Manhattan"





## Rockin' in the rain

Even though the rain fell halfway through the Papa John/Vasser Clements concert Sunday, the crowd stayed and enjoyed the show. Clockwise from the upper left: Two beauties (who remain unidentified) graced our campus; upper right: THE AVION's staff turned out en masse. The intelligent looking gentleman with the hip shades is the Editor, Marty Mentiro. The other guy with the hat is Kevin Pasternack, just back from Kansas City with some Coors beer. Helping Kevin finish the beer is Jeff Burrow, with his back to the camera. Right: A side view of Vasser Clements just before the rain hit; Left: these two sat out the rain under their umbrella. (AVION STAFF PHOTOS)



## Captain Scribner enlightens enthusiastic crowd



By Gary Tarzao  
Avion Staff Reporter

Captain Kimball J. Scribner, a retired Master Pilot and Chief Pilot for Pan American World Airways, last Wednesday evening presented a slide show on his adventures throughout his aviation career to a captivated audience in the U.C. Capt. Scribner, now retired from Pan Am for the last three years, began his aviation career at the age of 16 by parachuting out of airplanes. One of his experiences was landing unexpectedly on a '34 Ford at the Cleveland Air Show of 1936.

Capt. Scribner next took up flying the plane, learning to fly from a man who had only six hours flying time in a Piper Cub. He recalls that this instructor would only let him make left turns, and to this day he still makes better left turns than right turns.

In 1938, he became an instructor and joined the civilian pilot training program, where he taught at George Washington University and the University of Maryland. Then in 1940 he worked for one year at Embury-Riddle and on January 1, 1941, joined Pan Am.

He started out as a fourth class crew member in the Boeing 314 Clipper Flying Boat with a crew of four. The 314's had a range of 3,500 miles for transoceanic flight. The navigation was done celestially by the three coordinates of the sun, moon and Polaris. On overcast nights navigation was done by Dead Reckoning. Flying low over the water and dropping flares to calculate wind drift and speed! By this means alone each flight became an expedition. Capt. Scribner said he would be flying so much that when he would wake up on the plane, he would not know which

side of the world he was on.

When the war broke out, Pan Am had a government contract to fly its planes for the war effort. Capt. Scribner joined the Navy and flew air force planes with a Navy commission, but was paid civilian. He mentioned that throughout his Navy career, the only message he ever sent was R.O.N. "Remaining Over Night."

After the war, Capt. Scribner remained with Pan Am to fly a variety of planes including the DC-3, 4, 6, 7, 7c, 7d and the Constellation to name a few. In 1947 he purchased a Lockheed P-38 fighter from the Air Force for \$1,800. Through out his flying career, he became interested in soaring (sailplanes) and in 1948 won the U.S. National and World Sailplane Acrobatic Championship. He retired five years later undefeated.

In the early '60s, Capt. Scribner started flying the Boeing 707. In the Spring of 1969, the London Daily Mail sponsored a transatlantic race, to commemorate the first transatlantic crossing by Alcock and Brown, from the top of the Empire State Building to the Top of the Post Office in London along the

Thames River.

The race consisted of several flight categories and Capt. Scribner knew he could win the commercial category. He then convinced agents illustrated to sponsor his idea since it would be a great publicity stunt. The editor, photographer and Capt. Scribner's daughter started at the top of the Empire State Building at 10 p.m. while Capt. Scribner was in the Pan Am 707 evening flight to London waiting at the end of the Runway. The three participants were driven to JFK via an Ambulance, running red lights, then to a helicopter that took them to the plane Capt. Scribner was piloting. He received immediate clearance as soon as the three boarded and raced his plane to London.

Upon landing in London, the three were flown via helicopter to the Post Office. According to Scribner, the rules stated that no one could land a helicopter or parachute on the grounds around the post office. So he arranged for the helicopter to land on a barge filled with sand on the Thames River. The three were taken to shore by boat and then (see Scribner page 11)

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Alpha Eta Rho grows as pledges emerge

By Zoomer
At last week's meeting, several more pledges emerged and it looks like a really fantastic group.

The bowlers were said to have been wiped but there is still hope. Just knock down all the white things and your scores will improve tremendously.

The volleyball team fought to the death to win last Sunday's grueling game. There was plenty of roughing around football action as the other team forfeited making AHP an undefeated team!

Army ROTC holds weekend night moves

By Cadet Capt. Scott Young
From inside a little room deep in the woods of the LC Ranch came...

Under the leadership of MSG-Kilmer, 27 Army ROTC cadets from Embury-Kiddle and Steaton University went through a SERE course...

Football practice is at 1 p.m. on Saturdays and the volleyball team meets at 6 on Tuesday nights.

All those who ordered shirts and mugs must pay at the next meeting and Earl Bradford will have everyone's individual cost.

At a Campus Organization meeting, it was announced that other group may do something at Oktoberfest.

The 'winged sig' time flies when you are having fun!

By Chris Holloway
Chapter Editor
Hello again everybody and welcome back to the 'Winged Sig'...

On Saturday night our resident Jar Hear went horse back riding at the Dallas Cowgirl. It seems Phil was quite good, until they put the machine on expert.

Classer Quick and Easy, Filbert and Zab went to Motown Saturday night and had a close encounter.

Delta chi's played, worked and toasted this weekend

By "Drugg"
Yes folks! Back from his road trip to the moon and due to popular demand, your long lost editor (Drugg) is back!

By the way, Red, what's it like wearing a tie all week long? Congratulations are in order for Brett who again retained his best thug title.

Greets to all from the SED castle. The brothers, along with the little sisters, and pledges had a fun filled week.

Sigma Phi-Delta's travel to ARS concert

By Hawk and Trap
Ford, and Ken's Nancy. That's about it for the new pledges and little sisters.

Well, there you have it folks. The world is a nutshell. Any questions? Then, so be it.

Some other odd events happened this past week. Gary Homnick fine example of Florida's underwater cave systems.

Scuba club goes to Ponce de Leon springs for dive

Here we are, back at E-RAU for another trimester. Are you feeling like everything is closing in around you and you need a break from the 'Riddle run-around'?

Florida has the most diving areas in the country, so why not take advantage of your situation and come get wet with us.

Last weekend the club went to nearby Ponce de Leon Springs, north of Deland.

New cadre receives personal attention

By C/Maj. Randy Russell
Today I'd like to feature an up-close interview with one of our newest cadre members - Captain Mark C. Schaffler.

Born in Enid, Oklahoma to Theodore and Callie Schaffler, Mark was the youngest of two brothers and one sister.

Mark returned to Minnesota where he began teaching in St. Cloud. Here he met his present wife, the school's Physical Education teacher and cheerleading coach, Kathleen.

Capt. Schaffler was accepted to begin Officers Training School in 1969 and was commissioned a Second Lieutenant in the U.S. Air Force a short time later.

