

1-14-1981

Avion 1981-01-14

Embry-Riddle Aeronautical University

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Republic questions Hunt about aviation

EDITOR'S NOTE: I received a copy of THE ARIZONA REPUBLIC's article which dealt with Embry-Riddle President Jack Hunt's views last December.

When we contacted President Hunt for a response to the article he asked for 60 days until we received a formal report from his office in which he would explain his exact comments.

To fairly report this story we decided it would be best to print both the original article and Hunt's statement.

(Reprinted by permission from The Arizona Republic, by Dick Rose, Aviation Writer, Sunday, November 22, 1980.)

A prominent member of the U.S. aviation

community has expressed some shocking views on the future of business and private aviation.

Jack Hunt, president of Embry-Riddle Aeronautical University of Daytona Beach, Fla., and Francis, proposes separation of what he terms "sport flyers" from the "pros." His plan includes keeping "sport flyers" away from controlled areas and cross-country "airways."

"The pros are the guys who are flying all the time. The dangerous pilots are those who only fly as a part of their full-time occupation or just for pleasure," Hunt said last week.

"Dangerous pilots," using Hunt's definition, would include about 75 percent of all licensed pilots.

Among other things, Hunt proposes using a magnetic credit-card type of identification that would be required to be "punched into the system" before each flight begins. He said this system "should be required to identify the pilot and his qualifications." He couldn't explain how the monitoring system would work.

In his master plan, Jack Hunt envisions three categories of flight categories of flight in the United States:

"Military aviation - these pilots would have total access to all airspace and facilities.

"Civil airline and corporate/professional aviation... This includes air carriers and airplanes operated by full-time professional pilots. This class would have access to all airspace and facilities except those of the military.

"Sport aviation - this would include pilots engaging in 'family-type weekend activities, using... very small aircraft with limited power and range.' They would be denied access to 'all controlled airspace' and cross-country airway system.

Hunt made a special point of saying that the sport category would "include all those doctors, lawyers, and other businessmen who are only part-time pilots" and, by his defini-

tion, dangerous.

Referring to a recent column in THE ARIZONA REPUBLIC about race driver Bobby Unser using his airplane in his business, Hunt questioned, "Is being a pilot 'in only business'? Then he, like the others, would be in the dangerous category."

Hunt doesn't think his proposals are radical. He said he has made "several trips to Russia to study their separation of military and civil aviation," which he says works "without any problem."

It should be noted that the Soviets do not allow private aviation, so they are not bothered with the problem that concerns Hunt.

Hunt's ideas must be considered seriously in light of two factors:

"He is president of the only totally aviation-oriented accredited university in the world.

"Hunt told THE REPUBLIC he had been asked by representatives of President-elect

Ronald Reagan to take the job of administrator of the Federal Aviation Administration.

However, Arthur Teel, head of the Reagan transition team dealing with the Department of Transportation, said such a question is "really premature" and that there "is clear-

(See HUNT page 5)

Hunt clarifies answers

Response from President Jack Hunt, Embry-Riddle Aeronautical University

"In his master plan Jack Hunt envisions three categories of flight in the United States."

I have submitted to the FAA, both orally and in writing, a suggestion to reclassify aviation in FOUR categories. "Government Aviation" would include federal agencies, state and local governments, and all military aircraft.

"Airlines" would replace what is presently termed Air Carriers. (Most non-aviation lay



Jack Hunt

people wonder how you package the air you carry.)

"Professional - Aviation" would include all categories of commercial aviation other than government aviation and airlines.

"Sport or avocational aviation" would be for people who like to fly a classic, homebuilt or other similar aircraft without avionics. I made no mention of doctors, lawyers, or businessmen in this context.

"Among other things, Hunt proposes using a magnetic credit card that would be required to be 'punched into the system' before each flight begins."

I have continually encouraged the FAA to install a system of positive enforcement of re-

gulations. At a speech to the key FAA Flight Standards and Air Traffic Control people from my FAA Region, I suggested that each licensed pilot be issued a plastic card that could be used on an imprinter. That card had a code to indicate the pilot's qualifications.

Further, that when a pilot filed a flight plan he could either use the card at an FSS or if the pilot filed by telephone, or in the air, he orally give the code with the present penalty of giving false information which can include fine and/or imprisonment. I further stated that the FAA presently only inquires about the qualifications of a pilot AFTER an accident or an incident. I pointed-out that even a green card holder in the military must show his qualifications to the Duty Officer before filing a flight plan.

"Referring to a recent column in the Arizona Republic about race driver Bobby Unser using his airplane in business. Hunt questioned, 'Is being a pilot 'in only business'? Then he, like the others, would be in the dangerous category.'"

I seldom read the Arizona Republic. I never read a column about Bobby Unser. Mr. Rose asked me if I know Bobby Unser. I said, "Yes." He asked me if I considered him a dangerous pilot. I replied that if a pilot is not current regardless of his business, he could be dangerous. I said that any pilot whose only business is not flying usually must spend most of his time at this primary business and if he is a good professional athlete - the chances are that he is not proficient and cited Thurman Munson as a case in point.

"Hunt told the Republic he had been asked by representatives of President-elect Ronald Reagan to take the job of admin-

istrator of the Federal Aviation Administration."

I have never told "The Republic" anything whenever the (See COMMENTS page 5)



WELCOME BACK!

STUDENTS THIS TRIMESTER were greeted with incredibly long registration and add-drop lines that circled the University Center. Phil Gibson a student and part time flight instructor tries to straighten his schedule out with Debbie Grabl trying her best to ease the tension. Some untucky students had to wait up to four hours in line just to drop a course. Hopefully, the registration problems faced this trimester will be alleviated by the administration in the future.

Records office outlines information

INCOMPLETE GRADES
Students who have yet to complete "I" grades for the Fall 1980 trimester, have until January 23 to complete their coursework. After this date, incomplete grades will automatically be changed to an "F".

REPEATING COURSES
Students who are repeating courses, in which they have previously received an unsatis-

factory grade, (D or F), need to indicate so either on the Registration form or on the Add/Drop form. Students who have neglected to do so need to notify the Registration and Records Office as soon as possible after Registration.

ADDRESS CHANGES
Students who have moved, or are thinking about moving, please remember to come to the

Registration and Records Office to fill out an address change form (history sheet). In order to keep the students' addresses up-to-date, we need your cooperation. Thank you!

GRADES

1. MID-TERM grades always go to the student's boxes (Summer "A" term grades, although they are Final grades, go to the student's box. Summer "B"

term grades go to the permanent address).

2. FINAL GRADES go to the student's permanent address. Please come to the Registration and Records Office, if you wish to change your permanent address, or if you wish for the grades to be sent to your school box.

(See REGISTRATION Pg. 8)

Orlando man traces Earhart to South Pacific Ocean

EDITOR'S NOTE: Amelia Earhart was more than a pilot. To begin with, she was one of the first females to break into the male dominated world of aviation.

But, more than that, Amelia Earhart was a symbol of her country and her times. Only an American could have attempted a round-the-world flight in those days, and for a woman to try was bold to say, the least. Amelia Earhart was a pioneer from a land of pioneers.

When she and her navigator, Fred Noonan mysteriously disappeared on July 3, 1937, the world was stunned. Years later many would try and untangle the events that led up to her disappearance hoping to understand what had happened on that day. Many theories have been proposed but none have been researched to thoroughly or so widely accepted as that of Vincent Loomis, a retired Air Force Captain.

Mr. Richard Bryant has spoken to Loomis and filed this two part special report for THE AVION.



By Mr. Richard Bryant
Special to The Avion
Has the Mystery of Amelia Earhart's disappearance finally been solved? "Without a doubt, I have the solution to the knotty question of where this fearless lady and her male navigator were forced down on their final and fatal leg of their flight."
These are the words of Mr. Vincent

Loomis of Altamonte Springs, Florida, the latest in a series of individuals investigating this most intriguing of all aviation mysteries.
In 1937, under the sponsorship of Purdue University, Amelia Earhart Putnam (her married name of Putnam is seldom used) and Fred J. Noonan set out on a 27,000 mile around the world flight.
The Lockheed Electra in which this flight was to be made was called a "flying laboratory" by AMELIA (page 11)

navigational aids in which she could study the physical effects of long distance flight on humans, the expressed purpose of the trip.

A fuel capacity of over 1,200 gallons and two 550 horsepower Pratt and Whitney Wasp engines enabled it to cruise at speeds in excess of 150 m.p.h. for up to 4,500 miles.

Earhart and Noonan's qualifications to successfully meet this challenge were without question. Amelia was the first woman to fly the Atlantic, albeit as a passenger, in June of 1928. Four years later she became the first woman to fly solo across the Atlantic, making the trip from Newfoundland to Londonderry, Ireland. Later that same year she became the first woman to make a non-stop trans-continental flight across the United States.

For the next four years, Amelia accomplished several firsts. She and noted movie stunt flyer Paul Mantz competed together in the 1935 Los Angeles to Cleveland Bendix Trophy Race. Mantz would later be an ad-

THE AVION looks ahead

The brain will, I'd like to welcome back all continuing students and extend a warm hello to the new students.

As Editor of the Avion I'd like to reiterate our need for qualified volunteers to work on our staff. It's all volunteer work but its fulfilling and often (like at our dinners), fun.

You might have noticed some changes in this first issue. We not only have changed the physical appearance of the newspaper by updating the page heads and the nomenclature, but we are also changing the Avion's outlook for the coming year. We will try to encompass more off-campus news in an effort to inform our readership of current events that we feel are of interest to the students here at Riddle. The world does not end at Clyde Morris Boulevard and we intend to possibly venture as far as Nova Road for far-reaching articles.

The Entertainment section will begin providing not only records reviews, but also concert, television and movie reviews as well as other artistic updates.

More in-depth coverage of sports is in line with reports on campus sports as well as the national scene.

You'll probably be seeing more features on people and places that have bearing on the student body, such as the Amelia Earhart feature on the first page of this issue, which was written by an instructor in the Aeronautical Science department, Mr. Richard Bryant.

We've got some new ideas but we're open to any comments and/or suggestions you might have. Not to sound corny or maudlin, but you people are the reason we exist and we appreciate your views.

John Scribner
Editor

SGA rep position open

By John Bourke

Welcome back! I hope everyone had a good Christmas break and is looking forward to a great spring trimester.

Your Student Government Association has prepared an eventful spring trimester. We have more entertainment, more services, more of everything for your \$15. We will also be keeping you better informed about how we spend the money you pay to the Student Government. We will do this chiefly through the AVION and with our SGA/Administrative forums.

For anyone who would like to become involved with the Student Government, we have a representative position available for this term. We will also be holding general elections for all SGA offices for next year. These elections will be held in March. If you are interested in any of these positions, stop by the SGA office for more information.

As a last thought for this week I would like to thank everyone who went through the meant registration and add-drop period in the U.C. I really think that all the students and staff did a good job in keeping a level head in a very difficult and frustrating time.

