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the avion

embry-riddle aeronautical university
daytona beach, florida

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PATCO still deliberating nationwide strike

By R.K. Smithley
News Editor

To strike, or not to strike; that is the big question across the nation's 15,000 plus air traffic controllers who are members of the Professional Air Traffic Controllers Organization.

Andy Berrard, an air traffic controller for five years, is the PATCO representative for 38 Daytona Beach controllers. Though the strike has been temporarily averted by last minute efforts by Department of Transportation Secretary, Drew Lewis, and the U.S. Government, Berrard says things do not

look hopeful for a contract settlement.

Of 69 original issues in the controller newly proposed contract, the government would agree to only four, which resulted in PATCO President Robert Poll, calling for a nationwide strike.

Berrard explained the union set an 80 percent goal on itself to walkout, but only 75 percent was attained so the PATCO executive board agreed to look at the government's offer. However, Berrard says the 38 controllers he represents say "no" to the newly proposed contract and he has heard of any positive feedback to date.

Details on the contract will be distributed to

PATCO members and the negotiating team and expected to be distributed to the union's local chapters.

As Berrard sees it, another strike is inevitable, but with paperwork and other necessary tasks to be completed, U.S. air traffic controllers will continue to work without a contract for a minimum of two weeks.

"There's a lot more in that contract that we're asking for which relates strictly to the safety of the controller and for the safety of the flying public. When you take that eight out of ten controllers never reach retirement age there's something wrong with the system," Berrard stated.

Though the original PATCO demand was for a \$10,000 across the board increase, Berrard says that would bring the monetary issue of the controller just even with today's standards. For the five years Berrard has been a controller the supposedly automatic increase in salary for inflation (consumer price index) has been half or less than promised by government contract.

Obsolete equipment, understaffed facilities and

retirement eligibility name a few of the major

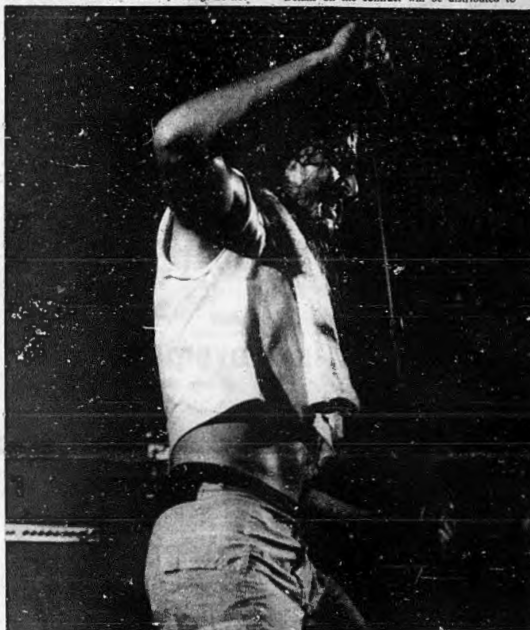
Berrard claims the problem stems from the Reagan Administration's "budget cutting syndrome" and the government negotiating team's lack of understanding the duties of the air traffic controller.

Though it is against the law for government employees to strike, the controllers came extremely close to shutting down the nation's air traffic control system just ten days ago.

"It's against the law for government employees to go on strike, but sometimes you have to break the law in order for people to realize the inequities of the law...and that's the position we're in," Berrard said.

U.S. media has stressed the monetary issues of the union's demands which has clouded it overall controllers desire to get a fair contract in all the issues.

To strike or not to strike? Look out pilots and passengers alike, because it doesn't appear that either will be going anywhere when time finally runs out in the next several weeks.



Above: The lead singer for the group, ROMEO, opening for TRANS ATLANTIC and HEAD EAST, last Friday night. Crowd estimates were in excess of 5,000 as those in attendance were entertained for nearly 4 hours. According to representatives from the Entertainment Division, HEAD EAST, "Drew the largest crowd ever to attend a concert at Embry-Riddle." (Photo: L. Filippetti)

Nova to offer Bahama flights

By R.K. Smithley
Avion Staff Reporter

Nova Flite Airways, Inc. is the latest addition to Daytona Beach Regional Airport passenger service. The new charter airline will begin demand flights tomorrow (July 2) to the Bahamas featuring direct service to Freeport for a round trip fare of \$89. Flights to and from Nassau will be \$119.

Thursday, June 25, the Nova Flite Center hangar and office was the scene for a "Champagne Open House" to celebrate the beginning of the new operations. Nova Flite Airways flight crew members mingled among the crowd answering questions from those attending and treating them to a look inside the two Piper Navajo Chiefcraft aircraft they will fly.

Nova Flite Airways President Peter Vasquez welcomed the group of 75 plus and explained several details about the charter airline. Daytona Beach's Mayor Kelly was on hand to welcome Vasquez and the operation and he ceremoniously cut the ribbons tied to each aircraft.

Before the arrival of Nova Flite Airways, those wishing to get to the Bahamas from Daytona Beach

had to either drive to Miami to catch a flight or drive to Orlando for a flight to Miami. Vasquez added, "We're offering a service that hasn't been offered from Daytona yet." Eastern Airlines recently withdrew its flights from Daytona to Miami making it impossible to get to the Bahamas by air.

Last Friday marked the first day of advertising in local publications and Vasquez said the phones were "ringing off the hook all day." In-

terested Bahama air travelers called from as far away as Titusville and inquiries dated into October.