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## Arnold Air Society acts of professionalism maintained

By Your Information Officer John Glavin

Friday says our pledge party. Everyone before last went very well with a show of many old and new faces. If you were new, we're glad you came; if you were old, we're happy for you, too. I hope you new ones were impressed with our unique and professional late night bottoms-up personalities.

Arnold Air is officially off the ground now. We'll be departing the pattern this Saturday, Oct. 4, when we plant poorly needed shrubs around campus. The school is providing the shrubs, and all we need to do is provide the know-how and the Arnold-Power to accomplish the task. This will be a good time for outsiders to see how well we societies work together.

Later on that Saturday we'll be meeting at Mr. Tee's for a big pizza feast. All you "Happy" Airmen want to miss this fun get-together.

Thank you Maj. Homebound for

the gorgeous barrel you found for us. This barrel will be split in half and used at the Corp Beer calls to give more cooking area. We all know the quicker the burgers are cooked, the happier the cadets will be.

If you're still curious, our squadron copilot is Mike Burkly. He'll be assisting pilot Mazur at the controls.

Pledges are scheduled to meet Mondays at the DET. Get in touch with Kitty Blaladek, Box 4185 about this meeting time if it's inconvenient and give her a copy of your schedule.

Our Quote-of-the-Week is by Brian Duddy: "There are two kinds of people. One kind goes to discos, and the other gives his life to his country so others can go to discos."

Meetings are now every two weeks. A meeting is tonight at 7 p.m. at the DET.

"Don't weep, but dues must be in by Oct. 6, that's 1980!"

Informationally yours, J.G.

## Christian fellowship club gather with B-CC club

By Brett Hebel

The Christian Fellowship Club met with members of "New Birth" at last Friday's meeting. "New Birth" is the Christian club from Bethune-Cookman College. Everyone had a great time praising the Lord together in song. I would like to thank their president for leading the Bible study portion of our meeting.

The following day some of our club members visited Walt Disney World in Orlando. We all enjoyed the rides, especially Space Mountain, but what we all enjoyed the most were the Christian singing groups.

There were nine groups, and some of these were: Leon Patilla; Karen Lafferty, the Spens, the Monphills and Donnellis; Leon Patilla is the lead singer with the rock group Santana. He gave his testimony on how he had gotten high on drugs but since becoming a Christian, he had gotten high on Jesus Christ.

During one concert, a lady who had been blind in one eye, was healed. Praise God!

A few weeks ago, I promised that I would tell you who our new officers are. So here they are: President: Reuben Williams

V.P.: Chris Gabay Secretary: Brett Hebel Fellowship Chairman: Martin Korges Outreach Director: Nannette Munn Treasurer: Phil Williams

If you have any questions about the club, please feel free to drop a note in Box number 4597. See you at our next club meeting on Friday, at 7 p.m. in Room A-202.

## Riddle skiers keep moving

By President Todd Bauerle

The Water Skiing has been great so far this year. We have had capacity crowds at the Lake each of the past three weekends. Through our Saturday Ski Program six people have already learned to ski. Our rink was a success showing profits of about \$250.00. We want to thank all of you who contributed, this money will be used to send the Riddle Ski Team to intercollegiate meets during the trimester.

The Ski Team competed in Orlando on the 20th and 21st, and took a seventh overall out of 11 schools. The team will be on the road this weekend to Gainesville for their second meet.

A note to Ski Club members, dues of \$3.00 must be paid by Oct. 15, at this time a final club roster will be completed. If you have not paid your dues by that time and you sign up for skiing you will not receive the discount rate of \$6.00. We will be having a meeting for all members soon. A notice will be placed in your box a couple of days in advance telling you where and when it will be.

## Vets club talk of games and regatta planning

By John F. Renkas

Some people will do anything to get their name in a paper, but why does Airborne insist on getting hurt and going to the hospital first. This latest escapade came as a result of a football game (new rules make it near impossible for injury - RIGHT). Vets Club vs. Eagles 12-12 is the top line. Third quarter action ended Airborne's playing. A knee or elbow of an "eagle" opened a gash on his head, but it is hard (11 sutures only).

Airborne did run for the Vets first TD. Quarterback Reuben Wiley ran for the second. The team looks great, especially the defense of Marty Sherman will line work of Pete Coulson. Interceptions by Tom Allnatt and Darryl Blalock (game saving) helped much.

This Friday, the Vets Club meeting will be in the Faculty/Staff Lounge at 7 p.m. The Regatta will be the main topic. Each committee will break down and get started on the little details. This will be an important meeting so please be there. If you don't know which department you are in, stop by anyway. See you Friday.

lecture Mr. Aken will be interviewing students for the Naval Weapons Center in China Lake, California.

The AIAA opens many doors. Last many were able to visit the Lockheed Georgia plant and were able to observe the C-141's, C-130's and a C-5 Galaxy in their different production stages. This past August we visited NASA, and we now have plans to visit Gulfstream Aerospace, who makes the Gulfstream Family of business jets.

Because of these activities, we would like to see more students benefit from the AIAA. The AIAA sponsors a design contest and this year Mr. Nease from the engineering department is supervising the design program. The participants will receive credit for the AE-499, in addition a \$1,000.00 first prize award. Without scientific research, we would still be limited to the boundaries of the earth and laws of gravity, envisioning observing the flights of birds. We therefore challenge you to join our research and development team. We invite you to be one of us.

## Grad students association set sights for fall fun

The Graduate Student Association (G.S.A.) held elections on Tuesday, September 16, 1980 and the following officers were elected: President: Bill Adams Vice President: Ray Santa Secretary/Treasurer: Jane Jule

All three students are in the M.B.A. program. Bill is a full time student from Sarasota, Florida. Ray and Jane are employed by the University as Admissions Counselors.

Meetings of the Graduate Student Association will be held on the first Wednesday of each month at 5 p.m. in the Common Purpose Room. All the graduate students are invited to attend these meetings to plan activities for the fall and to help advance the needs of the graduate students here.

Some of the activities for this term include: Representation at the Riddle Regatta. Mr. Toin Edwards

was selected to head the project. Rumor has it that a "Shogun" theme is being considered with Armando Quiros as the drummer. A deep sea fishing trip, and a chartered bus trip to a football game (playoff) are also being considered. Scheduled for the November 5th G.S.A. meeting will be a guest speaker who will discuss "employment possibilities".

For the Spring term, a ski trip to the Smokey Mountains is in the developmental stage. Anyone interested in assisting in any of these projects should contact one of the officers or write to E-RAU Box D-121.

The new officers and the entire Graduate Student Association would like to thank Jeff Hardy for the good job he did as the past President of the Graduate Student Association. We all wish him the best of luck.

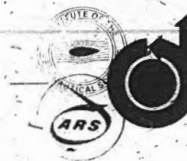
## Management club designs bike path along Clyde Morris

By Cathy Babis

The Management Club will hold a business meeting this Friday, September 26, at 7 p.m. in the Common Purpose Room (CPR). All new and prospective members are invited to attend. Refreshments will be provided. All students, staff and

faculty members may belong to the club. You do not have to be in any management program.