Yes, I agree with all of you that the registration system is in need of some serious over haul, and I feel it needs to be done soon.

When the administration does start to re-design the registration system they will include the student in that process.

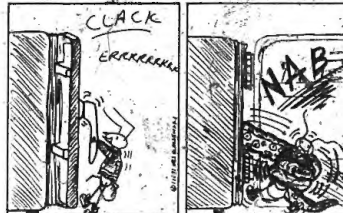
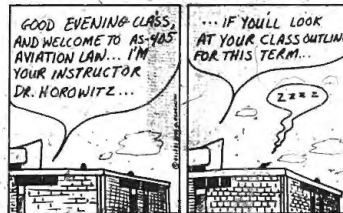
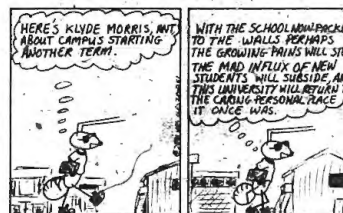
We'll keep you informed on any improvements on the system.

from the dean of students

If your ID Card was lost or stolen, you may have a new one made on MONDAY's between 1 p.m. and 4 p.m. in the Dean

of Students Office/Administration Building. The cost of a replacement is \$5.00.

kyde morris



letters

Gymnasium Needed at Embry-Riddle

By Chris Shave

It is my opinion that Embry-Riddle should build a small gymnasium that would shelter the various recreation facilities most common to E-RAU students. As of now the students are all forced to use the facilities which are located outside.

When the temperature drops and the weather situations become unpleasant, such activities as: weight-lifting and basketball are not in the interest of the student. The same type of situation exists when the temperature rises during the summer, and the temperature becomes too high to do anything.

Another reason the facilities are inadequate is due to

the number of students using them. Presently, an ambitious tennis player has to wait for three or four games before his car can use the court. The same situation exists for the E-RAU student who chooses to play basketball.

Many of the E-RAU student are completely "turned

off" by the overcrowded conditions and do not participate at all in any physical activities. Such a problem is not recommended by the Physical Fitness Council and should not be present at a University like Embry-Riddle. I suggest Embry-Riddle do something about this situation.

Alumnus meets challenges

By Charles G. McMahon

1972 Alumnus, B.S. Maintenance Management

Since my graduation in December of 1972 with a BS-PM I was hired by Eastern Airlines awaiting a project engineer's position.

Since this job never materialized due to heavy layoffs and cutbacks by Eastern, I left the airlines to become a pilot with the Navy.

During the summer of '74 while awaiting induction into the Navy scheduled for the Fall I took a job with Consolidated Rail Corporation (CONRAIL) as a trackman - a good way to get myself in shape over the summer job. I began to advance so rapidly with Conrail that I put aside my plans for a Navy career.

From managing the New England Division Maintenance of Way Equipment Shop in Boston I was promoted to regional equipment engineer for the Western region of Conrail in Chicago where I managed shops in Chicago, Ft. Wayne, Toledo and Cleveland and over 1,000 pieces of equipment (10 with gas turbine engines).

This past month I was promoted to assistant system superintendent of work equipment in Philadelphia, Pennsylvania. I will soon be relocating to Philadelphia with my wife Sue and children: Brian "Munchie" 10 (who was with us at E-RAU) and Megan. We are expecting our third child in January.

While at E-RAU in '71 and '72 I was feature editor of the Avion and vice president of the Vets Club.

Neither a lender nor a borrower be... the LRC's new policy

Beginning January 1981, the Learning Resources Center will establish a policy of not loaning office supplies to students. Pens, Pencils, rulers, scissors, paper clips, index cards, etc., etc., are available in the bookstore. College students should be sufficiently responsible to bring the tools they need with them.

Next to the copy machine a paper cutter, a hole punch and a stapler are available for hire and needing to process their copies.

CWS jobs on campus

Lineo Person - Pick up linen and keep Resident Hall area cleaned.
Mail Room - Mon. - Fri. - 12:30 - 4:30 p.m. - Mail Clerk.
Aviation Technology - Student Assistant - Mon.-Fr. - 12:30 - 3:30 p.m.
CWS JOBS OFF-CAMPUS
Recreational Office - Office Work, light typing
Security House - Office Work, light typing and filing
Volusia County Drug Council
Security Guard and Tutors & Bookkeeper.

If interested in any of these jobs come to the: STUDENT EMPLOYMENT OFFICE - ADMINISTRATION BLDG.

Planetarium shows

Explore the possibilities of life, space travel, and alien encounters in the exciting planetarium show "UFO's and Life in the Universe".

This Museum of Arts and Sciences Planetarium show may be seen Wednesdays at 7:30 p.m. and on Saturdays at 2:30 p.m.

Experience this interesting program from now through the 24th.

Entrance for non-members is \$1.00.

The 'Fast' Food Line

By Todd Sturman

Having a ten day meal plan here, I have noticed the fast food line is actually slower than the other line. When I go in there to eat lunch at about 1 p.m., I usually have to wait about 15 minutes just for a quarter pounder with cheese.

When I work my way up to the french fries I usually have to wait another five minutes. One of my roommates gets out of his classes at about 1 p.m.; his next class starts at 2. It takes him almost the whole hour just to go through the line and eat the fast food.

Spring graduates be sure to fill out the proper forms

According to the University calendar, students anticipating April 1981 Graduation are required to fill out Graduation Applications no later than, Friday, February 13, 1981. Please be advised that NO DIPLOMA will be ordered if this application form is not processed by the Registration and Records Office.

Apply at the Registration and Records Office.

Summer Graduation applications are being accepted now and a student will be given a FEBRUARY GRADUATION EVALUATION in order to help prepare for a smooth completion. Check with the Registration and Records Office if you have any questions.

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THE OPINIONS EXPRESSED in this paper are not necessarily those of the University. All members of the Student Body. Letters appearing in the AVION do not necessarily reflect the opinions of this newspaper or its staff. All letters submitted will be printed provided they are not lewd, obscene, or libelous, at the discretion of the editor, and are accompanied by a signature of the writer. Names will be withheld from print if requested.

Published weekly throughout the academic year and bi-weekly throughout the summer and distributed by the AVION, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: 252-5561 Ext. 1082

Free admission to cultural events

Through the courtesy of Mrs. Virginia Vagnozzi, a member of the E-RAU Board of Visitors and an area vice leader, Embry-Riddle students may take advantage of many of the city's cultural events FREE OF CHARGE.

Because of Mrs. Vagnozzi's

Free admission to cultural events

donations, students may attend many of the programs scheduled at Civic Theatre, the Daytona Beach Playhouse and other special events.

For further information and tickets, interested students need only contact the Student Activities Office (Ext. 1049).

For your own safety sake, register your vehicle

By A.A. Hattenbach - Director of Safety, Traffic and Security

It is very important that all vehicles used on campus be registered with the Safety Department. This includes bicycles, mopeds, motorcycles, automobiles and trucks. Bicycles must be parked in racks provided at the University Center, "A" Complex, Maintenance Technology Building, GRW and Dorm I and II.

It is not permissible to chain bicycles to trees, stair railings or benches. Motorcycles must be parked in "MOTORCYCLES ONLY" areas provided.

If you are not familiar with campus parking procedures, please come to the Safety Office for instructions and your copy of the traffic rules and regulations.

Important notice

STUDENT HEALTH INSURANCE

The LAST DAY for cancellation of health insurance policies issued through Brown & Brown will be Tuesday, January 20, 1981. Refunds for insurance will NOT be given by the University on any cancellations subsequent to this date.

If YOU HAVE ANY QUESTIONS REGARDING CANCELLATION, please see Marcia Wilson in Health Services.

Human potential seminar offered

For women only

A structured personal growth seminar to increase: SELF AWARENESS SELF MOTIVATION SELF DETERMINATION

Seminar will be scheduled once a week for 10 weeks.

Tuesdays from 6-9 p.m. beginning Tuesday, Jan. 27. Sign up in the Student Activities Office.

wes oleszewski

K'IN YA HEAR ME?

Credit cards are excellent receipts

By Doc Horwitz

A CREDIT CARD CAN HELP YOU AVOID PAYING FOR FAULTY GOODS OR SERVICES: A little-known part of the federal credit card law gives you the right to refuse to pay, or to recover payment from the credit card issuer, if you've tried without success to have the merchant set things right. All you have to do is notify the issuer in writing. The charge had to be more than \$50 and it must have been incurred either in your home state or within 100 miles of your home.

YOUR LAWYER MAY DROP YOU FOR NOT PAYING HIS BILLS FOR A NON-CRIMINAL MATTER HE'S HANDLING FOR YOU:

So said the District of Columbia Bar Ethics Committee, in ruling that an unpaid law firm was free to withdraw in the midst of obtaining a license for a client. The fact that the reason for the withdrawal from representation might prejudice the homebody's client.

A WIFE HAS NO LEGAL CLAIM AGAINST HUSBAND'S EMPLOYER ARISING FROM HIS DEMOTION OR DISCHARGE:

In one case the wife's series of phone calls to top management played a part in her husband's demotion, with the warning that any more calls would mean his discharge. The wife told a judge, but she had no case. (English vs. Powell, 592 F.2d 727). Another wife was told that she had no independent right to sue the employer when her husband was discharged in breach of his employment contract. (Slovensky vs. Birmingham News Company, Inc., 358 So. 2d 474).

IF YOU ARE A MILITARY RESERVE, YOU ARE NOT SUPPOSED TO LOSE ANY JOB ADVANTAGES BECAUSE OF RESERVE DUTY:

One reservist missed out on overtime while away but overruled to make it up when he came back. Before he did, he was transferred to another department. The union contract said a transfer revoked the employer's make-up obligation. But a federal court ruled that the Veterans' Reemployment Right Act of 1978 governs the rights of reservists, and its advantages can't be cut down by any union contract. (Carney vs. Cummins Engine Co., 602 F.2d 763).

HAVE YOU BEEN TURNED AWAY FROM POSH PLACES FOR LACK OF JACKET AND TIE?

It's discrimination—at least in California. When a tieless lawyer in a leisure suit was rebuffed by a country inn, he claimed the inn violated a California civil rights law which requires that men and women be treated the same "in all business establishments." The restaurant didn't require any coats or ties of women so a jury awarded the lawyer its civil code to something like "no bare feet."

WIFE'S RESPONSIBILITIES FOR HUSBAND'S TAX DIFFICULTIES OR VICE VERSA:

Despite the tax advantages which usually go with a joint Federal income tax return, there can be a great disadvantage. Since the joint return bears the signatures of both spouses, each is fully liable for THE ENTIRE TAX. That's tough, where one of the spouses fails to report some income and the other has to pay the resultant tax, interest, and penalty. But where there has been an omission (usually by the husband) in excess of 25% of the joint gross income, the wife isn't liable where she proves:

- (1) that she didn't know of the omission, and
- (2) that she didn't signifi-

cantly benefit from it.