Vasquez was obviously pleased with the large numbers of interested callers which reaffirms his hopes for a successful beginning of his operations. He said the charter line will apply to the CAB (Civil Aeronautics Board) in the near future for scheduled certified

(See NOVA page 6)

Dr. Wilbur Middleton lectures on Lear Fan

On June 17, the Lear Fan Corporation hosted a presentation of its radical new aircraft, the Lear Fan 2100, for E-RAU students and faculty.

The attendance at the scheduled presentation was overwhelming; so much so that a second discussion was presented later that evening in W-306 lecture hall with standing room only.

The presentation was led by Dr. Wilbur Middleton, former provost of the Prescott campus and currently the design manager for the

Lear Fan Corporation of Reno, Nevada.

Dr. Middleton narrated video programs and a slide show and displayed many diagrams, charts, and structure samples from "the most advanced business aircraft in the world." He also answered and discussed questions put to him by students and faculty members.

Bill Lear, the inventor of the eight-track tape player, automatic pilot, and the famous Lear Jet, designed the Lear Fan over 15 years ago. (See LEAR Fan page 2)

Airline incident investigation released in NTSB report

Wing slat, flight control use caused 727 dive

Tuesday, June 9, 1981

The 34,000-foot dive of TWA's 727 near Saginaw, Mich., was caused by an extended right wing slat that could not be retracted, and the captain's "untimely flight control inputs" to correct resulting roll forces, the National Transportation Safety Board reported today.

Contributing to the cause was a pre-existing misalignment of the No. 7 right wing slat which, when combined with air pressure upon it at cruise speed, prevented successful retraction, the Safety Board held. Slat is lift enhancement device on wing leading edge; there are eight slats on a Boeing 727, numbered in order from the pilot's left.

Lengthy investigation showed that the slat—or the No. 7 slat alone—could not have been extended by mechanical malfunction. The Board concluded that slats No. 2, 3, 6 and 7 were extended as "the result of the flightcrew's manipulation of the flap/slat controls," and all but No. 7 then were retracted.

"Contributing to the captain's untimely use of flight controls was

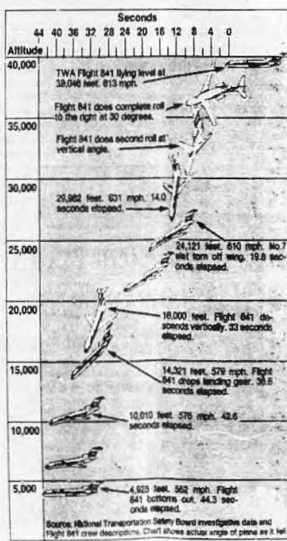
distraction due probably to his efforts to rectify the source of the control problem," the Board held.

The Boeing 727 dove from 39,000 feet to about 5,000 feet before the captain recovered control and pulled the airliner out of its spiraling dive. The April 4, 1979 flight was scheduled for Minneapolis/St. Paul from New York, but an emergency landing was made in Detroit.

Of the 82 passengers and seven crewmembers aboard, eight passengers suffered minor injuries from the high gravity forces encountered in the dive. The aircraft was substantially damaged.

The Safety Board's investigation showed that the airliner had rolled 35 degrees to the right while it was cruising at 39,000 feet. The captain corrected this roll and leveled the wings, but a second roll was checked only momentarily before control was lost and the plane rapidly rolled onto its back. The Board said the 727 made a complete roll and remained uncontrollable until the No. 7 slat tore from the wing as the airliner dove below 15,000 feet.

Flight crewmembers testified (See NTSB page 3)



Source: National Transportation Safety Board investigation data and Flight 727 crew descriptions. Civil Aeronautics Board report of June 18, 1981.

Follow-up report due on 34,000 foot fall of jet

By Patricia Mastemurri
Detroit Free Press Staff Writer

A government report containing "some significant changes" from an earlier investigation that blamed the cockpit crew of a TWA jetliner for its terrifying six-mile-long nose-dive over Michigan in April 1979 will be presented Tuesday to the National Transportation Safety Board (NTSB), investigators say.

But the Air Line Pilots Association believes the report will once again "hang the crew." The association charges that government investigators keep playing with the evidence to justify the initial claim of pilot error.

It was 24 months ago that a Boeing 727 with 89 people aboard heading to Minneapolis from New York took a terrifying 34,000-foot plunge over farmland just north of Saginaw.

On Tuesday government investigators once again will try to explain to the five-member National Transportation Safety Board what happened—what caused the TWA jetliner to roll over twice and plunge toward earth at near supersonic speed before the

pilot brought the plane under control only 5,000 feet above ground and headed for an emergency landing at Detroit Metropolitan Airport.

The question of why the plane lost control, whether it was flight crew error or a design problem of the Boeing 727, has resulted in one of the longest investigations in U.S. aviation history.

The first report by the safety board's investigators in January 1980 was lambasted by the Air Line Pilots Association, TWA and the plane's crew members. Board members, expressing their own doubts about the staff's findings, directed investigators to question the flight crew again and come back with more evidence.

One day before the second anniversary of the plane's near crash, the three members of the cockpit crew—pilot Harvey "Hoot" Gibson, co-pilot J. Scott Kennedy and flight engineer Gary N. Banks—filed a \$20 million suit against the Safety Board, the Federal Aviation Administration and Boeing Corp. In a suit filed in U.S. District Court in Nevada on April 3, 1981, (See ACCIDENT page 3)

What is the extent of Entertainment's responsibilities

Since the beginning of the Summer trimester, the Entertainment Division of the S.G.A. has concentrated on bringing high-quality movies and live events (notably the rock concerts) to the students of Embry-Riddle. It is easy to see that, to a great extent, Entertainment has succeeded. Large audiences have attended most of the activities. The students attending seem to enjoy the influx of top quality entertainment as was evidenced by the huge crowds at the two outdoor concerts featuring Nantucket and Head East.