The construction of a bike path along Clyde-Morris, organization of the Fun Run to be held in November, and planning the next dinner meeting will be on the agenda. See you Friday.



## 50<sup>th</sup> Anniversary Celebration

American Institute of Aeronautics and Astronautics  
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By Román Barasana

The American Institute of Aeronautics and Astronautics (AIAA) is an organization designed to benefit newcomers to the field of Aerospace and aviation enthusiasts, as well as to create a forum to exchange knowledge among the scientific community in America.

The AIAA sponsors conventions and conferences nationwide as well as global technology conventions. It also provides its members with technical information on studies made by students and professionals in the field. The AIAA is composed of two branches: The student branch and the professional branch. Here at Embury-Riddle, a chapter of the AIAA was created a few years ago, but it did not have much backing from the students.

Just recently, we've managed to put it back together with the help of Dr. Gupta, who is the faculty advisor and also a professional member of the AIAA. We have already come a long way from our small beginning, and for the first time,

our university was represented by a small, but enthusiastic team of which I was part, at the Southeastern conference held in Atlanta, during May of this year. This coming year the Southeastern Conference will be held in Orlando, and we plan to participate and present studies made by the members of our research teams.

At present, we are involved in activities that will benefit both the AIAA and the entire student body. This is because the Embury-Riddle chapter of the AIAA is not only composed of engineering students, but members from every degree taught at E-RAU as well.

Presently, our branch is divided into teams responsible for research on development of wind tunnels, energy saving windmills, and other related projects. We are also hosting a lecture by Mr. Ray Van Aken on Oct. 15 evening.

The lecture's topic will be on the design of the Budweiser supersonic car. Mr. Aken was the project aerodynamicist. In addition to the

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ment of human fellowship have appeared in the world.

If interested in learning more about the unity of man, join the Beta's Clubs discussion group every Sunday 4-6 p.m. in Faculty/Staff Lounge.

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If you don't have a television for the month of October, I suggest you go out and get one. October is a big sporting month, with baseball, football and the Ali-Holmes fight (which I don't believe will be televised, but will be on closed circuit for sure).

The baseball season will end around mid-October, with probably the best series in years with the caliber of teams involved this year, and I might add I'm sticking to my prediction of Kansas City vs. Houston for the final battle of the season with Kansas emerging victorious.

Looking to the football season, my predictions were a little less on target and by now the dominating teams have started to move away. Among these teams were some old favorites along with some real surprises. Pittsburgh, San Diego, and Houston have looked real good to far and should continue to win, with possibilities of San Diego going undefeated. On the surprise

side of the leaders we find Buffalo (still unbeaten), San Francisco and Detroit who I'm afraid to say look a whole lot better than all-



ing Buc's in the central division. I think it is safe to say we're in for a real exciting season with 12 more games left to play.

Now to turn my attention to one of the biggest events of the year. The Ali-Holmes fight and it should draw a crowd equal if not bigger than the Duran-Leonard fight. Who's going to win? I'm not going to even try to predict a victor. Ali has a past history of surprising people and I don't think can be counted out especially since Holmes seems to think he is a shoe-in for the win. It should prove to be an interesting spectacle if anything, one generation of fighters against another.

As far as Riddle intramurals are concerned, Flag Football is almost half over with half the teams still in contention. Volleyball and ultimate frisbee (a very exciting game to watch as well as participate in) have just recently begun their seasons.

That's about it for this week, next week I look forward to writing an in-depth analysis of Riddle's intramural program so make sure and pick up a paper.



BRIAN MEYER

Meet goalkeeper and assistant coach, Brian Meyer. Coming from Maryland, Brian is a 21-year old senior in the Aeronautical Engineering program. His soccer experience includes High School teams, six months on an amateur league while on co-op in Denver with Martin-Marietta, and all four years on the Embry-Riddle team. "Our team looks better than last year's individually but we need to develop our teamwork," says Meyer. He pointed out that the SGA is considering dropping the soccer team along with other teams so there is concern as to changing the SGA's mind. In the future, Brian hopes for a career in aeronautical engineering as well as professional soccer. Brian's hobbies include radio controlled flying and golf.



BAHMAN SHOJAE

Twenty-two year old Bahman Shojae holds the position of captain with the E-RAU Soccer Team, coming all the way from Persia. Bahman is a junior in Aeronautical Engineering and is starting his third year on the Riddle team. He's been playing soccer seriously for seven years. Past experience includes High School teams as well as playing on a team in the capital city. Commenting on the team, Bahman says, "The guys are trying hard and the team's really changed. Right now, we're trying to get back into shape." In his future, Bahman is looking forward to a career in engineering and playing professional soccer. In his spare time, he enjoys working on his car.



BILL MALTHANER

Coming from New Jersey, 21 year old Aeronautical Science senior Bill Malthaner is preparing for a piloting career. Currently, he holds a Commercial/Instrument ticket and CFI certificate and is working toward the multi-engine rating and Instructor ticket. Bill's previous soccer experience prior to his four years with the Riddle team includes three years on summer leagues and four years playing in high school.

"I foresee a better season due to better coaching," says Bill. He continues, "We'll have one of the better teams once we get ourselves into shape. We have a young team and we need to learn to work together. There is more confidence and higher spirit on the team than last year." Bill also plays on the Embry-Riddle baseball team and enjoys sports in general.

ERAU bowling league scores updated

By Laurie Kanon, V.P.

This past week we got started sooner than had expected. The league play before us must be sharpening up!

If you weren't informed Monday about your average or team standing, they will now be posted at the lanes before you get there along with your lane assignment. This will save the officers and bowlers time.

This past week standings for 9/23/80 are as follows:

Teams 22 - All Stars	6-2
Team 4 - Tequila Sunrise	6-2
Team 18-Fire in the Hole	6-2
13 - Dead Beats	6-2
16 -Gange Greene	5-3
11 - The Blue Chips	5-3
2 - Fliers	5-3
15 - Langers	4-4
5 - The Unknowns	4-4
10-The Laughing Matern	4-4
20-Evin Odds	4-4
7 - 3 on 1	4-4
3 - DNGN	4-4
12-AHPII	3-5

14-Final Glide	3-5
9-AHPI	3-5
6-Crash Co.	3-5
1-The Losers	2-6
21-Bowery Boys	2-6
17-LSD	2-6
8 - Snow Blind	1-7

The individual high games for man went to George Kayak with a 224, and Manny Roger got high women's game with 186. See you next Monday!