PROTECTING YOUR GOOD NAME:

With some 2,000 credit bureaus established country-wide, more and more consumer credit consultants are advising the public to get a medical, dental and REPUTATION check-up on a periodic basis.

Having your credit checked is an easy, most beneficial process, beginning with a visit or written request to your local credit bureau. The nearest bureau can usually be found under "Credit Rating or Reporting Agencies" in the Yellow Pages or your telephone directory.

If, not try, the bank or department store you patronize, or a Better Business Bureau office. Credit bureaus collate and sell data on consumers to credit grantors, insurers and other businesses.

They are not permitted to interview third parties or collect personal information on you without your prior knowledge. Upon your request in writing, they must tell you the nature of an investigation. There are many advantages derived from a credit file check.

Suspected erroneous, vague or misleading items can be questioned, while missing, favorable credit references can be added to your file. And, most importantly, damaging, incorrect information can either be set right or omitted. Obviously, it is to your distinct advantage to insure your credit file is kept both CURRENT and correct. If you do not, you run the serious risk of surrendering your good name in the all-important consumer community.



News from Financial Aid

Spring payment policies outlined

PROCEDURES FOR MAKING YOUR SPRING PAYMENT

Welcome to all new and returning students! For those of you who are receiving financial aid now or plan to apply for aid in the future, you should make it a point to read this article weekly. The information included here is for your benefit. It will provide you with application deadlines, available scholarships, job opportunities, payment procedures, government regulation changes, etc.

There are established procedures for making your Spring trimester payment. In an effort to assist you, the Financial Aid Office describes below the

procedures you should follow in making your tuition payment.

The final payment date for your Spring bill is January 20, 1981. All students who have not paid their bills by this date will be subject to cancellation. Students who have APPROVED financial aid that has not been received by this office may apply for a payment extension at the Financial Aid Office prior to January 20, 1981.

If your financial aid has been approved and is not yet in the amount of your approved aid will be extended without penalty. If there is a remaining balance between your approved financial aid not yet received

and the amount of your bill, you will have to pay the difference no later than JANUARY 20, 1981. We will be unable to recommend a payment extension for students anticipating financial aid that has not been given a definite approval or if you did not follow published deadline dates.

See the following sections for details about the programs which apply to you:

GUARANTEED STUDENT LOANS

If your loan check has not arrived by the final payment date, and your loan has been approved, you will need to reify the loan with our office, complete a payment extension form and we will notify the Cashier's Office of the amount you expect to receive.

It is to your benefit to bring a copy of the approval letter with you when you are approved, your loan has been approved, you will need to reify the loan with our office, complete a payment extension form and we will notify the Cashier's Office of the amount you expect to receive.

If your loan check has not been approved by January 20, 1981, and you applied for the loan AFTER October 1, 1981, you will have to make other arrangements to pay your tuition. We CANNOT authorize extended payments for loans that have not been approved.

BASIC GRANT

If your Basic Grant is pending right now because necessary income papers (income tax returns, social security application, etc.) are not yet on file in the Financial Aid Office, it would be to your benefit to submit all needed information AS SOON AS POSSIBLE.

(See FINANCIAL AID, page 11)

Financial aid holds Spring workshop

A Financial Aid Workshop will be given today and tomorrow, January 15th from 6:30 to 8 p.m. in Building W, Room 306 for all interested students. Two sessions have been scheduled so that you can make arrangements to attend one or the other. The same information will be given at both sessions.

The purpose of this workshop is to inform students of what types of financial

aid are available for 1981-82, explain what forms need to be completed and how to complete these forms, in particular, the Financial Aid Form.

There will also be additional information available concerning new financial aid rules and regulations signed into law by President Carter on October 3, 1980. Many changes have been made, all of which may affect your financial aid.

HAVE YOU COMPLETED YOUR FINANCIAL AID FORM (FAF) FOR 1981-82?????

All students interested in applying for financial aid for the upcoming year (1981-81) should complete a Financial Aid Form (FAF) and mail to the appropriate processing center as soon as possible. Funds are awarded on a first-come, first served basis; therefore, it is extremely important that you apply early. The risk of not receiving aid for next year increases as each day passes for those students who have not completed and mailed their FAF for the 1981-82 academic year.

Financial Aid Forms are available in the Financial Aid Office, located in the Administration Building.

E-RAU supplies FAA on-campus testing

No longer do students need to travel to Jacksonville or to other FBOs to take FAA examinations. Flight Standards provides Embry-Riddle with FAA Pilot Written Examinations for the following ratings:

- (PA) Private Pilot - Airplane, 50 questions/4 hours.
- (CA) Commercial Pilot - Airplane, 60 questions/4 hours.
- (IRA) Instrument Rating - Airplane, 80 questions/5 hours.
- (ATP) Airline Transport Pilot, 80 questions/5 hours.

- (FOI) Fundamentals of Instruction, 50 minutes/4 hours.
- (FIA) Flight Instructor - Airplane, 100 questions/5 hours.
- (FIJ) Flight Instructor-Instruments, 100 questions/5 hours.

(FEB) Flight Engineer - Basic, 40 questions/4 hours.

(FEJ) Flight Engineer - Turbojet (727), 60 questions.

(FEX) Flight Engineer Turbojet/Basic Combined (727) 80 questions/6 hours.

(BGJ) Basic Ground Instructor, 80 questions/4 hours.

(AGI) Advanced Ground Instructor, 100 questions/5 hours.

(IGI) Instrument Ground Instructor, 75 questions/ 5 hours.

January testing dates are scheduled for the 13th at 8:30 a.m., in the Common Purpose Room, U.C.

January 20th, at 8:30 a.m. in the CPB, U.C. and January 31, Saturday, 8:30 a.m., Classroom G-109 and 112.

These testing dates are offered, but not necessarily given, unless people sign up.

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 form signed by an appropriate Aeronautical Science 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.

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PROTESTANT SERVICES 11:15a.m.

Common Purpose Room

Every Sunday

University Center

Up With People provides Entertainment to Daytona crowds

The bright entertainment of "UP WITH PEOPLE" is coming to Daytona Beach. An international cast of 90 young people will appear in concert on Friday, Jan. 16 at 8 p.m. in Peabody Auditorium.

Up with People, which has been enjoyed by millions in 42 countries around the world, is being presented by the Daytona Beach Area Chamber of Commerce.

Recently featured as the half-time spectacular of Super Bowl XIV, the 1980 Up With People show is an all-new two-hour production that has been described by a leading Spanish newspaper as "...brilliant. The color, movement and message permeated the hall... Thousands of hands were clapping with the highest of intensity."

The show features dazzling new costumes with a special collection of international folk

dress and period costumes from the 1920's, 30's, and 40's. There's choreography with a kick, staging with style.

Up With People's five touring companies consist of approximately 450 young men and women, representing 23 countries. Each cast member, ranging in age from 18 to 26 is also a student. During the 11 months each student spends on the road, they travel an average of 35,000 miles, learning first hand of the diversity of cultures and customs about the world.

In each community they visit, cast members stay with "host families", sharing in their lifestyles and interests. Some 40 local families are expected to host Up With People students in their home for several days.

The New York Times put it this way: "Up With People's



UP WITH PEOPLE, the international touring show, will perform at Daytona's Peabody Auditorium on Jan. 16 at 8 p.m. Tickets for the Jan. 16 performance are \$10 for students and senior citizens and \$14 for adults and are on sale at Volusia Mall Ticket Agency and The Chamber of Commerce office.

DAYTONA PLAYHOUSE HOLDS AUDITIONS AND PLAY
The Uninvited - A play in three acts - six women and four men - adapted from the acclaimed novel by Dorothy MacCardie, this is a genuine romantic stage thriller that takes its ghost seriously - Jan. 25, 26, 1981 at 7:30 p.m. - DAYTONA PLAYHOUSE, for the auditions - 100 Jessamine Blvd., Daytona Beach.

PLAY PRESENTED
The Anne of Thousand Days - Maxwell Anderson's brilliant version of the Henry VIII and Ann Boleyn story at the Daytona Playhouse, 100 Jessamine Blvd., Daytona Beach, 8 p.m. Jan. 25, 26, 29, 30, 31. Matinee performances will be held Jan. 25 and Feb. 1 at 2:30 p.m., details: 255-2431.

Americana on display

American painter, Edward Hopper (1882-1967) will have some of his most important early work on exhibit in the Museum of Arts and Sciences West Gallery now through February 28.

Hopper was born in New York and studied there and in Paris. He exhibited at the 1913 Armory Show but achieved little recognition until his first one-man show of watercolor in 1924. From that time on he painted mainly in oils,

gaining wide recognition for his sensitive portrayals of typical American scenes, particularly those in New York City.

Hopper's paintings are usually concerned with outdoor scenes, both urban and rural. His chief interest is capturing the unique character of specific locales. His paintings frequently convey a mood of brooding loneliness, especially in such scenes as deserted street, empty railway stations, and late-night bars.

He captured moments of suspended time and created moods of quiet emptiness that are sometimes soothing and sometimes disquieting. The evocative quality of his work is heightened by his handling of light and atmosphere, a technique influenced by Winslow Homer. Hopper's simple, direct style, further characterized by bright, sharp colors and monumental, clearly defined forms creates a picture of America that is highly realistic, yet intimately personal. He has been called by many, "America's greatest historian of the human condition."

This exhibit coincides with major retrospectives of Hopper's work currently on exhibit at the Whitney and other major museums. This intimate glimpse into the developing world of one of America's most influential artists has been made possible by the cooperation of (See MUSEUM, page 11)



Kent Gillen
The Bar-Tender

The Bar-Tender under new management

By Kent Gillen
Staff Reporter

Hello fellow students, welcome to the column of nightlife and entertainment. For any of you new people who have never read the Bar-Tender before, this is the column to find out where the action is for nightlife fun, let me know and I'll make sure we're going out to all the best and giving you the scoop on all the entertainment, drink quality and prices, and atmosphere of each bar I hit.

Each week the Bar-Tender will feature an inside look at a new bar (or at least one that haven't been to yet) all depending what you want to hear, such as where to take a

date, or where to pick-up a date, or where to relax with some friends for beer and munchies.

Also each week I'll try to let you know what bands are playing in the local clubs in the Daytona Beach area. If anyone is having a party that everyone needs to know about, just let me know and I'll make sure the word gets around. Anything that has to do with alcohol so parties or my department, if you're a fan of experience in the field.

I hope everyone is looking forward to an excellent spring semester and summer. "The days belong to Kiddle, but the nights belong to you!" Until next week, party hardy!

mr. dunderbak's

Heineken Happy Hour
Mon - Sat 4 - 6 pm.
Sunday 2 - 4 pm.

All Draft Beer
Including
Heineken Light or Dark 65¢ a Mug

Located Next to Sears in the Volusia Mall



DIVE FLORIDA

:see scuba club news

The Police bust the charts!