Unfortunately the crowd got so large at the most recent (Head East) concert that some got out of control. It seemed as if inadequate provisions were made for over 5,000 people, despite the fact that the concert had been advertised openly around this area. Parking around campus was random. Cars parked on top of grassy areas, the highly maintained driveway plowed into and damaged three cars. Another drove over the Dorm 1 bridge and almost into the crowd. Several fatalities broke out, one person necessitating an ambulance to the hospital. The mess afterwards was as bad as any before, with piles of broken bottles lying in the parking lot around the stage.

Yet through all of this, only one E-RAU student was involved in any incident that security had to handle. This indicates that most of the trouble was caused by outsiders coming for a free concert with no responsibility to care about the campus property.

In no way should this be construed as a call to stop the concerts. High quality concerts have been desired for many years, to get rid of the problem of small attendance. Large crowds and a good event breed enjoyment.

But a big event requires better planning. Not only does responsibility include getting the equipment set up, getting the group onstage, acquiring security and cleaning up, but it should make provisions for a crowd composed largely of outsiders or limit the amount of outside advertisement.

[Editor's Note: John Scribner has taken a vacation during Summer B term, and will be back for the Fall Trimester. Jeff Barrow will be serving as the editor during the rest of the summer. The two remaining issues will come out on July 15th and 29th.]



LOOK KID - FOR \$500 A MONTH IT'S A STEAL!! ALL IT REALLY NEEDS ARE A FEW MINOR ADJUSTMENTS!!

Grade change for AMT attacked

To the Editor:

It has openly been discussed, debated and challenged with the end result being rumors that the grade point policy for the AMT program will be most probably changed over clamorous cries of the students protesting the change. With no referendum having been presented, nor an adequate defense made by the SGA, it seems that the percentage points scores will be raised for any specific grade point and that the grade of "D" will be added for conformity's sake.

Mr. Mirgle's argument seems to me to be that there is a preponderance of "A's" in the

courses that the division offers, and no grade seems to exist for below average performance, such as a "D" would provide, because of the FAA's requirement of 70 percent or better in order to pass. A more stringent grading policy would be his solution to what he perceives as flaws in the system at present. I feel that he has put the cart before the horse. Simply masking the symptoms does not effect a cure. Quite frankly, what would be so wrong in providing tougher course requirements? Not only would the poor image of an "A"-heavy program be eliminated, but the product, educated students, would be im-

proved at the same time at no additional cost, even!

AMT's suggestion would cost a good amount of time and money to implement and would, I feel, reap only limited benefits. I suggest that the University adopt a grading system similar to that of Drew University: A,B,C, No Credit across the board for all courses taught at this school. Or preferably, the way that Rutgers administrators did it years ago, simply giving out the percentage numbers and eliminating the letter grades altogether. The argument that this is not feasible because the other schools in the country don't do it doesn't hold any more water

than a sieve, because the proposed grading system with a 94 percent or some such to qualify as an "A" student sure seems not to be common, either.

I have observed that courses in the AMT program will drop tests in which the class generally did poorly in, or will curve a test or perform some other sort of arithmetical gymnastic which totally ruins the goals of having a percentile grade assigned to a letter grade to begin with. I also am aware that a gradesless school is not a likely prospect in this culture, and we students will always have to face up to that, forgetting that Utopian concept.

if we students have to face up to that, we ought to also face up to that fact that our dollars are lubricating the machinery of this school, and if something does not please us we should try to change it and not let an autocratic decision that will affect our education be made without so much as a whimper. Encourage the SGA to become more forceful, for what else are we paying them? Call a student strike if that is what it takes. Demand more for your money. Where else but here can you buy a ground handling course for aircraft and not so much a fuel an airplane or inflate its tires? Things that displease need not be accepted! Use our voices.

Realizing that only irate housewives and madmen write letters four pages and longer, I'll close this letter, but not my eyes or ears.

Signed: Gary Pierneman, Box 6745 June 13, 1981



Student raps University improvements

To the Editor:

In a recent editorial "Show More Respect for our Campus" an environmental student shows definite signs of ignorance. Almost every plant in the tropics grows here in Florida, look around you.

This New England manicured lawn, is fine up north where greenery lasts only four months.

Florida grows green every two months. Interesting creatures love to hide under flowers. Coral snakes, tarantulas, and bugs even

most etymologists would have nightmares!

An Aeronautical university with "cute wooden fences", how sweet. They really are space age looking. While someone is misappropriating funds on watering in-

fested plants and dead trees, our parking lot could use just a little fix up, because we loose a few cars in the pot holes.

Signed, Southern Rebel Box C105



Lear Fan (From page 1)

years ago. At that time, his Lear Jet was revolutionizing the world of business aviation. Lear then shepherded the development of the Lear Fan. Then, with the onslaught of the energy crisis, Lear realized the importance of his economically efficient turbo-prop aircraft.

According to one of the video programs shown at the presentation, Bill Lear died in 1978 and his last words were "Finish it." As a result, over 95 engineers produced a truly phenomenal aircraft.

Dr. Middleton first discovered the graphite epoxy airframe of the

Lear Fan 2100. Graphite epoxy is lighter, yet three times as strong as aluminum. This relatively new structure provides greater speed, range, altitude, and payload than most small jets.