THE ENTERTAINMENT COMMITTEE WOULD LIKE TO THANK THE OYSTER PUB FOR SUPPLYING THE OYSTERS FOR LAST WEEKENDS CONCERT

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# Volleyball kicked off last Wednesday

By Julie R. Rankin  
The Pseudo-Brazz took an early lead in the intramural volleyball game as eight teams volleyed for their first win in intramural volleyball last Wednesday.  
The games will be held each Wednesday, at 5:15. Each team in competition will play either one or two games (which consists of three matches), the winner taking two out of the three.

Starting off with a bang, the Pseudo-Brazz showed everyone who is boss by defeating both AHP (15-3, 15-9) and the Juniors (15-8, 15-2). Other results were as follows: Nomads over the Bitches (15-0, 12-15, 15-1), Juniors over Venezuela (15-2, 12-15, 15-3), Literati over the Bitches (15-7, 15-5), AHP over Venezuela (15-4, 15-5) and Air Force Ochs over Air Force Zero (15-4, 14-16, 15-11).



Volleyball takes Riddle by storm

# Riddle Skiers take 7th in college meet

By Todd Baseler, President  
During the weekend of September 20-21, the Riddle Skiers posted a seventh overall finish in the University of Central Florida Ski Tournament. The two day event was held on Lake Whippoorwill in Orlando. Eleven Florida colleges and Universities competed.

The team will be competing in Gainesville this weekend in a competition co-sponsored by Florida State and St. Petersburg Junior College.

On Saturday, Mens Slalom, Women's Tricks, and Men's Tricks were held. All Riddle Skiers place in the top 20 in Mens Slalom, skiers listed from best finish were: Ashley Johnson, Tom Wrenn, Ski Robin, Todd Baseler, and Ralford Rusin. Men's Trickers were led by George Adrian with Ski Robin and Tom Wrenn following. At the close of Saturday's competition Riddle held sixth place.



Ralford Rusin in Men's Slalom competition photo by R. Franklin

Sunday's schedule consisted of Men's Jumping and Women's Slalom and Jumping. Ashley Johnson paced Riddle's jumpers with a leap of 56 feet after two crowd pleasing crashes off the 5.5 foot jump. Ski Robin and Tom Wrenn both posted jumps of over 50 feet.

Riddle's lone woman skier, Lee Hixen, posted seventh place finishes in both slalom and tricks.

# News From



# Financial Aid

## MONEY TALKS: NEWS FROM FINANCIAL AID VA LOANS

If you are receiving GI Bill benefits (under Chapters 32, 34, or 35, Title 38, USC) and are at least a half-time student, you can apply for a VA loan.

After leaving active military service, Veterans have 10 years from date of separation to utilize his (her) GI Bill benefits. VA loans may be given even if your 10 year period of eligibility has expired.

To qualify, you must have been receiving GI Bill benefits on a full-time basis when this period expires. A loan may be given after this period for full-time students only and is based on remaining months of benefit which are left at the end of the 10 year period.

Students interested in applying for a VA loan can apply on a per-semester basis. Your loan amount will be based on the amount by which your educational expenses exceed your income. The maximum loan amount per semester is \$1250, the minimum is \$50.

Repayment of VA loans begin nine months after graduation or

discontinuation of at least a half-time enrollment status. VA loan recipients have up to 10 years and nine months after the date of less than a half-time status to repay all the loan. Anyone wishing to repay all or part of the loan amount can do so without penalty. The interest rate is 7% simple interest. Also, repayment is deferred if you resume classes on a half-time or more basis.

VA loan applications can be obtained through the Financial Aid Office and should be completed at least 45 days prior to the start of classes which the loan applies to. It takes approximately 8 to 12 weeks to process these loans.

## GUARANTEED STUDENT LOAN DEADLINE

All student loan applications should be on file in the Financial Aid Office by OCTOBER 1st. Students submitting loan applications by this date should receive loan checks by the time tuition bills for the Spring Trimester are due. If you apply after OCTOBER 1st, we will be unable to recommend a payment extension for your Spring bill if monies are not received by the billing due date.

## LOOKING FOR A PART-TIME JOB

College Work Study Jobs on Campus  
Clerical Assistant - Monday thru Friday 1-2 p.m.  
Tutor/Counselor and Bus Driver 3-6 p.m. - Monday - Thursday - Bus driver would have to be available for early Thursday mornings.  
Cafeteria - 1 a.m. - 2 p.m. and 6 p.m. - 8:30 p.m.  
College Work Study Job Off-Campus  
Lifeguard - 15 hours a week  
Receptionist/Tylist - (male or female) afternoons YWCA.  
Telephone Solicitor & Community Service Rep. - March of Dimes  
Community Center Attendant - needed for evenings and weekends (Mature and Reliable)

Tutors, Treatment Aids & Security Guards - Volusia County Drug Council.

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

## LOOKING AHEAD

As reported in last week's Action, Financial Aid Forms (FAF) for '82 will be available in mid-December. It is EXTREMELY important that this form be mailed to the College Scholarship Service during the first week in January. It is suggested that students pick up a FAF before leaving ERAU for Christmas - making giving ample time to gather needed 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.

The Financial Aid Office would like to remind all students that if any questions or problems develop concerning financial aid to please call Ext. 1967 or stop by the Financial Aid Office. The financial aid staff is here to assist YOU.

# The Bartender

By Pat Hassett

I decided not to rate a bar this week because there's enough news around town to shake a Mr. Boston guide at.

First, a congratulations go to Bruce Workman, the manager at Big Daddy's - Beachside. Bruce has been sent to Mobile, Alabama to open up another "Flanigan's".  
"Beach Street" Lounge and Restaurant closed its doors last Monday. The owner supposedly was tired of sipping more money in a losing interest.

"Have you been in Fannie Farkel's lately? Check it out for it has been slowly remodeled, making it look quite classy, good job, head!"  
"For the first time known, the Beachcomber Lounge has closed its doors until next season - a possible sign of the recession? Who knows."

On a final note, do you know the history behind the building located on 701 N. Ridgewood Ave. in Holly Hill? It first was built as a bomb shelter during the War including a full basement that is lined with lead to protect occupants against radiation. The basement has long been sealed up. Since then it's been a Polynesian Restaurant a topless bar, twice a gay bar, and even a disco. Give up? It's the oldest lounge called "The Garage".

At least! Don't throw out that leftover coffee - try this recipe...

- 1) 3/4 oz. strong cold coffee (coffee can be sweetened if desired)
- 2) 1 oz. brandy
- 3) Blend ingredients with finely crushed ice blender though a shaker can be used.
- 4) Pour into chilled glass.
- 5) No garnish needed.

A REAL EYE-OPENER!