By Victor Salenberg
Staff Reporter

The Police, one of the top groups rising in music today, have recently released their latest brain-child, "Zenyatta Mondatta." It is the third album released by the three-man

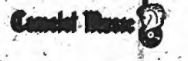
group. Their first two albums, "Regatta de la Blanc" and "Outlandos de l'amour" climbed to the top of the charts with such hits as "Roxanne," "Message in a Bottle" and "Walking on the Moon." Their latest album features present chart-climbers "Don't Stand So Close To Me" and "Canary in a Coalmine."

The unique sound of The Police is produced by Stewart Copeland on drums, Andy Summers on guitar and a man named "Sting" playing bass and doing vocals.

The trio has been classified "New Wave" although this is totally false. This is a simple rock band with a great deal of reggae influence. Reggae music

is originally from the island countries of the Caribbean such as Jamaica and Trinidad. All three members of The Police are English, however, they have lived in Jamaica, West Indies and were greatly influenced by the great musician, Peter Tosh.

"Zenyatta Mondatta" is a welcome addition to any collection of Police albums and it is also excellent introduction to Reggae for anyone looking for a musical alternative. I highly recommend it!



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WHAT'S HAPPENING IN JANUARY AROUND THE AREA

AT DBCC
From Jan 5 - 25 - Smithsonian Institution Exhibit at Goddard Center.

12th - DBCC Photographic Society Film Festival at Goddard Center.

15-16 - Connecticut State Theatre at Humanities Auditorium 8 p.m.

29-30 - Beverly Hoch, Coloratura Soprano at Humanities Aud. - 8 p.m.

THE CASEMENTS
Ormond Beach.

Jan. 1 - 31: Exhibit by Casement Camera Club, Main Gallery Line Drawing Exhibit by Michael Fredericks - Outer Gallery.

ORMOND BEACH MEMORIAL GALLERY
January: Oriental Exhibit
DAYTONA PLAYHOUSE
Jan. 25-31 - Anne of the Thousand Days - 8 p.m. & on 25 - 2:30 matinee.

STETSON UNIVERSITY
19-30 - African Wood Sculpture at Sampson Hall Gallery.
30 - Concert, Elizabeth Hall Auditorium - 8 p.m.

Hunt

(Cont. From Page 1)
 by a misunderstanding.
 Teele said, "At best, the only thing that could have happened was that someone asked him if they could submit his name."

There are other inconsistencies in Jack Hunt's concepts concerning private aviation. He is currently visiting Arizona to promote a Yavapai "county airport" for his Prescott operation. He wants the airport because plans call for addition of a control tower at the Prescott Municipal Airport in 1982.

Hunt doesn't want his students to be required to use a control tower, although he promotes "professionalism" through use of control towers and instrument flight plans for the "pro."

While discussing the aircraft used by Embry-Riddle at Prescott, Hunt disclosed he is considering using a "foreign-built airplane" because several major U.S. manufacturers are "getting out of the light single-engine airplane business."

He said he is waiting for an answer from Russ Meyer, head of Cessna, regarding a request to have Cessna build a "safe and acceptable" trainer. Hunt claims that none of the currently available trainers are "safe for operation in Prescott."

Although openly critical of Cessna's airplanes, he disclosed that he expects to purchase the Cessna 441 in Prescott, "very soon." Minutes before, he said, "I don't think there are going to be many Cessna dealers very long - they are all folding."

According to Hunt, neither of the other two other major small-aircraft manufacturers, Piper and Beech, build training airplanes safe to fly in Prescott because of the high altitude.

This columnist feels certain that those companies would argue with that position.

As a taxpayer, it bothers me that construction of five large new dormitories nearly complete on the Prescott campus and the proposed new airport will be paid for with tax-free bonds while Jack Hunt chastises businessmen and pilots for using their airplanes for tax advantages. The proposed airport also would be built with public funds.

But Hunt is careful to point out that, "We conduct all our profit-making business under a separate corporation - the university is non-profit, you know."

For some time, aircraft-business operators have had a hard time because of inflation, interest rates and fuel problems.

Embry-Riddle seems to have found the secret. They became accredited while other fine schools have failed in the same attempt. They have learned the technique of using taxpayer money to develop superior facilities.

One would think Hunt would respect the system of government that has allowed his university to grow and not use Soviet policies as a standard upon which to plan for the future development of aviation.

Registration

(Cont. From Page 1)

GRADUATION
 The last day to apply for April 1981 Graduation is FEBRUARY 13, 1981.

PROGRAM CHANGES
 Students who wish to change their degree program, need to see the Program Chairman of the program they wish to enter to.

PETITION TO TAKE COURSES AT OTHER INSTITUTIONS

Students who wish to take courses at other institutions need to come to the Registration and Records Office to fill out a petition to do so. Students who intend to take MORE THAN 11 CREDIT HOURS at another institution and return to E-RAU at a later time, need to re-apply with the Admissions Office.

AUDIT
 Students who take courses for "AUDIT" and fail to maintain satisfactory attendance, as determined by the instructor, will receive a grade of "W."



OUCH. FLIGHT SAFETY'S Piper Tomahawk that collided with a brand new E-RAU Seminole is seen here at rest on the grass at Ormond airport. Miraculously, no one was hurt in the collision. (Photo: T. Millhenn)

Riddle Seminole in accident

By R.K. Smithley

Saturday, December 13, at approximately 9:30 p.m., an E-RAU Piper Seminole was involved in a collision with a Piper Tomahawk at Ormond Beach Municipal Airport.

E-RAU flight instructor Pat Sullivan and two students were positioned on the taxiway adjacent to runway 8, executing the final cockpit check and engine run-up prior to take-off. The student in the rear seat of the Seminole observed an aircraft accelerating toward them on the taxiway and notified instructor Sullivan. Sullivan immediately applied full power and turned away from the approaching Tomahawk in an approximate 135 degree turn to avoid a collision.

The Tomahawk, which was owned by Flight Safety International of Vero Beach, was operated by a student pilot on a night solo cross country flight. Reportedly the pilot assumed the Embry-Riddle Seminole was taking off and initiated a take-off also to avoid a collision.

According to Dr. Thomas Connelly, Chairman of the E-R Flight Division, the Tomahawk pilot elected to abort the take-off and lost control

of the aircraft, which ran off the taxiway, struck a ditch and sheared off the left main landing gear. Subsequently, the Tomahawk's left wing struck the Seminole's right wing and incurred aileron and propeller damage.

The Tomahawk continued in a "modified cartwheel" type skid and broke into two pieces and stopped. Though the aircraft was extensively damaged resulting in total loss, the pilot was not injured. The pilots of the E-R aircraft also "walked away" from the accident scene, and the Seminole has been repaired and recently returned to service.

A Volusia County sheriff was summoned to the scene and sketched the position of the Seminole's position as the aircraft could be moved from the taxiway.

A Federal Aviation Administration investigator from Jacksonville arrived the following morning and spoke with both pilots and examined the aircraft involved, however the investigation is still under FAA examination.

Dr. Connelly noted the FAA's comment that "Mr. Sullivan is to be commended for his quick actions in averting a very serious accident." Sullivan also received a certificate of merit from the university.

Comments

(From 1)

Republican. Mr. Rose said that he heard I had been asked if I would be the administrator. I said almost everyone gets asked if they would like to be such an official. I said that a friend of Mr. Reagan's, who happens to be a Trustee of E-RAU, had asked me if I would want the job. My reply was, "No, I have not wanted the position during previous administrations and I would not accept the job if it were offered to me in this Administration." I have been and still am interested in providing quality aviation education for young people.

"Hunt claims that none of the currently available trainers are safe for operations in Prescott."

I stated that in reality there have been no true "trainers" built since W.W. II. Civilian flight training is conducted in off-the-shelf, multi-purpose airplanes most of which are restricted in the kinds of maneuvers that can be flown. I pointed out that since Allen Paulsen bought Grumman, American production has been

stopped on all of the former Grumman reciprocating engine aircraft - including the "Tigers" we use at Prescott.

Further, Mr. Paulsen is acquiring Rockwells' Aero Commander Division and has announced that their single engine aircraft will not be in production... Due to the extremely soft market in light, four-place single engine aircraft, the people at Piper would not assure us that they would continue to make the Archer, and even if they did we are not convinced that the positive steering nosewheel would be a safe aircraft for solo students in gusty cross-wind conditions.

I pointed out that we use the GEMINI concept in training which includes three or four people on some training flights and that most presently available small, single-engine aircraft will not perform a training function within acceptable safety parameters of operation at this altitude and prevalent temperatures.

"Hunt doesn't want his students to be required to use a control tower..."

This is unfounded and ridiculous. I am on record with the Arizona DOT Aeronautics Division as being in support of a tower at Love Field. Further, I have and am actively working toward the early acquisition of an FAA tower here. With some 1,100 flight students at Daytona using a tower I could hardly say that our students shouldn't use a tower.

"He (Hunt) is currently visiting Arizona to promote a Yavapai 'county airport' for his Prescott operation." He wants the airport because plans call for the addition of a control tower at the Prescott Municipal Airport in 1982.

E-RAU has long-term leases on Prescott Airport property and has built one building costing over \$100,000 and has spent additional money remodeling part of another building, which is partially subsidized by the University.

We have no intentions, or plans, to move the University Flight Operations any further from the main campus. I have consistently expressed concern

for those airplane owners who do not have radios in their airplanes and wish to base their airplanes at Love Field or to fly in and out of the airport. There is no other municipal airport near the City of Prescott and without another such airport in this area an undue hardship would be placed upon those pilots, who will not be able to fly in or out of an airport with a control tower. There is clearly a need with sufficient justification for an additional airport in this area.

Respectfully submitted,
 Jack R. Hunt
 December 4, 1980



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Today, we give instruction in home nursing, disease prevention, parenting, child care, nutrition, managing stress, preparation for disaster, health maintenance—all of this in addition to providing services to the community on an as-needed basis.

But we're not giving this to pat ourselves on the back. We just want you to know that if you need help, we're ready.

Red Cross: Ready for a new century.

Board of trustees member addresses management club

By Cathy Babia
Staff Reporter
Dr. Webster E. Todd, Jr. a member of the Embury-Riddle Board of Trustees and Vice-President of Public Affairs for Frontier Airlines, was guest speaker of the December Management Club dinner.

Todd had been involved with general aviation since 1972 and had held several aviation related government jobs before he joined Frontier.

Todd said that Frontier reported record earnings in 1979 and he expects 1980's earnings will top those.

Todd asserted, "Frontier is a regional airline in the truest sense of the word and we intend to remain a regional airline. We operate as a classic hub and spoke system with Denver, Colorado as the hub."

Since deregulation, Frontier has added 19 cities to its schedule and had dropped 23 cities. With 40 Boeing 737's currently in service and five more scheduled to come on line by March, Frontier can claim they operate the largest Boeing fleet in the world.

Todd describes Frontier's

management as, "unreconstructed capitalists." He foresees no productivity problems, but says the coming years will be characterized by slow, steady growth.