The 7200 pound Lear Fan is powered by two Pratt and Whitney engines connected to an aft-mounted, four blade propeller. The specifications of the aircraft because of this radical new engine design are astounding.

The Lear Fan cruises at over 400 mph and has a service ceiling of 41,000 feet. The maximum rate of climb at take-off is 3100 feet-per-

minute, and an incredible 1300 feet-per-minute with a single engine failure, which is very unlikely. The payload is 1700 pounds with full fuel.

But the characteristic that will make the Lear Fan the "aircraft of the future" is the unmatched fuel efficiency. The 8-passenger, single-pilot, transcontinental aircraft gets 10.5 MPG at two cents per passenger mile. The fuel consumption rate is over fifty percent less than any other business jet.

This will make the Lear Fan an extremely popular airplane in the coming decade.

Upward Bound begins summer term

The Upward Bound On-Campus Summer Program began June 28th. Seventy students from area high schools are now living on the third floor of Dorm 1 for six weeks. During this time they will attend classes on campus to prepare them for entry into college.

While on campus, Upward Bound students will be using the south tennis court and basketball court from 6:30-8 p.m., from now to July 15, Monday through Friday.

The courts may also be in use at various times on the weekends. The program coordinators are preparing the students for the All-Florida Upward Bound Summer Olympics which will be held at the University of Florida in Gainesville, July 16-18.

This will be the seventh year that Embry-Riddle has operated the On-Campus Summer Program. In addition to providing academic help, the summer program is designed to allow students to ex-

perience collegiate life. Since its inception in 1974, E-RAU Upward Bound has had excellent success, with 196 students graduating from the program and entering post secondary education. This includes those entering the military.

Many of the Upward Bound students coming this summer will be new to our campus. A friendly smile and a helping hand will make them feel at home.

Housing policy clarified

All students in University Housing should be aware of the expiration dates of their housing contracts. These dates are as follows: Summer A term - June 24, 1981 Summer B term - August 16, 1981 Important! Please take note of the following information:

If you are registered as a full-time student for Summer B Term, you do not need to check-out of the residence halls on June 24th.

If you are registered for Summer B, and have confirmed University Housing for the Fall, you must check-out by August 16th. If you have not completed a Summer trimester flight course,

you still must check-out of the residence halls by August 16th. Again, no "over-flight" students can be accommodated.

Please make certain of your situation and plan appropriately

for your living arrangements. If you have any questions concerning your status in University Housing, please contact the Housing Office. Thank you.

S.R. Whitmer, Housing

New autopilot installed on 737's

Alaska Airlines has become the first U.S. airline to operate the first 737-200 twinjet equipped with Sperry's hybrid digital-analog of 12 Boeing 727s. The SP-177 digital flight guidance system, developed jointly by Sperry and Boeing, integrates autopilot and flight director cruise functions within a single digital computer to

provide greater reliability and reduced crew workload compared to the analog Sperry SP-77 autopilot system installed on all previous 737s.

The SP-177 system includes integrated autopilot/flight director system, the SP-177.

The Seattle-based carrier operates three 737-200s and a fleet

altitude alerting and dual channel auto-land capability and coordinates operation of an autothrust-thrust control system. It interfaces with a performance data computation system, British Airways and Lufthansa were the first to operate SP-177 equipped 737-200s.

klyde morris



wes oleszewski



the avion

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Accident (From page 1)

they charged that their reputations were defamed during the investigation of TWA Flight 841.

"We've straightened out errors in the previous investigation," Leslie D. Kampfhorst, the board's chief investigator in the case, said last week. "There was one error made that led to an erroneous conclusion."

Kampfhorst refused to disclose the error he and other investigators made in the initial report or to discuss about their more recent conclusions.

When the plane landed at Metro Airport at 10:31 p.m. April 4, 1979 there were 82 passengers and seven crew members aboard. FAA officials said it was a "miracle" the plane survived.

"Only by the grace of God did this plane hang together," Langhorne Bond, FAA administrator, said at the time. The Boeing 727 had reached speeds of up to 650 mph during the 34,000-foot plunge, according to Kampfhorst of the NTSB.

"The airplane was beyond its design limit under aerodynamic forces. The airplane hung together. There's no question it's the most severe test that a 727 has ever been put through," Kampfhorst said Friday.

Investigators for both the safety board and the Air Line Pilots Association are sure what caused the plane's dive. It was the No. 7 slat on the plane's right wing, one of eight slats along the leading edge of the plane's wings, that was sticking out when it wasn't supposed to. The slats are needed for a plane's takeoff and landing.

But when the No. 7 slat hit the airsteam at 39,000 feet, not the speed of the plane and the surge of air against the extended slat caused the plane to veer sideways and into its terrifying descent.

The NTSB said initially that only because the slat was sheared off the plane during the nosedive - it landed on a Bay City runway and was discovered two weeks later - was

the pilot able to avoid a crash and balance the craft.

The parties disagree on how the slat became extended and whether the crew reacted properly during the nosedive.

In its January 1980 report, NTSB investigators said the

investigation for the union.

Marthinien said the NTSB's contention that pilot Gibson became spatially disoriented is based on wrong data. The NTSB theorized Gibson lost his sense of direction based on what the plane's flight data recorder showed in-

be able to prove it because they haven't been able to find the slat actuator," he said.

Marthinien said the association doesn't believe the accident was caused by any faulty design of the Boeing 727, one of 1,600 in operation worldwide. The FAA did

data from the October test that helps shore up the NTSB's original finding of pilot error.

Whatever findings the safety board adopts, they will carry no punitive effect. The NTSB may make recommendations to other agencies to avoid investigating another "miracle" flight.