# Sunday flag football results

By Carol Faith  
Despite Sunday's somewhat poor weather, the E-RAU flag football teams battled it out to win their games. The results of Sunday's games were:  
Condon forfeited Brothers of the Wind - 7  
Bombers - 7 - Cherry Pickers - Forfeit  
Cowboys - 12 - No Names - 0  
Nads - 6 - Dirty Devils - 0  
AHP - 12 - Sigma Chi - 28  
Eagles - 12 - Vets - 12  
EJC - 0 - Flight Tech - 7  
Air Force One - 24 - Iron Flat - 2  
Post Timers - 0 - Cart Raters - 15  
714's - 0 - UHN - 27  
Chuck's Chargers - 13 - 69ers - 19  
Blue Machine - 13 - Destroyers - 0

# Racquetball clinic planned for women

WANTED: more women to get involved in the sport of Racquetball. Come in and try Racquetball Courts - FREE at the YMCA, Derbyshire Road. Use the whole facility free of charge. Contact Mona Russell at YMCA 253-5675.

Ladies, Ms. Russell is interested in getting you interested in racquetball. She is available mornings and mornings on Saturday to teach the sport.

Special rates are also available for males and females at E-RAU. Membership for four months is \$50 which includes weight room, pool and gym and locker trail. \$75 covers all facilities listed above plus racquetball courts.

League tournaments and more are hoped for women's racquetball, but your support is necessary.

## METRO INSURANCE

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FORUM

(Continued from page 1)

and that the arrival of about 250 more students than were anticipated necessitated the rearranging of teachers' schedules. She said, "I couldn't expect a teacher to teach his/her first section at 8 a.m. and then not have another section until two or three o'clock in the afternoon."

Q: Why are students expected to have those some kinds of "bad" schedules that are considered inappropriate for instructors? As a matter of fact, many now have awkward schedules because they tried to get the same teachers as they originally wanted. Are students here for the convenience of the teachers, or the other way around? Students are expected to make PERMANENT plans on the basis of those schedules.

A: Myers: Apparently that is more a statement than a question and does not require an answer.

Q: Why weren't we able to evaluate teachers during the summer terms?

A: Myers: I was not aware that evaluations were not done during the summer. From now on, students will get a chance to evaluate all instructors at the end of every trimester. (Ed: It is difficult to believe that the associate dean of Academic Affairs was not aware that evaluations were not done, since these are supposedly reviewed each trimester by division chairmen to help them write evaluations of the instructors in their departments.)

Q: What is the financial relationship between Daytona Beach Aviation (owned by ERAU) and the university?

A: Rick Raff, chief accountant said: All profits from DBA are treated as revenue to the university. Our relationship with DBA assures the flight department of good fleet maintenance.

Q: The library is so noisy and overcrowded that it is difficult, if not impossible, to study there. Are there any plans for improvements?

A: Raff: The university master plan calls for construction to begin

in approximately one and one half years on a multi-purpose building and part of this will include a much larger library section.

Q: Why can't I attend the same teacher's class in a different section than is on my schedule if I work it out with the teacher?

A: Myers: It is school policy that you WILL attend classes in the section you are assigned to and absolutely no changes will be permitted after the add period is over. Note: One student said that he had seen a note signed by Bishop Blackwell, chairman of Air Science, stating that any switching of sections with the same teacher is permissible. Another student attended a 40,000-student university and mentioned that sections were changed all the time and mass chaos did NOT result.

Q: Why must a seven-hour time slot be scheduled for flight courses?

A: Dr. Thomas Connolly, chairman of Flight Division: This is mainly to facilitate cross-country activities in most courses and to accommodate the weather.

Q: What is the story about the new multi-engine aircraft?

A: Connolly: The Cessna 310's lease expires in November and to acquire new ones would be prohibitively expensive. We tested several different options and recommended the acquisition of the Piper Seminole. Today, president Hunt has approved the recommendation but the CONTRACT HAS NOT YET BEEN SIGNED. We are currently charging \$101/hr. for the 310s and are losing money. We anticipate to rent the Seminoles for \$75.00/hr. We are also disposing of the 12 Mooney's and all complex training will take place in the Seminole. This will only slightly increase the total program cost to the student and will enable most flight students to leave Riddle with 50-80 hours of multi-engine time.

Q: How will this change affect those who have begun training in the 310's?

A: Connolly: Those students will have to transition into the Seminole. If anything, this should increase their marketability after graduation since they will be qualified in two types of multi-engine aircraft.

Q: Where does the \$100 examination fee for the A&P FAA practical exam go? Does the examiner keep it, or part of it?

A: Myers: I really don't know, but we provide examiners for the student's convenience - this is NOT a university requirement. If you can find someone who will give you the test cheaper you are free to go there. We aren't stopping you. I will attempt to find out and will have the results printed in the Avion.

Q: To date Myers has not contacted the Avion with the information of where the fees go.

Q: Is there a change of lengthening the drop/add period? Three days is just not enough. Some classes and labs have not even met by the third day of school.

A: Myers: We used to have a two-week drop/add period and it was very difficult for the teachers. We shortened it at their request. Apparently, there is quite a problem in this area and I will look into it to determine if changes need be made.

Q: What companies are coming to campus in the Spring?

A: The co-op office is right upstairs (as the person to the co-op office) why don't you go up there and ask them?

NOTE: If a representative from co-op had attended, that question would probably have been answered. This question was of interest to most of the students at the forum.

Q: Why aren't the aviation-related clubs sponsored by the University?

A: Myers: ERAU will continue to have an open admissions policy as in the past. Whoever gets their money in first will be accepted. We believe that no one should be denied admission on the basis of past experience that everyone deserves the chance to be turned on by aviation and succeed at the university.

A: Neia Backer, Dean of Students: The funds for such support would have to come from the general funds, supported by your tuition dollars. The drain of funds, would slow down campus construction and expansion and benefit only a small minority of students.

Q: What is the status of those airplanes over in the repair shop? Are they just for practice or will they be able to fly at some later time?

A: Myers: Some of those aircraft were donated to the University with the stipulation that they never will fly again. I'm not sure if that is the status of all the aircraft over there. Some may be able to fly again after our maintenance shop becomes FAA certified. The people who are working with the FAA would be better able to answer this question in greater detail.

Q: What co-op jobs are available next summer?

A: Myers: I couldn't possibly list or name all the available co-op jobs but I can say that every trimester we have to turn companies away because we do not have enough students to fill all of the available slots. I know that General Dynamics McDonnell-Douglas, and Lockheed always have vacancies. Many fixed-base operators have part-time instructor/at-taxi jobs available to qualified flight students.

The SGA would like to thank all of the faculty and administration personnel who DJD take time out of their busy schedules to participate and it is hoped there will be even greater participation in the future.

Q: How will the 5000 student limit be enforced?

A: Myers: ERAU will continue to have an open admissions policy as in the past. Whoever gets their money in first will be accepted. We believe that no one should be denied admission on the basis of past experience that everyone deserves the chance to be turned on by aviation and succeed at the university.

FLAWS AND FALLACIES IN STATISTICAL REPORTING

DR. WILLIAM GRAMS OF THE DEPARTMENT OF MATHEMATICS AND COMPUTER TECHNOLOGY will discuss ABUSES OF STATISTICS IN THE NEWS MEDIA in a seminar at 2 p.m. ON FRIDAY, OCTOBER 3, 1980, in the RIDDER THEATRE NUMBER 2.