Commenting on the availability of jobs in the aviation industry in general, Todd said, "We're all in this together—that's what the various factions such as the Airline Pilots Association, General Aviation Manufacturers Association, and the Aircraft Owners and Pilots Association seem to forget as they each try to promote their own organization. We have spent more time shooting each other in the foot instead of shooting the indians."

Todd surprised many of the members and guests when he noted that 37 major air carriers are expected to have \$3.4 billion invested in capital equipment in 1981, while the "giant" steel industry will have invested \$3.2 billion. He acknowledged that the airline industry is facing hard times right now.

The discretionary travelers are the first to go and in Todd's opinion, many of them are already gone. He says that, "the reality of price elasticity is hit-

ting the airlines now. The pricing people are going to find out what their jobs are all about—real quick."

As he ended his speech, he presented a \$100 check to the Management Club scholarship fund which was founded at the beginning of the meeting with a \$100 donation by Rudy Khaabe, the club's faculty advisor.

The next management club dinner will be held at the Treasure Island Inn in South Daytona on January 23. The speaker will be Ms. Meg Flannery, District Marketing Manager in Daytona Beach for Eastern Airlines.

Delta Chi kicks off spring tri.

By Butch Cremons
It's time once again for Delta Chi to take the proverbial bull by the horns and sweep the Riddle campus off its feet. In the spirit of Delta Chi we will make it possible to party away your academic woes by sponsoring a happy hour at the Delta Chi house, 538 S. Ridgewood between the Raintree Motel and Sun Bank.

Delta Chi and their Little Sisters, Chi-Delphia welcome one and all. If you need a ride just call 255-4787 and one of the brothers or little sisters will supply the ride. Party time is 8 p.m., Friday, Jan. 16.

Speaking of party time, Delta Chi will be kicking off its Spring Rush Festivities at the

big Inter-Fraternity Council's (IFC) Rush Party in the University Center on Jan. 17. There will be a band and beer for all. So don't forget to Rush Delta Chi at the U.C. Just a note to all our Delta Chi veterans, the Penthouse Club, suites two and three

were reopened last weekend with a typical four rounds-of-stereo was followed by the usual consumption of several cases of consumables. For those who weren't there: Better Luck Next Time.
Aloha Dono.
The Delta Chi Quill

Sigma Gamma TAU offered at Riddle Local Activity

By John & Mike
Welcome back everyone. For all of you who probably do not know who we are, let us introduce ourselves. We are an honorary society which is strictly devoted to the advance-

ment of aerospace engineering. We were established in April of 1980 and since then have held one other initiation ceremony during December. At present we are composed of 15 members.

To become a member, one must be enrolled in the Aeronautical Engineering or Aircraft Engineering Technology program, be a junior or senior in the program and show a high aptitude in the Engineering curriculum.

For the future we plan to hold initiation ceremonies once each trimester. All eligible engineering students will receive notices within the month. For all of the upcoming engineering students, good luck and we hope to see you in the society.

Alpha Eta Rho sets goals for new year

By Zoomer
It sure feels good to be back here to thaw out after that arctic type winter up north! Welcome back to all of you and with a little effort, this tri should be an active and worthwhile one for us.

Good ol' Max came up with several ideas including guest speakers, a hybrid flight clinic, and simple tours. The road rally should prove to be a great activity as it has in the past. The Vertigon is just about all set but we still need to get a projector for the Oscar Award winning film that goes with it.

Further news in world affairs include the coffee house that we will participate in with the International students. Sounds like we can have some good munchies and meet some fascinating people.

On the lighter side of sports - Alpha Eta Rho will be burning up the lanes at bowling and slugging away at softball.

Don't quote me on this but I think that if you haven't signed up by now, tough luck, Charlie! We had some dis-

gusted honored guests and returning members grace us with their presence at last week's meeting.

Back from the mysterious confines of the FAA Technical Center, Mike Sperry appeared and will be instructing and helping the flight team head toward Regionals. Also returning from from a job that made many of us (pilots) jealous, is good ol' Ken Wingert who will also be helping with the flight team. Our old friend Kevin Williams floated into town for a day and said hello. And of course, our Super Dupes advisor, Dr. Connolly spent the evening with us.

And now for the bad news. One word. Dues! That's All! No need to labor the point. Rich will take care of that!

By Chris Holloway
The Sigma Chi Fraternity was founded on June 28, 1855. Since then it has become one of the largest fraternities in the Greek world. With over 120,000 living members, it's considered the best quality of all the Fraternities. Almost 180 chapters span from Washington State to Florida, from California to Maine. There also are a few chapters in Canada.

At Embury-Riddle, the Eta Iota Chapter of the Sigma Chi Fraternity was founded March 6, 1971 and it has been a dominant force on campus since. Located on 520 South Ridgewood Ave., only two miles from campus, Sigma Chi's house was once a motel, now housing over 20 of the active brothers with all the comforts of home. Including a pool and deck, and each room being equipped with its own private bathroom facilities. Sigma Chi boast of thousands of men who have gained honor and distinction in their field. This field includes actor

worship with christian fellowship

By Brett Hebel
Welcome back! I hope your vacation was as great as mine was. The Christian Fellowship Club had its first meeting last Friday (Jan. 9th). It was primarily an organizational meeting. We discussed some possible club activities for the trimester.

We are planning a dinner meeting for around St. Valentine's Day.

Our next meeting will be this Friday, at 7 p.m. in Room 2-611. If you have any questions or would like more information about the club, please drop a note in Box 4597.

Sigma Chi sets sights high for spring

By Chris Holloway
The Sigma Chi Fraternity was founded on June 28, 1855. Since then it has become one of the largest fraternities in the Greek world. With over 120,000 living members, it's considered the best quality of all the Fraternities. Almost 180 chapters span from Washington State to Florida, from California to Maine. There also are a few chapters in Canada.

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the late John Wayne; Senator Barry Goldwater; commander of the first Space Shuttle - John Young; actor David Hartman; baseball pitcher Jim Palmer; football quarterback Bob Griese; Former Senator J.W. Fulbright; football place kickers Jim Baaken and Jim Turner; basketball star Jack Sikma and many others.

If you want to come over and check out our fraternity house feel free to drop in. If you need a ride call us at 252-2277.

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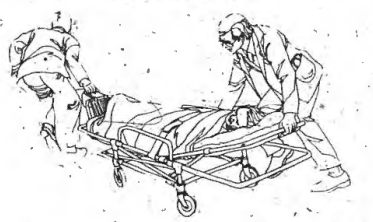
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Here's your chance to compete with the other colleges and universities from all over the state. Teams will consist of five members.

Prizes

Jan 17th Preliminary Winner - \$100 - Ten (10) tickets to the famous 24PEPSICHALLENGE.

Jan 31st Preliminary Winner from each school competes at the Daytona International Speedway.

1st Place - \$500, plus \$500 to school scholarship fund.

2nd Place - \$300

Best Decorated Bed - \$200

Entries and race rules can be obtained in Student Activities Office.

creations

E-RAU's Literary Magazine

is accepting entries for the 1981 issue

Open to students, staff and faculty.

Deadline for the Magazine is: February 28, 1981. What will be included?

- Short stories - limit of 750 words
- Poems
- Black/White etchings
- Photographs (B/W - no larger than 5x7)
- Creative written expressions: feelings, moods, Experiences
- Narratives
- Plays

The cover design will be chosen from the etchings submitted

Contact Student Activities Office of The Avion

Embry-Riddle Flight Graduates Express Opinions

By Larry Selva

Last trimester, the Career Center and Future Aviation Professionals of America conducted a survey of E-RAU Aeronautical Science and other flight graduates. Three hundred and fifty surveys were mailed to 1977, 1978, 1979 and 1980 graduates. Approximately forty have been returned. In the next several Avion issues, we will publish the results of the surveys.

I will begin by publishing the replies to the question "ANY WORDS OF WISDOM OR OTHER COMMENTS FOR CURRENT STUDENTS?" Because all comments will be published, (some graduates did not answer this question) the Career Center and E-RAU do not necessarily endorse any of the suggestions. They are intended for your benefit, but one individual may be very "down" on E-RAU and aviation and another very "up". Use your best judgement in considering the comments. The number after each comment is the year of graduation followed by the position currently held.

"Yes, do not be afraid to accept a position to use for a stepping stone. And never be satisfied with your current position. It's a competitive field which takes persistence and you must be willing to make sacrifices."

(1971 King Air Captain Pilot)
"Don't burn bridges: always keep all your options open."

(1977 ASAF pilot KC 135)
If you want it bad enough, don't give up. Take it step by step toward your goal and maybe some day you'll be there."

(1977 Co-pilot, Air Florida)
"Keep looking because there are jobs out there. Talk to as many local professional pilots as possible in each area. They know as much as anybody who's hiring and who's not."

(1977 Commuter airline captain)
"Do not expect anything to be given on a silver platter - work hard to be the "safest" pilot you can and word will get around about

you. Being a pilot who takes short-cuts and breaks regs will get a reputation that will follow you for a long time."

(1977 Chief Pilot - corporate)
"Do as well as possible in college. I got straight A's and this helped me. Don't waste time, don't take summer vacations, etc. Go straight through from as early an age as possible. You can never be too young, only too old. Have a clear goal and aim toward it. Don't listen to non-aviation people. Get to know people who made it and follow in their footsteps. NEVER say I can't be ready for luck when it comes your way."

(1977 Pan Am Co-Pilot)
"If you have your heart set on flying for a career there will undoubtedly be some hard times to contend with. Don't lose sight of your final goal for one minute and be constantly looking for the position that suits you. The problem is you are not alone in your search. The competition is there."
(1977 Commuter Captain).

"Looking for a vacant position is a full time job. Talk to everyone you can. Corporate positions are not made known to very many people." 1977 Corporate co-pilot.
[Editor's Note: This graduate, at age 23, moved to co-pilot position with his company's DC-9, becoming the youngest DC-9 rated pilot in the country.]"

"Do not expect your career to progress too rapidly once you have graduated from Riddle. Your work will be very rewarding but each portion of your flying experience will come one step at a time. I.E., CFI, commuter or corporate and eventually airline. If at first you don't succeed, you're about average! Keep trying."
(1977 Commuter Captain)

"Get the DEGREE, get with an FBO and meet some people. And it may take a sacrifice of "play time" but get multi-time ASAP."
(1978 CFI)

"Unless you have personal friends with the airlines, or in the particular industry you wish to devote your career to, it will probably be a long, hard climb to finally achieve what you really want."

(1978 Charter & Air Taxi Pilot)
"Be aggressive when applying for a job. There is always someone better than you looking for the same position."