If the near-crash of TWA Flight 841 posed unique questions for those who investigated it, it caused "enormous trauma" for the 97 people aboard who experienced near-death.

After the plane landed in Detroit, FAA officials said there were only two or three minor injuries among passengers. But the trauma followed many of those aboard long after they safely reached their final destination.

A Minneapolis gynecologist, who developed a marker tremor in his hands after the flight, is no longer working. Others still are

suffering from back and muscle pains, probably caused when they tried to move against the increased gravity pressure (which reached six times beyond normal) in the plane's cabin during its descent.

Pilot Gibson flew for several months afterward, then took a medical leave that TWA spokesman David Venz says was not related to the nosedive over Saginaw. He's now being trained on the "abnormal aircraft." Captain Kennedy has been working steadily for TWA ever since April 1979.

Flight engineer Banks was laid off by TWA a year ago in the midst of a medical leave he took several months after the nightmare of Flight 841. He now teaches marketing at a Pittsburgh-area college and is writing a book about the flight. He hasn't been in a plane since May 1980. [Reprinted by permission of Detroit Free Press, June 7, 1981]

"Only by the grace of God did this plane hang together."

plane's near crash probably was caused by two flight crew errors. Despite the denials of crew members, NTSB investigators speculated the flight crew may have extended all eight slats at the 39,000 feet altitude in an experiment to increase the plane's performance.

When the three-man crew tried to retract the slats, they discovered No. 7 wouldn't pull in, investigators said. When the extended slat caused the plane to veer sideways, the crew tried to correct the problem. It was then the second error was made, the investigators said.

Investigators said pilot Gibson became spatially disoriented and tried to level the plane by adjusting the plane's left rudder. That was the right move, according to investigators, but Gibson may have applied the mechanisms too rapidly and with "too much power."

The Air Line Pilots Association contends both premises are wrong. To suggest the crew was experimenting with the plane's performance at 39,000 feet "is ridiculous," says Harold Marthinien, manager of accident in-

vestigators. The crew told investigators the plane rolled to the right, but the NTSB said the flight recorder showed the plane had rolled left.

But the pilot's union performed tests which showed the directional device hooked to the flight recorder "always headed to the left...no matter if you simulated that it rolled to the right or that it rolled to the left," Marthinien said.

The pilots association believes the nosedive occurred because of "an isolated malfunction" of the No. 7 slat. The union believes the actuator, a hydraulic piston that powers the slat out, just didn't work. Part of the actuator has never been recovered (despite an ad campaign by the pilots' association in the Bay City area offering a \$500 reward if it turned up), and the union says the exact cause will never be known without it.

But Marthinien, an aeronautical engineer, says the union's analysis shows "if the piston broke in a certain position, that slat would go out. There is a fracture that would occur that would power the piston out."

"I don't think anybody will ever

recall complaints about actuator malfunctions that caused the No. 7 slat and its counterpart on the left wing to extend during flights between 1969 and 1973, when the FAA ordered the actuators be improved.

Boeing conducted tests it said showed a 727 could remain under control if a wing slat was inadvertently extended during flight. But those tests occurred only at as high as 35,000 feet, not at the 39,000-foot altitude at which TWA Flight 841 was crashing.

Marthinien believes the NTSB will pin blame on the crew Tuesday because of NTSB briefs that the association has received. He says those briefs suggest the NTSB investigators are trying to reinterpret data recorded on a simulated test aboard a Boeing 727 in October to justify their earlier findings.

In that test investigators threw out all eight of the plane's slats at 39,000 feet, trying to match responses with those found on Flight 841's flight data recorder.

"It showed significant differences. No way were the two similar," said Marthinien. The October test showed throwing out of eight slats decreased the plane's performance and caused it to pitch up, not down, said Marthinien. Now the Union has received documents from NTSB saying there were problems with the October simulation that may invalidate the test results. NTSB staffers said the pilot in the October test failed to activate a necessary switch and that the auto pilot was different from Flight 841.

Marthinien said NTSB since developed a new way to read the

AMT Open Forum tomorrow

By Brian F. Finnegan
SCA Representative
Aviation Maintenance Technology students and faculty will have a unique opportunity to present their views on the proposed grade change in an Open Forum with AMT division chairman Fred Mingle. The change will be official-

ly proposed at the forum on July 2, 1981 from 7:30 p.m. The proposal essentially calls for a change from the current grade point system, which follows:

- 90-100 A
- 80-89 B
- 70-79 C
- Below 70 F

Charles S. Williams, Dean of the College of Aeronautical Studies and Dr. Anton DiGiralamo, Dean of the College of Aviation Technology will be present to provide additional information and answer relevant questions.

(See FORUM page 6)

NTSB (From page 1)

that they did not extend leading edge slats or trailing edge flaps. The Board did not have cockpit voice recorder (CVR) evidence because most of the 30-minute tape was erased. But from lengthy investigation, which included both flight simulation and actual flight testing, the Board found that "the possibility of a series of malfunctions and failures occurring which permitted the slat to extend aerodynamically or hydraulically is extremely remote."

Comparison of flight test data with flight recorder data from the accident airplane led the Board to conclude that the Nos. 2, 3, 6, and 7 slats were extended "as a consequence of flightcrew action." The Board said accidental actua-

attempt to extend trailing edge flaps independently of leading edge slats, possibly in an effort to improve aircraft performance." The Board found that although the captain's extension of the landing gear in an effort to regain control significantly reduced the speed of the dive, "recovery would have been doubtful" if the one extended slat had remained in place.