Numerous examples will be presented in the following areas: sample surveys, crime statistics, experimental design, 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.

PLEASE NOTICE THE CHANGE OF PLACE. RIDDER THEATRE NUMBER TWO IS LOCATED IN BUILDING C, ACADEMIC COMPLEX.

Shiv Kumar Aggarwal  
Ext. 1287  
Math and Computer Technology

UAA

(Continued from page 1)

retire or leave from their jobs. Kiteley said, "Whereas most of these jobs were filled by personnel trained in the military, more and more of the people filling the vacancies are professionals, taught in colleges or universities. Most of them have degrees to supplement their training."

To give credibility to Dr. Kiteley's statement, Prof. John Oldergard revealed that while the aviation curriculum was one of the best at the University of North Dakota, in its short history it has become the largest program at the university with over 700 students enrolled.

When asked if there are any other accredited universities which are strictly aviation oriented besides Embry-Riddle, Oldergard replied, "None. To my knowledge, Embry-Riddle is the only one."

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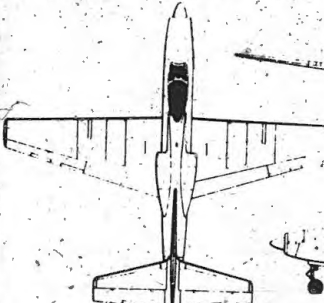
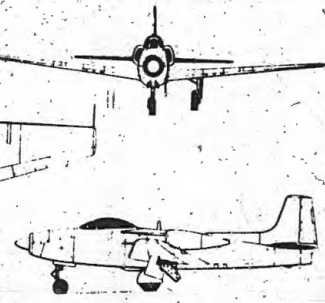
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## Do you own a Moped???

WASHINGTON - What has less power than the average lawnmower, gets more miles per gallon than some large pick-up trucks get per tankful and will pay for itself in gas savings alone within twenty-four months?

The moped, of course. The freshest face on the transportation scene, the moped has already been embraced by twenty-five million Western Europeans as the answer to their astronomical gasoline prices.

And, by the end of the year, more than one million mopeds will be operating on American roads, a twenty-fold increase over five years. And that's even better than the increase in gold bullion!

The logic behind the moped's success is easily understood:

-50% of all car trips are made by one passenger.

-Four out of five car trips are less than ten miles.

-The moped has an average yearly consumption rate of less than 83 gallons of regular gas if it averages 12 miles per day. The same distance traveled by a U.S. car requires 274 gallons of unleaded fuel. The annual difference these days comes to at least \$300 and is going up.

-The moped averages 135-miles to the gallon and some are capable of 175 miles per gallon.

-A middle-priced moped will pay for itself within a two-year period, based upon a gasoline price of 1.26/gallon. The comparative costs of registrations, insurance, repairs and depreciation aren't even included.

### AFROTC

(continued from page 6)

In 1979 he earned a Masters in Management and Supervision from Central Michigan University. He also completed the Air Command and Staff College Non-Residence Seminar Program.

After volunteering for ROTC, he was selected to come to Embury-Riddle in January, 1980. He confesses that E-RAU was not on his list of preferences and that his initial reaction upon receiving his assignment was asking "What's an Embury-Riddle?" Coming from Hawaii, Capt. Schaffler, his wife, and six-year-old daughter Karrie Lynn, had no trouble adjusting to the Florida Climate. Captain Schaffler says he likes the school, but being a big sports enthusiast, he wishes E-RAU had a football team.

Capt. Schaffler (a major-selectee) has been assigned several responsibilities including: AF-400 instructor, Det. Administrative Officer, testing and Control Officer, and many other titles.

In addition to these tasks, Capt. Schaffler is a member of E-RAU's Academic Board, Detachment and Procedures Committee.

Two of the things he would like to see here is an expansion of E-RAU's inter-collegiate athletics program and the completion of a permanent AF ROTC building on campus before his re-assignment (3 years from now.)

### SCRIBNER

(continued from page 5)

to the Post Office by motor scooter. The entire race was completed with a winning time of 6 hours, 54 minutes and 51 seconds.

Capt. Scribner's next adventure was when he was flying one of the very first 747's from Boston to Houston. He was not certified to fly 747's and was flying co-pilot. While in Houston, the plane was flown around the city for some local politicians. This happened to be Jan. 1, 1970, the day of the Cotton Bowl, and Capt. Scribner wanted to stay at the same place as at the Goddard year blimp, so he could see the blimp at all times.

On that particular day, Capt. Scribner learned that the FAA also

in the calculation.

While the rumors fly thick and fast here in Washington about gas taxes, gas rationing, and other measures that promise to raise the price out of sight, the moped seems headed for a grand and glorious future. Use of the moped here in America differs greatly from European use.

Currently, seven out of ten U.S. mopeds are owned in two-car households, while in Europe the moped serves many millions as a primary form of transportation. Europe's model behavior regarding moped use, bicycle use, and traffic safety and control is expected to be the standard for planning United States programs during the 80's, according to experts.

Here, in America, 44 of the 50 states plus the District of Columbia have already passed legislation that defines the moped as a different vehicle from either the more dangerous motorcycle or the tempo bicycle. The largest legal mopeds have two-horsepower motors (less than average lawnmower size) and are capable of thirty miles per hour.

True mopeds are, by definition, equipped with automatic transmissions and pedals, to help the little machines up steep inclines. Federal regulations require an array of reflectors, headlights, taillamps, and include other safety standards for construction. Most states have recognized the benign nature of the moped, and require no special moped permit. A car driver's license signifying knowledge of the rules of the road will do in most places. And it's hard to get speeding tickets on a

moped, mainly because the maximum capability of the moped engine and the speed limit are almost always the same.

As the family car sits in the garage for longer and longer periods of time, the moped will supplement the passenger automobile for the short hop to town, to the grocery store, to work and of course to school and across campus. For Americans trapped in fossil fuel prices, the moped is a

timely answer to a critical problem. As a matter of fact, the Moped Association of America estimates that mopeds this year will account for savings of 240 million gallons of gas in replaceable auto mileage.

That makes the moped patriotic, all right. But don't tell it to your moped. It thinks you're riding it because it's fun.

[The Moped Association of America is a non-profit organization.]

## Delta expands service

For the seventh consecutive month, since initiating its service in the Daytona Beach market in September Delta Air Lines' passenger traffic results reflected significant growth over the previous month during March when traffic was 43% higher than February. Russ Geriots, Delta's local marketing manager, said, "Cargo traffic was up by 50.5 per cent also." He voiced pleasure at the manner in which the public has responded to the new Delta

services. "Advanced bookings reflect continued strong demand throughout the spring and summer months," Geriots said. He observed that as a service to Delta customers the company will be opening a downtown ticket office at 170 North Beach Street in the near future. "This new facility, which will be open from 9 a.m. to 5:30 p.m. for point-to-point ticketing, will provide Delta with (See Delta, page 14)

## Army ROTC



You're working on a college degree to get started in life. You can reinforce that degree and get a better start through Army ROTC.