(1978 Operations shift manager, Aviation University)
"Do not waste money getting a flight engineer certificate - it doesn't matter."
(1978 Captain on Metro-Liner C-402, Co-pilot - Lear - Air Taxi)

"Carefully weigh the intrinsic, non-tangible rewards of any career against the absolute money you can earn and decide early as to the balance of these necessary for you to be satisfied. Also, consider and calculate your capability for continuing advancement in any career."
(1978 Self-employed pilot)

"Don't only depend on flying to pull

you through financially, have a plan "B" available if needed and it will be."

(1978 Corporate pilot)
"Keep expenses low in college - you will have to pay these back after you graduate and usually first few years of pay is extremely low, \$7-9,000/year."

(1978 Chief Flight Instructor)
"Hang in there, things are bound to change."

(1978 CFI)
"Don't give up."
(1979 CFI, Charter)

"I have run out of ideas."
(1980 CFI)

"Work on contacts before graduation."
(1980 Ag-Chief Pilot)

"Be active in community and extracurricular activities - broaden "street sense" and education other than aviation education."

(1980 Student, Bar manager)
"Co-op education."
(1980 Unemployed)

Wine seminar coming to E-RAU

Have you ever wondered why the waiter in those fancy restaurants asks you to taste the wine before they serve it to you? What do all those fancy names like Sauvignon, Cabernet and Pinot Noir really mean on the wine labels?

Who cares if the wine came from California, New York, France or Germany? If you'd like to know the answers to

these and other questions concerning wine then now is the opportunity.

The Student Activities Office is sponsoring a wine seminar for E-RAU students, faculty and staff. Mr. Jim O'Shaughnessy, a faculty member in the Hotel-Motel Management Department at Daytona Beach Community will be conducting the five (5) week seminar

starting on Monday, Jan. 26th from 7:30 - 9:30 p.m. in the Common Purpose Room.

The cost of the course is \$15.00 and is due on the first night of the course. Due to the limited amount of space the course will be open to only 30 people. You may sign up for the seminar in the Student Activities Office or call Ext. 1049. Sign up now and don't get left out.



The R-22 is HERE

By Daytona Beach Aviation & Cathy Babis

Now for the first time in Daytona, General Aviation flight students will have the opportunity to learn to fly a light two-place helicopter; the Robinson R-22. They will be able to get their FAA Private or Commercial helicopter ratings in this plane. The training started Dec. 1, 1980 at DBA.

The day of the light helicopter has finally arrived, probably to the dismay of thousands of Florida motorists whose speedometer hovers between 60 and 65 m.p.h. Today they must look to the sky where the state highway helicopters are patrolling.

Ken Brown, President of American Copter, Inc., Gainesville, Florida, states that "this is just one example of the practical use of the light helicopter."

"Actually," he continued, "the future of this type of aircraft in General Aviation and Government is unlimited when you consider such possibilities as on-the-spot TV coverage, forestry services, agricultural use and private industry to include public utilities and pipe line inspection."

The R-22 is a two-place aircraft with a cruising speed of 108 m.p.h., a fuel consumption of 12-13 air miles per gallon. It has a service ceiling of 14,000 feet and a hover ceiling of 6,500. One of the primary advantages of this helicopter is the low noise level both externally


and internally.

"Civilian noise complaints should be few and far between," says Brown who summed up the operation of the new R-22 when he stated, "If you ever wanted to fly an aircraft which was both easy and fun to fly you have come to the right spot."


The R-22 can be rented for \$95/hour dual and \$75/hour solo. The instructor will be from American Copter. Inc. until an instructor at Daytona Beach Aviation qualifies for the flight instructor - helicopter rating.


I had an opportunity to take a demonstration ride in the Robinson R-22 on December 11th at DBA with Ken Brown. After we reached an altitude of 2,000 feet, Ken asked if I'd like to try to fly for a while. As I took control, I noticed that the R-22's controls were much more sensitive than a conventional airplane. The wind was blowing at about 10 knots and the R-22 seemed less stable than a Cessna 152 would have been in the same conditions.

On the other hand, we were able to depart from the ramp northbound, make a teardrop turn a few miles out and return to the grass adjacent to the ramp in the opposite direction from our departure. Helicopters, like airplanes, should be operated into the wind for landings and takeoffs, but if the situation dictates, helicopter pilots have more flexibility than their fixed-wing brothers.



Ormond Beach Aviation





Daytona Beach Aviation

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ATC 10J Simulator \$10.00

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Basic Scuba Certification With NASDS

Thru Adventure Diving Inc.

★ Everything Included Except Mask, Fins, Snorkel ★

★★★ Heated Pool ★ Classroom On Premises ★★★

The first 24 applicants will be accepted for a three week basic scuba certification class and if meeting the course requirements will receive an NASDS basic scuba certification. This will be an academically demanding course requiring those who apply to be dedicated to becoming safe divers while using the best instruction system in the industry.

The cost of the course will be 65⁰⁰ and will include all books, logbook, dive tables, dive slate, textbook, scuba equipment, all instruction and open water training dives. It will not include mask, fins, and snorkel.

The first class will meet on Feb 2, 1981 and entrants must register and have fees paid by Jan 30, 1981.

If interested call Adventure Diving at 253-7221 or 255-2367.

Adventure Diving Inc. (Previously Herb's Dive Shop)
2434 So. Atlantic Ave. Daytona Beach, Fl 32018
(904) 253-7221 255-2387

Sports Corner

By P.J. Bulger
Sports Editor

As the New Year has started off with a blast to has the 1981 sports season: This year

the Avion staff is taking a different approach by covering not only campus sports, but also the local and national scene. As the new sports editor, (P.J. Bulger) will try to give you, the readers, a factual and objective point of view.

On the national level I'll try to keep you up with the pro's and let you know what is going on with "other" colleges. I'll cover baseball, basketball, football, hockey, and many other major sports events.

On the local scene, I'll not only cover what's going

on in the colleges around the area, but what's going on in the high schools, racetracks, bowling alleys.

I'll try to let you know what's going on in all corners of the sports world with a little insight of what's actually happening.

In doing all of this I'm going to need a little help from you the readers. Whenever you know of any event in which might interest other readers, please notify me.

You can reach me at the Avion Office (upstairs in the U.C.) just about any afternoon. If I'm not, there will leave a note for me and I'll get in touch with you. I'll be nice working with you.



Bryan K. Maguire

WALLWACKERS SPECIAL
Don't miss this fantastic offer for racketsball enthusiasts at \$65 for four months. Get all the details in the Recreation Office. Sign up in the Rec. Office also.

BOWLERS LOOK AHEAD

By Laurie Ranfos
Vice President

The Embry-Riddle Bowlers will begin a new trimester starting January 19, 1981. The League consists of 22 teams with four members to each team. The League bowls at 9 p.m. every Monday night at LaPaloma Lanes on South Edgewood, South Daytona (one quarter mile south of the Sunshine Mall).

The league lasts 12 weeks and costs only \$4.50 a week which includes the cost of shoes. At the end of the trimester, all League members are given a free banquet with awards to the deserving teams and individual League members.

All interested bowlers should sign up January 13, 1981 in the Common Purpose Room from 5 - 6:30 p.m. If you are not sanctioned with ABC or WIBC, you will need to purchase a sanction card to be on the league.

This will be explained at sign-up. Please bring \$9.00 to sign-up. This will cover the first AND last week of bowling. If you don't have a four-person team already, we will gladly place you on one provided there is space. Come to sign up EARLY - it's first come, first serve. See you on the 13th.

SALLY comes to Daytona

The Oceanside Country Club hosts the 55th Annual South Atlantic Golf Championship (SALLY) January 12 through 17. A stop on the Florida Winter Tour that includes the Hardie Hall, Hardie Hall mixed foursomes, Doherty Challenge Cup, and the Women's International Four Ball Tournament, the SALLY has in recent years attracted women from as far away as Venezuela and Wales to compete with the best women amateur golfers.



Gregg was tied for second, with Richard Petty, on the all-time winners list at Daytona. He won the 24 Hour Pepsi Challenge four times, the Paul Revere 250 twice, and the

Camel GT260 twice. His other win was in an SCCA race over Daytona's old 3.1 mile course in 1966, his first victory at the World Center of Racing.

UPDATE FOR DAYTONA'S INTERNATIONAL SPEEDWAY

Terry Labonte, winner of the 1980 Southern 500 at Darlington, ran his first road race at Daytona International Speedway on Thanksgiving weekend, teaming with his Winston Cup car owner Billy Hagan in the IMSA GT250.

LaBonte and Hagan, driving a brand new Camaro, experienced early difficulties and completed only 33 laps before parking it. They were primarily interested in testing the car under race conditions prior to the 24 Hour Pepsi Challenges on January 31st, which they enter as a team.

Daytona International Speedway President Bill France, Sr., announced this week a \$30,000 addition to the purse for the February 15th Daytona 500.

To be titled the Manufacturer's Challenge, it will be paid to the top three finishers from each of the three major auto makers, Chrysler Corporation Ford Motor Co., and General Motors.

The top finishing car of each auto maker will get \$5,000 - the second highest finisher \$3,500; and the third highest \$1,500, regardless of where

they finish overall in the race. The only stipulation is that one must be driving a 1981 model to be eligible.

The 3.84 mile road course at Daytona Speedway had barely enough time to cool from the IMSA Championships on Thanksgiving weekend before over 1,000 Go-Karts from the World Karting Association invaded for the Winter Enduro Nationals December 27-30. There were 17 different classes, including the Superkarts, which reach speeds well over 100 miles per hour.

Hans Heyer, the German Group 5 Champion, has built a Mercedes Group C car. Based on the 500 SLC model, the mid-engined, monocoque chassis machine, Heyer has announced he will race the car in selected World Endurance Championship events. The first such race on the schedule is the 24 Hour Pepsi Challenge at Daytona.

Ranking Florida motorcycle racer Billy Labrie was featured in the December 17 issue of Cycle News. Labrie scored three wins on his way to becoming seventh in the overall Winston Pro Series standings.

The death of noted IMSA GT driver Peter Gregg was deeply felt at the speedway. Speedway President Bill France, Sr., summed up the feelings of "Big D" personnel when he said, "Endurance racing, at a time when it has reached world championship status, has suffered a tremendous loss."

"Peter Gregg had no peer in endurance road racing. He was always the man to beat, especially at our track here in Daytona. We will all miss him."

notices

Softball intramurals deadline is Thursday, January 15. Get your teams together now!!! All games are scheduled for Sundays, starting Sunday, January 18, 1981. Roster Sheets are available at the Recreation Office, Dorm 2, Room 274.

FLOOR HOCKEY
Deadline is Monday, January 19, 1981. Games will be played on Monday, and Wednesday evenings from 6:30 to 9 p.m. Sign up at the Recreation Office, Dorm 2, Room 274.

Varsity Baseball
It's not too late to sign up! Practices on weekdays, are from 3:30 to 6 p.m. Saturday and Sunday practice 10 a.m. - 2 p.m. The Coach is Joe Solinski. For more information contact Joe or the Recreation Office - Dorm 2, Room 274.