The aircraft's CVR tape was blank except for nine minutes of flightcrew conversation after the landing in Detroit. The captain said he did not recall erasing the tape after landing, although he may have because he usually does so after each of his flights to preclude inappropriate use of recorded conversations.

The Safety Board said erasure of the tape by the captain is a possibility that "we cannot ignore and cannot sanction. Although we recognize that habits can cause actions not desired or intended by the actor, we have difficulty accepting

the fact that the captain's putative habit of routinely erasing the CVR after each flight was not restraining after a flight in which disaster was only narrowly averted."

The Safety Board's complete printed report will be available in approximately one month. Single copies may be obtained without charge by writing to the Publications Branch, NTSB, Washington, D.C. 20594. Multiple copies may be purchased by mail from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia 22161.

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Homemade Pizza

DELLY SPECIALS
DELL SUBS, PIZZAS

THURSDAY Spaghetti
FRIDAY Ravioli
WEDNESDAY Bread & Butter

AUTO INSURANCE
WE CAN SAVE YOU MONEY

Auto Liability or No-Fault Insurance

Starting as low as

\$25

Call Today!

JOHNSON & JOHNSON
INSURANCE AGENCY

258-5013

Auto Motorcycle - Airplane

Classified ads are a free service to the student body

autos for sale

Rare 71 Opel GT-Silver w/black leather interior. 4spd. 35/42 mpg. New tires and mag wheels. AM/FM stereo tape. A classic sports car. Must See! Genuine married. Best offer. Contact Ben 3296 or phone 238-9876. Ask for Mike, rm.227.

FOR SALE: 1973 Dodge Charger SE. 61,000 mi. P.S./P.B. P.W. Sunroof. Excellent condition. Must sell to pay graduating seniors lab tuition. \$1500.00. 188-1656.

1974 Toyota Celica 24 mpg city auto/fuel cassette (Alpine) Best offer 238-1363 or Box 4478.

MOTORCYCLE: 1979 Suzuki GS 1000. 6000 mi. Asking \$2995. Excellent road. Call George at 253-9889.

NEED TO SELL SOON: Double bed \$100, dining room table and 2 chairs \$50, work refrigerator! Drop a note in box 4176 where you can be reached.

FURNITURE: FOR SALE: Bedroom set. Living room chairs etc. All in excellent shape. Must sell. Leaving area. Call 788-0608 after 4:30pm or leave note in box 2208. Ask for Mike.

THE COMMAND PERFORMANCE CUT



ON A HAIR CUT, SHAMPOO & BLOW DRY. Just bring in this coupon and let us perform for you. Command Performance HAIRISTS FOR THE LOOKS THAT GET THE LOOKS.

Must sell 1980 Silver Chevrolet 10200, air condition, AM radio, please call after 7:30. 787-9964 ask for Majid.

1974 Cyclan Supreme \$1,500.00 or BEST OFFER. Good condition-erritor-interior. Runs nice, must sell ASAP! Call 767-7367 evenings.

FOR SALE: 1973 Buick Century 4 Dr. Good condition, P.S./P.B. Air. Like new tires. \$1150.00 or best offer. Call 761-8905 after 5 or leave message in ERAU box 6732. Ask for Terry.

audio for sale - FOR SALE: Stereo set. Kenwood receiver rated 64.5w/channel. Kenwood speakers at 100w, and JVC turntable with EMI88 cassette. Equipment is like new. Asking \$500.00. Call 788-6471 after 3pm.

For Good Greek Style Pizza, Grinders, Subs, and Dinners. Come to the Pantheon Pizza #2. Good only at Foxboro Plaza Location 1347 Bevelle. \$1.00 off on spaghetti dinners, show ERAU I.D.

bikes for sale

FOR SALE: Kabuki 12 Spd. Touring Bike. Excellent road. Like new. Cost over \$230 but will sell for \$120. Call Scott at 253-8660 or put a note in box 7311.

miscellaneous for sale

FOR SALE: Dining room table and four chairs. 19" Zenith B/W portable T.V. 2 in speed bicycles. Large top carrier (fits any car). Moving and Must Sell! Cheap! Call 253-9182 after 4pm.

rooms for rent

WANTED: Roommate to share 3 bedroom, 2 bath, apartment. Two pools, tennis courts, and security. This is an excellent opportunity to move in without deposit or hassle. Would move in June 1st. Call 255-9376 evening or drop a note in box 7276. Age: 18 and up. Call 258-1724.

miscellaneous for sale

FOR SALE: 1974 Yamaha 400 XS. Mag wheels, stay bar, rack, elec. start and much more. Excellent Cond. \$730.00 or best offer. Call 253-3377.

miscellaneous for sale

FOR SALE: 1979 Suzuki GS 1000. 6000 mi. Asking \$2995. Excellent road. Call George at 253-9889.

miscellaneous for sale

LIVING ROOM FURNITURE: 1 sofa, 2 chairs. Must sell. \$100.00 for all, or sell separate. 253-9191, ask for Bob.

miscellaneous for sale

FOR SALE: 1 King Size water bed mattress, excellent shape. Must sell \$45. 672-9883.

miscellaneous for sale

FOR SALE: 1978 Dodge Magnum X/E. Air, am/fm, CB, all elec. loaded. Asking \$4000. Call Rick for more info. X-1097 or 761-7610.

SUMMERFEST '81. Featuring: *Grinder Switch, *Winters Brothers, *Dixie Desperados, *Tava, *Ms. Treat. Saturday, July 18, 1981 1:30pm. Just north of the UC.