Army ROTC offers you management training, leadership experience, and a commission as an Army officer. Extra credentials that will set you apart in the job market.

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goes to football games. And when he bursted the cotton bowl at a very low altitude, the FAA was soon waiting for him when he landed.

You must remember that Capt. Scribner was not certified to fly the 747 and therefore was not fired, the Captain was. Capt. Scribner flew the 747 for seven years, until his retirement three years ago. Throughout his 44 year flying career, he has logged more than 27,000 hours of flying time and has worked with such famous people as Charles Lindbergh and, more recently, with Lowell Thomas. Capt. Scribner has a doctorate in Aeronautical Science, is a University trustee and chairman of the National Advisory Council at Embury-Riddle Aeronautical University.



## NBAA

(Continued from page 1)  
 We attended many of the committee meetings at the annual convention in Kansas City and were extremely impressed with the professional attitude and manner in which these committees function.

### EXTENSIVE DISPLAYS

Aside from the committee meetings and probably the most impressive part of the convention besides the static display of aircraft at Downtown Airport, was the manufacturers exhibits at Bartle Hall in the convention center.

Occupying more than 200,000 square feet of floor space, the display's main intention was to capture the passer by's interest and lure them in for the ensuing sales pitch.

While some corporations employed the usual amount of pretty models to attract attention, others went as far as raffles, and giveaway prizes ranging from color TVs to grandfather clocks. All this came complete with hawkers emphasizing their corporations benefits over the competition.

The larger, more established companies stayed away from the gimmicks and merely built such impres-

sive displays, the onlooker was drawn right into the exhibit.

Among the more extensive shows was the Gates Learjet display with their full cabin mock-up of their new Longhorn Business jet, complete with a full working cockpit.

Bunder Aviation, a chain of Fixed Base Operators, flew in a mint condition WWII Navy Corsair for their exhibit. The Corsair was towed through the streets of downtown Kansas City in the early morning hours to be installed in the exhibit.

Mitsubishi had its newest aircraft, the Diamond I, under a large canopy which suspended a huge replica of the three-diamond Mitsubishi logo.

A smaller exhibit which still managed to draw large crowds was Sperry Instrument's full CRT computerized cockpit.

All the displays were tastefully done, affecting to the amount of money and forethought that went into this convention. All of the companies provided plush, modern easy chairs for the prospective customer's comfort while possible deals were negotiated.

The quality of the exhibits and the fact that this year's convention was the largest in the NBAA and Kansas City's history clearly points to the fact that corporate aviation is truly on the increase.

## NASA tests "power plants" as supplementary energy source

KENNEDY SPACE CENTER, Fla. - NASA engineers are catching onto the trend toward backyard gardening in an attempt to cut down on rising energy costs. As part of an exploratory project funded by NASA's Office of Energy Programs, the Kennedy Space Center has been allotted \$20,000 to work on a project to produce biomass energy.

Biomass energy may be simply defined as obtaining energy from living matter, which in this case will be sugar cane and cassava plants. These plants are currently being grown on KSC as part of a three-year program which will study the feasibility of producing energy from selected plant species. The energy will be produced through direct combustion of the plants, fermentation and distillation to alcohol and/or digestion to methane.

Wally Boggs, energy projects engineer at KSC, describes the ways in which the sugar cane juice and molasses are processed for use. "Cassava requires pure, water-free alcohol. Extracting the last few percentage points of water by distillation requires much of the heat energy input. The best method known is to pass the vapor through a drying agent such as corn meal

which absorbs water and leaves the alcohol," said Boggs.

A prototype plant is being built which will feature a 20-gallon per day distillery, designed for NASA by the Planning Research Corporation and built in KSC's prototype development shops. This "mill" will ferment the sugar cane juices and is expected to be operational later this year.

Another project in the making from KSC's Biomedical Office is the growth of cassava, a starchy plant currently used as biomass in South America. Five varieties of the plant will be evaluated for growth potential. Future planned projects include research with other plant species, plant growth in other soil types present on Merritt Island, and the use of sewage as a nutrient source.

Boggs also reported that plans are underway for an experimental car which would be converted to burn pure alcohol for testing purposes. According to Boggs, ten percent of the fuel required by KSC's entire vehicle fleet, which requires about 60,000 gallons of gasoline per month, could be supported by energy produced from biomass grown at KSC if the project is developed fully.

## Maintain flight speeds regardless of distraction

The National Transportation Safety Board today coupled its issuance of 300 general aviation accident reports with a reminder of a fundamental rule of safe flight - the pilot's responsibility to maintain flying speed regardless of distractions or the attitude of the aircraft.

The Safety Board noted that 28 cases reported by the Board in its seventh issue of "Briefs" of 1979 civil aviation accidents involved the failure of the pilot to obtain or maintain flying speed.

The Board highlighted one accident involving a single-engine craft which was towing a banner off Daytona Beach, Florida, June 19, 1979. The pilot said he saw a body in the water, and began circling the spot in an attempt to mark it for a lifeguard search boat. After flying numerous circles, the aircraft stalled, nosed down and crashed into the ocean. The pilot was seriously injured, but survived. His aircraft was demolished.

Witnesses to the crash said the aircraft had begun a left turn and was extremely close to the water when it stalled. The pilot reported that he added full power when the high wing in his turn stalled, and he tried to release the banner. The plane struck the water before he could regain flying

speed.

The Safety Board noted that the plane's advertising banner caused significant drag, and raised the speed at which the plane would enter an aerodynamic stall. It pointed out, however, that the 3,600-hour pilot had demonstrated to the Federal Aviation Administration his capability of handling a two plane, and held an FAA certificate attesting to this.

"The drag of the banner was not a factor in this accident," the Board said. "The cause was more fundamental.

Every pilot has adequate airspeed" drilled into him by his instructor from his first hour of dual flight. What too many pilots forget is that stall speed increases significantly as the angle of bank increases.

"This pilot had a distraction which admittedly was compelling. But regardless of the distraction, any pilot's foremost concern must be to maintain adequate airspeed. And this concern should become a mental fixation at extremely low altitude, where there is no room to recover from a stall."

Copies of Issue No. 7 of the National Transportation Safety Board's 1979 Aircraft Accident Reports may be purchased from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia 22161.

### Keep ya hear me

## CBer's take heed

By Doc Horwitz  
 (WELCOME BACK, DOC!)

CBers WHO BLOWS "SMOKEY'S" COVER HELD NOT TO BE OBSTRUCTING THE LAW.

With the proliferation of citizens band radios among the nation's motorists, it has clearly become harder for police to keep their speed check points a secret. Sometimes the troopers have attempted to fight the problem, as in the following example.