BASKETBALL
The Embry-Riddle basketball league is in need of teams. Sign up is TODAY through the 26th, for the first eight teams who sign up. Each team is guaranteed two games.

KARATE
The organizational meeting for Karate is Monday, January 19 at 4 p.m., in the Common Purpose Room. We will meet on Tuesday from 4:30 to 7:30 and Thursday from 4 to 7 p.m. In the Common Purpose Room. FIRST SCUBA CLUB MEETING FOR SPRING
The Scuba Club will be holding its first meeting of the spring trimester today and Jan. 15 at 6 p.m. in Rm. W-310, in the Academic Complex.

All divers and non-divers are invited to attend. We will plan for our first introductory dives and hold our elections for new officers.



OPEN 8 AM TO 10 PM
Phone 255-1817

DAILY SPECIALS
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TUESDAY Pizza - See Coupon
WEDNESDAY Baked Lasagna

THURSDAY Spaghetti
FRIDAY Ravioli
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Homemade
Pizza



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Appointment Of The
Miller Representative For
Embry-Riddle Aeronautical University

MARY ELLEN is a JUNIOR YEAR STUDENT at Embry Riddle and is MAJORING in AERONAUTICAL ENGINEERING.

She is originally from BOSTON, MASSACHUSETTS, LOVES snow skiing, THE BEACH, and NANTUCKET. SHE is a MEMBER OF THE ENTERTAINMENT COMMITTEE.

Call your Miller Campus representative to find out what important services, equipment, ideas and fine products we have help make your party or event

A VERY successful one. ON CAMPUS, CONTACT MARY ELLEN

THROUGH BOX 4272, OR FOR MORE INFORMATION PHONE S.R. PERROTT, INC. 672-2275



MARY ELLEN FITZPATRICK

CHECK THE PRIME... THEN CHECK CESSNA.

You can finance a new Cessna at rates far below what you would expect. It's true. If you qualify, Cessna Finance Corporation (CFC) will finance the purchase of a 1981 piston-powered Cessna at annual percentage rates of 12½ to 16 percent. Your rate will depend on how much you borrow and the length of the loan.

If you've been waiting for interest rates to go down before buying an airplane, there's no reason to wait any longer.

In addition to getting bargain interest rates, qualified buyers can tailor aircraft financing to their needs. The charts at the bottom show how.*

If the size of the down payment is top priority, a plan with a low down payment may be selected.

If the size of the monthly payment is most important, a longer contract term may be selected.

The lowest interest rate is available by borrowing less and selecting a shorter-term contract.

For example, suppose you want to buy a

new Skyhawk II. The list price is \$37,810.

Assume you have decided to finance 70 percent of the list price for six years. Look for 70% on the left side of the chart. Now find 6 years on top. Look straight down from there to the line for 70%, and you'll see that the annual percentage rate is 14.5 percent.

Your Cessna Dealer can figure your monthly

payment for you, which in this case would be approximately \$552.37 for 72 months. The Amount Financed of \$26,467 plus the Finance Charge of \$13,303.64 make your Total Payments \$39,770.64. The Total Payments plus your Down Pay-

ment of \$11,343 will give you a total Deferred Payment Price of \$51,113.64.

All rates are expressed as annual percentage rates. Financing for aircraft for commercial use is limited to five years for single-engine and six years for multiengine.

NOTE: These rates may be changed by CFC without notice or may be limited in applicability where at variance with state or federal law.

There's no reason to wait any longer. For specific details of a purchase that fits your needs, give your Cessna Dealer a call today. He's listed in the Yellow Pages under Aircraft Dealers. Or call toll-free 800/835-2246 (in Kansas, 800/362-2421), and ask for Operator 600. Leave your name, address and phone number, and you'll be contacted by a Cessna Dealer.

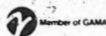
*These charts not applicable in Alaska.

SINGLE-ENGINE 3-D RATES					MULTIENGINE 3-D RATES			
	4 Yrs.	5 Yrs.	6 Yrs.	7 Yrs.	5 Yrs.	6 Yrs.	7 Yrs.	8 Yrs.
85% List	15.0	15.5	16.0		85% List	15.0	15.5	16.0
80% List	14.5	15.0	15.5	16.0	80% List	14.5	15.0	15.5
75% List	14.0	14.5	15.0	15.5	75% List	14.0	14.5	15.0
70% List	13.5	14.0	14.5	15.0	70% List	13.5	14.0	14.5
65% List	13.0	13.5	14.0	14.5	65% List	13.0	13.5	14.0
60% List	12.5	13.0	13.5	14.0	60% List	12.5	13.0	13.5

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SGA projects you should know about

By Rick Arndt
Staff Reporter

The Student Government Association has opened the new year with an inspiring array of projects both underway and proposed. Among the more substantial changes are the five new typewriters (available to all students for only \$1.00/day, \$10 deposit), a copy machine in the S.G.A. office (6 cents/copy), proposed benches and sidewalks ("Campus Beautification" Program), lockers in the University Center, a new T.V. for the U.C. (one month delivery date), and a lift van or bus for student organizations' use.

Other S.G.A. projects include "Open Forum", Entertainment, elections, and numerous committees convening regularly.

For those of you who aren't altogether familiar with the S.G.A.'s your voice!

Copies of the S.G.A. Constitution and by-laws are available in the office. The purpose of the E-RAU S.G.A. is to "be the representation and presentation to the Administration of Student views concerning University policies."

So if you have a legitimate

complaint or suggestion, write it down! Send it to a representative or bring it by the S.G.A. office.

The S.G.A. is divided into three major branches: the Student Administrative Council (S.A.C.), the Student Union Board (S.U.B.), and the Judicial Branch (Court). The SAC meets once a week, every Wednesday at 4:30 and is headed by the President, John Rourke.

The S.A.C. also consists of the Vice-President, five elected representatives, one Dorm Council representative, and the SAC Advisor (Director of Student Activities). The SUB consists of the Avion Editor, Phoenix Editor, the Entertainment Chairperson, and is headed by the SGA Vice President. The Judicial Branch, or Court, consists of five Justices, appointed by the SAC, plus the Chief Justice, elected during general S.G.A. elections.

While the SUB makes the policies and controls the \$15,000 S.G.A. fee, the budget is primarily decided by the SAC before it is submitted to the SAC for approval.

Shelley Wilson, Director of Student Activities is an ex-officio non-voting member of

both the SAC and SUB. John Rourke, President of the S.G.A. also serves as a member of the University Board of Trustees.

The students of Embry-Riddle are well represented and the "voice" of the SGA is respected by Administration. This trimester, the SGA will channel \$68,000 into entertainment, services, and projects by and for the student body at large.

For those of you who are not familiar with your SGA representatives, they are listed below.

John Rourke, President
Box 4292
Major: Aeronautical Engineering

Committees
Honors & Awards,
Planning Council
Phil Metz, Vice-President
Box 3953
Major:
Aeronautical Studies/AMT

Committees:
Planning Council/Honors
John Glass, Chief Justice
Box 1277
Major:
Aviation Management, AFROTC

Committees:
Tuition & Fees, Traffic Safety
Rich Gobel
Representative/Court Justice

Box 1-123
Major:
Aeronautical Science
Committees: Readmission,
Curriculum

Kerin Pasternack
Student Representative
Box 6102
Major: Aeronautical Science

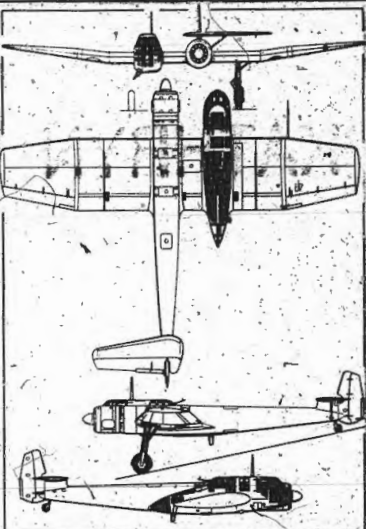
Committees:
Media Resources, International
Student Affairs
Roderic Harris,
Student Representative
Box 4221
Major: Aeronautical Studies/
AMT

Committees:
Academic Standards & Procedures, International Students
John Suderland,
Student Representative
Box 6923
Major: Aeronautical Studies
Dorm Representative
Committee: Tuition & Fees

Earl Schuette
Student Representative/Justice
Box 4-213
Major: Aviation Management

Sandy Olcott, Justice
Tony Pinto, Justice
Julio Subercaseaux, Justice

It was decided last Thursday that the SAC (Student, Administrative Council) will meet Wednesdays at 4:30 p.m.



AERO-PLAIN IDENTIFICATION

THE FIRST EXACT ANSWER presented to the AVION of the identity of this aircraft will win a free one-trimester subscription to the AVION, sent anywhere they want. The student publications' staff, previous winners, and their families are not eligible.

Amelia (From 1)

For her planned around the world flight. Fred Noonan had served with the Royal Navy during World War I. After the war he sailed with the Merchant Marine for a short period of time before deciding to try aviation as a career. Serving as both a pilot and a navigator for Pan American Airways, Noonan gained valuable experience in flying and was subsequently promoted to inspector of the company's airports.

In 1935 Noonan was given the responsibility of mapping Pan American's trans Pacific routes from San Francisco to the Philippines and Hong Kong. He was the navigator when the first Pan Am clipper took off on the new route.

It was March 18, 1937 when Earhart, Noonan and a third crewmember Harry Manning landed at Wheeler Field, Hawaii. They had departed Oakland, California 15 hours and 53 minutes earlier. This was the first leg of their planned around the world journey - or was it?

The second leg was to be from Hawaii to Howland Island, a tiny spit of land over 1,500 miles to the southwest.

On takeoff for this leg the aircraft had not gone 1,000 feet down the runway when a heavily loaded main landing gear tire blew out, causing collapse of the plane's under carriage. Severe damage to the propellers, engines and fuselage was to take several weeks to prepare. Only quick action by Amelia in cutting off the ignition switches prevented a fire, explosion and possible loss of life.

It was back to San Francisco, this time

by boat, to wait for repairs to be made to the aircraft on the morning of May 20, 1937, ironically 10 years to the day of Charles Lindbergh's solo crossing of the Atlantic, the second attempt to circle the earth was started.

Once again Earhart and Noonan departed Oakland, but this time, due to poorer seasonal weather over the Pacific, the trip would be made from West to East.

After passing through Tucson, Miami, Puerto Rico, South America, Africa, India, Thailand, Singapore, Australia, and Alaska, they arrived in New Guinea, where once again their destination was Howland Island. It had taken six weeks to travel from Oakland, California to Lae, New Guinea, a distance of 22,000 miles. The next 2,556 miles was without question the most challenging navigation task of the entire journey.

Howland, a half mile wide and a mile and a half long with its highest terrain less than 20 feet above sea level was too small to rely entirely on dead reckoning to locate. Weather, the aircraft, Noonan's navigational expertise and possibly the most important factor of all, luck, would combine to determine success or failure.