Classified ads are a free service to the student body

I NEED TO BUY a university housing contract. It doesn't matter which dorm or off campus apartment you live in, I will buy it. If you are interested in selling yours, contact John Dryden, ERAU box #123, or call 258-2374. Must be a fall, 1981 housing contract.

WANTED: DORM 1 OR 1R contract for the fall and spring. Drop a note in box 6890.

ONE ROOMATE NEEDED! For 3 bedroom, 2 bath apt. Place is furnished at your room. Rent is \$110/mo plus 1/3 elec. No securities. Available for summer B term. Getoyale 2626, 2626, 2626, 2626, or Seth anytime. 253-0269.

FURNISHED APARTMENT NEEDED: 1 bdrm, to fill 2 bedroom, 2 bath apt. Buena Vista Apts. \$145/mo plus utilities. No deposit required. Call Rich at 255-4983, or box 9205.

AVAILABLE: 1 room apartment, central A/C, pool, tennis courts, housekeeping and utilities included. Close to school. Located in Dorm 1, rm. 246 in years during B term for a signature on contract and \$215.00. Contact Stephen at box 6997.

ROOMMATE WANTED: 3 bedroom 2 bath apt. near schools. Dishwasher, air, tennis, pool. \$110/mo, \$118 in deposits. Prefer liberal student. See Dave or Clay at Derbyshire apt. no. 189, after 4 pm.

CONDOMINIUM FOR RENT: \$495 mo. 2 bedroom. El conquistador Condo. 1 block north of Seagrave. Call 253-7439, 253-9616 after 6pm.

ROOMMATE NEEDED for summer & b. I have a 2 bedroom furnished apt. in rent. \$132.50/mo. Tennis courts, pool, riverfront view. No lease. Contact Em at 253-8877, Cypress Village Apts. Bldg. 1211, apt. 2021.

ROOMMATE NEEDED to share five bedroom house located on the beach. Best location in town. If interested call Peter or Jim at 253-4595.

ROOMMATE NEEDED [male] 2 1/2 m. from school. \$125 mo. +/- elec. Starting July 1st. Laundry facilities, grocery store within walking distance. Drop a note in box 2031 if interested.

ROOM FOR RENT: I have a nice mobile home with two bedrooms and baths. It is all furnished with everything. Located at intersection of Tomoka Farms Rd. and Volusia 2 miles from school. Town and Country Home Park, lot 02. Stop by or leave note in box 2253 or call 761-0973. Rent is \$115 mo., \$115 dep., and 1/3 elec. and gas. Ask for Dave English.

ROOMS FOR RENT: On the beach. Reasonable rates. Leave name and box number in box 2886.

ROOMMATE WANTED: Fall term only. Drop a note in box 1136 or call collect 305-923-0458.

ROOMMATE NEEDED to finish summer. Nice house in south Daytona, a/c, washer, dryer, own bedroom. Must be responsible, neat and clean. \$133 mo. plus 1/3 utilities. Contact Mike or Danny at 761-6519, evenings.

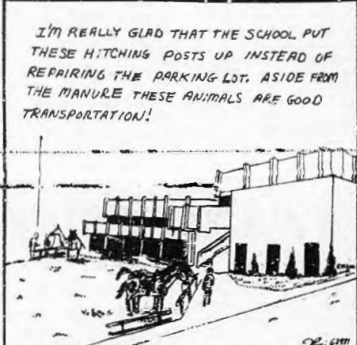
ROOMMATE NEEDED. Decent apartment. Beachside Daytona. Contact Steve at box 4128. Phone 253-4989 or stop in SGA office.

ROOMMATE WANTED: 1 bedroom in a 2 bedroom house. Large garage for motorcycles. 4 miles from school at 187 Congress Ave. \$190 security, \$150 rent. Rent is paid for the month of June. Due next on 1st of July. For more info call 253-0647 after 4 pm.

FEMALE ROOMMATE WANTED to share 2 bedroom apt. \$137.50/mo., 1/2 utilities, own bedroom. Call 253-7776 or 253-6873. Available now.

travel
FLYING HOME? I'm working part time at a travel agency and will find the lowest fare for you. Call Larry at 677-7675, Wednesdays and Fridays after 2 pm.

Scribbles Joe Rossi



DO YOU LIVE IN ORLANDO? Do you work in Orlando on weekends? If so I'm looking for a ride home on weekends to Orlando in the International Dr. area. Drop me a note in box 7776 with your name and phone number or see Dan in dorm 1 rm. 238.

aviation
REWARD! \$10 offered for return of Avstar computer left in aircraft - 79 at Sunbay, 28 Jun 81. Please contact Gary, Box 3153 or phone 258-9988, room 242.

FOR SALE: C-150 in excellent cond. Less than 100 hours since last overhaul. asking \$7000. Inquire at ERAU library. Ask for Gene, or box 1008 or 253-7072 late a.m.

FOR SALE-EASY RISER Powered glider with trailer and accessories. Ready to fly, excellent condition. Will fly demo for interested party. Includes helmet, harness, etc., tach, etc., many extras. MAC 1018 powered. 5 gal. fuel capacity, 1 1/4 gph consumption. \$2 per hour flight. No annual reg. no license or registration req. Call Fred at 253-8962 weekdays or after 6pm.

TELEX EBM. 1400 hand electric milk. Only used once. Retals for \$189.95. Will sell for \$164.95. Call 257-1681.

miscellaneous
MUSICIANS NEEDED- Band that is currently forming is looking for talented musicians with vocal abilities. Currently looking for keyboard, rhythm guitar or other form of back-up. We play rock and top 40's. Serious musicians only. Call after 6pm. Rob at 253-5396 or Jon at 252-1019.