While driving on a state highway in upstate New York, William Case spotted a radar speed check point located near a drive-in theater. Using his CB radio, Case alerted other motorists in the vicinity to "Smoky's" presence. The troopers who had a CB unit themselves, chased and arrested Case, charging him with obstruction of governmental administration.

The local town court found Case GUILTY of violating a provision of New York's Penal Law which makes it a crime, with a potential penalty of up to one year in prison, to interfere with the administration of the law by a public servant. Specifically, argued the prosecution, Case's use of the CB interfered with the state trooper's ability to enforce the law against

speeders. A county court upheld Case's conviction, but New York's Court of Appeals DISAGREED. This court commented that the law should not subject a person to a one-year jail term simply for sending a radio message as Case did. It based its decision, however, on an interpretation of the statute's language. The statute speaks of obstruction by "physical force or interference." In the eyes of this court, the word "physical" refers to "interference" as well as to "force."

The court concluded that giving information over a CB radio is simply not physical interference. The court also stressed the necessity for the requirement that the obstruction of justice by PHYSICAL. Without that limitation, the court said, if a motorist at a rest stop casually tells another about the location of a police radar setup, then the statute would make the speaker a criminal.

NOTE: This case turned on a strictly grammatical construction of one state's law. Different wording in the penal statute in other states could put some CBers behind bars or hit them with heavy fines. There has been no interpretation of this law in Florida as yet.



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# ERAU 1980 FINANCIAL REPORT

DORRY-RIDDLE AERONAUTICAL UNIVERSITY, INC.

CONSOLIDATED STATEMENT OF REVENUE AND OTHER ADDITIONS

EXPENSES, AND CHANGES IN FUND BALANCES

YEAR ENDED APRIL 30, 1980

	Unrestricted	Restricted	Total
<b>Revenue and other additions</b>			
Tuition	\$14,006,355		\$14,006,355
Flight and other fees	6,690,237		6,690,237
Government grants and contracts	6,681	\$2,665,164	2,669,845
Private gifts, grants and contracts	755,886	161,550	917,436
Auxiliary enterprises	3,262,145		3,262,145
Other revenue	1,012,752	36,696	1,049,448
<b>Total revenue and other additions</b>	<b>25,734,056</b>	<b>2,861,410</b>	<b>28,595,466</b>
<b>Expenses</b>			
General academic instruction	5,469,319	267,476	5,716,795
Flight instruction	5,514,805		5,514,805
Institutional support	6,875,368	419,751	5,295,119
Academic support	1,629,231		1,629,231
Student services	1,074,098	22,099	1,096,197
Scholarships	14,175	1,904,180	1,918,355
Research	121,305	115,632	236,937
Public services	36,928		36,928
Operation and maintenance of plant	1,748,089		1,748,089
Auxiliary enterprises	1,976,640		1,976,640
Interest	7,316	720,062	727,378
<b>Total expenses (exclusive of depreciation)</b>	<b>22,438,274</b>	<b>3,449,200</b>	<b>25,887,474</b>
Depreciation	14,311,934		14,311,934
<b>Total expenses</b>	<b>33,750,308</b>	<b>3,449,200</b>	<b>37,199,508</b>
<b>Excess (deficit) of revenue and other additions over expenses</b>			
Unrestricted (available for current operations)	1,983,848		1,983,848
Restricted		(587,790)	(587,790)
Equity in earnings of unconsolidated subsidiaries (Notes 2 and 10)	66,250		66,250
	2,048,098	(587,790)	1,460,308
<b>Extraordinary gain on early extinguishment of long-term debt (Note 3)</b>			
	1,124,878	170,113	1,294,991
<b>Cumulative effect of change in accounting principle (Note 4)</b>			
	(156,487)		(156,487)
Interfund transfers	3,016,489	(417,673)	2,598,812
Net increase (decrease) in fund balance	2,638,520	(39,708)	2,598,812
Fund balance, beginning of year	5,478,622	1,907,353	7,385,975
Adjustment (Note 5)	150,598	(150,598)	
Fund balance, as restated	5,629,220	1,756,755	7,385,975
Fund balance, end of year	\$ 8,267,740	\$1,717,047	\$ 9,984,787
<b>ASSETS</b>			
<b>Current assets</b>			
Cash (including certificates of deposit of \$150,000)	\$ 274,982	\$ 189,517	\$ 464,499
Short-term investments (Note 2)	1,126,251	2,600	1,128,851
Accounts receivable, net (Note 2)	1,868,666	10,292	1,878,958
Student loans, current (Note 2)	57,023	99,121	156,144
Inventories (Note 2)	862,110		862,110
Prepaid expenses and other current assets	67,296		67,296
<b>Total current assets</b>	<b>4,236,328</b>	<b>301,530</b>	<b>4,537,858</b>
<b>Investments in, and advances to, unconsolidated subsidiaries (Notes 2 and 13)</b>			
	1,317,068		1,317,068
<b>Deposits with fiduciaries</b>			
Student loans, noncurrent (Note 2)	576,560	1,002,240	1,578,800
Land, buildings and equipment, at cost, less accumulated depreciation (Note 6)	17,528,374	24,892	17,553,266
Other assets (Note 2)	612,614		612,614
<b>Total assets</b>	<b>\$26,272,944</b>	<b>\$1,850,221</b>	<b>\$26,123,165</b>
<b>Liabilities and Fund Balances</b>			
<b>Current liabilities</b>			
Accounts payable and accrued expenses	\$ 2,316,423	\$ 133,174	\$ 2,449,597
Long-term obligations due within one year (Note 7)	945,486		945,486
Student deposits and advance payments	1,554,935		1,554,935
Unearned flight fees	226,152		226,152
<b>Total current liabilities</b>	<b>5,042,996</b>	<b>133,174</b>	<b>5,176,170</b>
Long-term obligations (Note 7)	10,739,268		10,739,268
Deferred employee compensation	232,940		232,940
<b>Total liabilities</b>	<b>16,005,204</b>	<b>130,174</b>	<b>16,138,378</b>
<b>Commitments (Note 11)</b>			
<b>Fund balances</b>			
Available for current use			
Unrestricted	1,702,244		1,702,244
Restricted (Note 8)		388,716	388,716
Designated funds	525,458		525,458
Invested in plant assets	6,040,040		6,040,040
Other restricted funds (Note 8)		1,328,331	1,328,331
<b>Total fund balances</b>	<b>8,267,740</b>	<b>1,717,047</b>	<b>9,984,787</b>
<b>Total liabilities and fund balances</b>	<b>\$26,272,944</b>	<b>\$1,850,221</b>	<b>\$26,123,165</b>

**FLYBY!** By Dave Arthur

The adventures of sky patrol. E.R.A.U.'s solution to the parking problem. (and more!) Looks like another problem in the handicap area.

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