The departure from Lae was delayed. Noonan was having problems with his navigational equipment, the weather deteriorated, not to mention the last long distance phone call from Amelia to her husband about Fred. "He's hitting the bottle again and I don't even know where he's getting it."

(What really did happen to Amelia Earhart? Vincent Loomis, his investigation and conclusions up to the present will be covered in next week's Avion.)

Financial aid (From 3)

If any corrections have to be made on the Student Eligibility Report (SER) after reviewing the income information, the sooner they can be made, the better.

STATE GRANTS

Since state grant awards are usually made when payment is due, the Financial Aid Office will notify the Cashier's Office of the amount you are to receive, waiting until funds arrive. Once the money arrives from the state, a notice will be sent to your student mail box requesting that you come

to the Financial Aid Office to sign a voucher. The grant will then be transferred to your student account.

FLORIDA TUITION VOUCHER

In September, a list of students receiving Florida Tuition Voucher for the Fall trimester was sent to the Cashier's office, and the award was automatically deposited to your account. This WILL NOT be done for the Spring trimester. If you are expecting a Florida Tuition Voucher, you must come to the Financial Aid Office before January 20, 1981,

and sign a voucher. At that time it will be deposited to your account.

IMPORTANT NOTICE!

If you have been awarded a Basic Grant, National Direct Student Loan, Supplemental Educational Opportunity Grant, Scholarship, State Grant, or the Florida Tuition Voucher for the Spring trimester and have not yet signed for your award, you must do IMMEDIATELY. This can be done in the Financial Aid Office. Your account will not be credited with the appropriate funds until you sign for your award.

Museum (From 4)

organizers of the exhibition, and the Junior Service League of the Halifax Area through their sponsorship of Major Exhibitions in 1981.

Museum hours are 9 a.m.

to 5 p.m. Tuesday through Friday, noon to 5 p.m. Saturday and 1-5 p.m. Sunday. Wednesday afternoons are free.

The Museum is located at

the Brevard Art Center and Museum, Melbourne, Florida, 1040 Museum Blvd., Daytona Beach. Museum Blvd. is located just west of the Barnett Bank, off Volusia Avenue.

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AUTO- or STAND ? _____
FACTORY AIR ? _____
CYCL: ? _____
PARTS NEEDED: _____
PART no. if avai available: _____

L-5 AEROSPACE SOCIETY

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- ★ Energy
- ★ Resources
- ★ International Cooperation
- ★ Growth

AEROSPACE SOCIETY

ORGANIZATIONAL MEETING

Tuesday Jan. 20 6:00 in CPR.

Everyone Welcome!

classifieds are a free service to the student body

autos for sale

FOR SALE: '83 Oldsmobile Cutlass economical and reliable transportation. New suspension steering, good tires \$2300 call Estate, 654-1813.

'75 Buick Century 2000 - if interested call: 782-2775.

1972 Chevy 4 dr. "Must Cuda" 199, P.B. A.C. chrome wheels, new body lines, 1954 1/2, 2 barrel carb, uses regular 847. Asking \$1190.00 call after 5:30 p.m. 782-2775.

audio for sale

STEREO EQUIPMENT for Sale: Pioneer - \$245.00 110 w/ohm \$150 - PE \$270. Yamaha - \$50 - Pioneer Q1600 \$4 a channel receiver - \$100 - all three for \$275 call 782-9337 ask for SCOTTY.

MUST SELL: "Outstanding" 1969 Ford Mustang coupe with roof rack, double air at \$250 - Mustang 4250 receiver - built-in Dolby great condition - \$200. Brand-new Pioneer turntable - Mini-plate - top-line tone, \$5 - \$150 - contact Martin 782-0443 or 800-AUT-Box 1157.

aviation stuff

Flying to Kansas City via Memphis & Springfield Jan. 15-19 - \$50 hr. trip. Please IFR. C-130 Pilot, AT7, 1971, Wayne Denver 672-6515, 5:30-6:15 PM.

bikes for sale

Wanted: Flight students P/B Comm, Inst. P/B C/P. experienced C/P's needs students - contact Ray Driver - Box G-203, Phone 258-5706 for complete information.

1971 Suzuki 280 GT 2 stroke just tuned up, great condition windshield, rubber luggage compartments, for only \$820. Must sell, need money for tuition. Call Tom 782-5714 or Box 8010.

cycles for sale

FOR SALE: 1970 Suzuki 2500 miler on 8000 miles and runs like the first day. FINEST CONDITION! asking \$1,300 or best offer - call Mike 258-0131, or Box 9271.

FOR SALE: 1969 Suzuki 1800 4 months ago! still looks like first day. Very low mileage 47 mps - asking \$1,300 or best offer - call 258-0131, Box 1371.

1975 Yamaha 600 15,000 miles, excellent condition! Custom seat with back rest and luggage rack and 850 special handlebars. \$1,200. Box 7125.

FOR SALE: '77 RD400 Yamaha with 7300 miles, all stock, \$1,400 or best offer - contact Box 1103 BH.

miscellaneous for sale

MOVING SALE: 20% off all vitamins in stock. Time release Vitamin C, multi-vitamin-mineral supplements, protein powder. Start the trimmer off right. Extra discount if you buy in quantities. I'm a health graduate and can save the money. Call Cathy, Bains 258-7456.

CALCULATOR - 1978 Programmable up to 200 steps, new batteries, perfect for the engineering student. \$70 - contact Box 4092.

FOR SALE: 2 single beds with good spring & mattress. Beds are new & in good condition. Phone 258-1200 or leave note in Box G-219. Asking \$50.00 per bed. Doug Anderson.

BOOKS FOR SALE: Principles of speech comm. 85 cleft notes Hamlet #1, problem solving Book #9 - Seven contemporary short novels - 85 - Intro. to Lit. Drama #4 Exploring in Aesthetics - #7. All in very good condition - Box - 1357 258-5966.

FOR SALE: 3 beds in good condition - come and try them get the legs or the one you prefer - call John in Tulsa - phone 258-0131 anytime.

miscellaneous

Joe Hazzell wants working hand! LA Kevlarcraft, has equip. and training in Fla. via. Geneva, Chick Corea - 1947 Woodcrest Apt. 7, Swan Lake.

DID YOU DO your BORROW my Tech. Writing Book from me? The book was BORROWED from Dr. Osterbrook's tech. writing final exam. Sat. Dec. 13th. The book had ALL of my hard written in it. PLEASE return it to me. James Dunlop Box 1273.

lost and found

I lost 8 letters ten weeks with a VERY important card in it. If anyone requires a please return to Jack & JoAnn.

rooms for rent

WANTED: Tenant for a wellkept condo located on pine near Tennis court, tennis pool, hot tub, elevator and air cond. Master bedroom furnished. \$275 per month. Year lease, one month down, pet friendly, water free - 600 furnishings for \$225 lease on seven payments. Call Pat 258-4918.

SAVE CASHE - Responsible person needed for roommates to share a two bed room trailer 1/4 miles from school on New St. under \$100 including utilities (preferably a non-smoker) (living cost) Contact Todd Box 2232.

ROOM FOR RENT in house \$110 month plus deposit. Completely furnished - include washer. Close to school. Call anytime - 258-8292.

NEED ROOMMATE, 2 br Apt on Halvick Blvd with woods courts 4 months rent \$140 per mo. plus 4 utilities. Contact Jeff Box No. 7969.

33-DALE ROOMMATE needed to share 2 bedroom apt. call 258-3102.

personals

"POGGY" Min, you should model! The builders were wonderful! We are also to our families for understanding. Love you Mrs. "POGGY".

BIG TIME: When you think you can handle a case of Old Ball there will be a case of "Old Man" on you. (That if your legs don't hold it).

TOO ALL STUDY! We will have at 1980 Phoenix students 1981. If you want one, come up to the Aston/Phoenix and pick one up.

DIFFERED: After you pay for all these car repairs on your car and it is no longer just like you got but a lawsuit!

SCOTT W - We know that you were the guy who hit that VW on the parking lot and drove away. If you'd like to be exposed, please deliver \$2,000.00 to Ed and call by the end of this month.

Bad News - I love the show & "Too" Bird

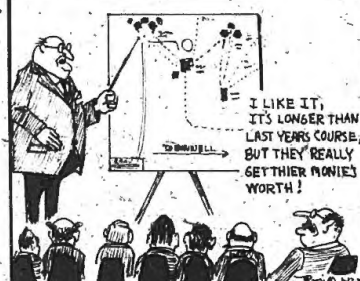
TO the individual who stole the money out of 803 East St., I hope you enjoyed it. J. Schuber

SGA Student Representative
 ** WANTED **
 Come by SGA office for more information.

SCRIBBLES

Joe Rossi

GENTLEMEN, THIS IS OUR PROPOSED 1981 RIDDLE RUNAROUND, WE START THEM AT PREREGISTRATION, CONFUSE AND AGGRAVATE THEM OVER 13 MILES OF DEANS OFFICES, BURSARS CLEARANCES AND USELESS SIGNATURES, IT EFFECTIVELY TAKES 7 DAYS TO COMPLETE.



collegiate crossword

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ACROSS
 10 First of 1981
 11 Rich or prominent person
 14 Frequenter
 15 Offensive speech
 17 Classroom noise
 19 Experience and series
 19 Big bundle
 20 Precipitate substance
 22 Suffix, body
 23 Basic Latin verb
 25 Division of time
 26 Insect, etc.
 28 Be afraid of
 30 Nois
 31 Old one
 33 Musical pieces
 35 English term
 36 Tennis term
 37 Disciplined and strict
 41 Ratio or to null
 42 Hoop
 46 Picture game
 48 Designate
 49 Mr. Garbo

DOWN
 12 Rank above knight
 13 Indecent
 14 Relatives on the mother's side
 15 Square wheel
 16 --- like
 17 Day-long
 18 Money (slang)
 19 Valley of the
 20 Relative term
 21 Common suffix
 22 Prefix, new
 23 Noun, bag
 24 The --- of
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SIGMA PHI DELTA LAMBDA CHI ALPHA

INTERFRATERNITY COUNCIL RUSH PARTY

SIGMA CHI ALPHA ETA RHO DELTA CHI

Interested in joining a fraternity?
 Come to the biggest party of the trimester
 Music provided by Local 301

DATE: Saturday, January 17, 1981
 PLACE: The University Center
 TIME: 8 pm

5 FREE KEGS

A world of careers in Aerospace for tomorrow-minded college graduates.

See our representative on campus Jan. 14

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 If you're considering a career in aerospace you won't find the challenge greater nor the work more rewarding than at Martin Marietta. Work in such exciting areas as Command and Information Systems, Solar Systems, Space Stations, and Payload Integra-

tion. Overall, we have over 300 contracts including 4 major contracts over 150 million dollars each extending into the 1990's. They include the external fuel tanks for the Space Shuttle, Space Launch Systems, Titan Space and Defense Systems including the new generation mobile missile X-15.

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