WANTED- BABYSITTER- One hour a day to watch my 3 month old at the ERAU pool, while I swim. Also 1-2 hours a day at my home near ERAU. Hours flexible. Call Lon at 788-3858.

There are still TWO representative positions OPEN!

Something Near and Dear To All of Us...UC Food.

The food service committee is organizing for Summer B if you are interested in attending, please contact Dave Peters in the SGA office. Ext. 1080.

LOST- TEXAS INSTRUMENT TI57 programmable calculator. Lost on flight last weekend. May 15th. Last seen in a/r. 66. If found please return to box 1158 or rm. 217 dorm 2.

IS YOUR CAR SICK? Myself I can help! I do quality mechanical and body repair work at modest prices. So if your car is rusted, faded, wrecked, or not running right call me at 258-1363 or box 4478.

personals

PI: May your 4th of July be the best. Do miss you lots. Best to all. Love, the old man.

BEECY: What happened this past week? Hope work is going well and you can find time to visit. Miss you. Daytona Concoction.

I NEED A RIDE to the Deart ten Hotel on North Atlantic Ave. West thru Fla. from between 2 and 3pm. Its a long walk to south. Contact Dick at box 7131 or ext. 3155.

TO MY ENGINEER: Its been three lonely years without you, but at last we're together forever. Love, Caloosco.

ONE ARMED BANDIT- If you really care, call me. It is your move. Mom and Dad.

notices

Senior class graduation meeting tonight

A Senior Class meeting has been scheduled for tonight, (July 1) at 7:30 p.m. in the University Center Dining Area. The agenda includes graduation procedures and announcements, election of a Senior Class President, and proposals for Senior Class projects. ALL GRADUATING SENIORS WHO PLAN TO ATTEND THE AUGUST CEREMONY ARE REQUESTED TO COME!

Planetarium show

Explore the mysteries of the night in the Museum of Arts and Sciences Planetarium show "UFO's, Astrology, Pyramids, and Lights in the Nite." This program presents the character "Big Jake", a friendly used star salesman, who acts as program host and presents alternative views to such popular concepts as astrology, pyramid power and UFO's. The presentation examines the connections and myths these popular concepts have with the science of astronomy. See this humorous show at the Museum of Arts and Sciences Planetarium July 8 through August 1. Shows are Wednesday's at 7:30 p.m. and Saturday's at 2:30 p.m.

Graduation pictures available

If you would like to see the pictures from April graduation, stop by the Community Relations Office in the Administration Building.

Award recipients

June 17, The following students have been awarded scholarships for the summer term: Randall Cohen will be receiving the Florida Air Pilots Association, Inc. Scholarship. Randall is an Aeronautical Science major from Tampa, Florida. Susan Luger is the recipient of the Mary Blackwell-Anne Walker Memorial Scholarship, sponsored by the Spaceport Chapter of the Ninety-Nines, Inc. Susan is an Aeronautical Science major from Stuart, Florida.

The Edward W. Kinsley Memorial Scholarship is awarded to Richard Kretzmann. Richard is a junior from St. Louis, Missouri, majoring in Aeronautical Engineering.

Mark Musial, a sophomore in the Aeronautical Engineering Program, will be receiving the Captain Cassimer S. Semaj Memorial Scholarship. Mark is from Winsfield, Illinois. Congratulations to these hard-working students!

Attention students

The LRC will be closed July 3-5 for the Holiday weekend. Have a safe and happy time.

Children's month planetarium show

During Children's Month at the Museum of Arts and Sciences in July the "UFO's, Astrology, Pyramids, and Lights in the Nite" Planetarium show will be presented free each Wednesday at 2 p.m. July 1-22. Parents and their children are encouraged to attend this exciting program. As a special feature this program is accompanied by narration and captions for the deaf and hearing impaired.

Room reservations for CPR and faculty/staff lounge

Just a reminder that room reservations are made through the SGA secretary/treasurer, Dawn Fretz, at ext. 1080. Any other accommodations that might be needed (tables, chairs, etc.) is the individual's responsibility. These arrangements may be made by contacting Bob Spraker, ext. 1416.

Change in ID pictures

Student, faculty and staff ID pictures will be taken on Tuesdays rather than Mondays beginning June 30, 1981. Hours are from 10:30 - 4:30 in the Dean of Students Office, Administration Building.

Ormond Beach Aviation logo with a pilot. Text: 'SAVE MONEY FLYING * SPECIAL 10 HR. BLOCK RATES * 1980-C-152 \$15.00 REG DRY RATES 1980-C-152 \$18.00 1980-C-172 IFR \$24.00 ATC 610J Simulator \$10.00 If you're current with Riddle (904) 677-6650 you're current with ORMOND BEACH AVIATION all rates are dry'

Shampoo, Haircut, and Blow-Dry \$10.00 with BRAU ID. Studio One Hair Design logo. Photos of stylists: Jon Miller, Nancy Barry, Donna Diodati, Joe Cassata. Text: 'FREE BEER WINE 1351 Beville rd., Foxboro Plaza, Daytona Beach, FL 32019 REDKEN 761-7227'

Check-in plan announced for fall term

By Susan C. Doherty, Dean of Registration and Records

In an effort to streamline the registration process, the Office of Registration and Records has announced a new system for Fall 1981. The Registration Activation System allows for all qualified students to pre-register for Fall 1981 classes with no deposit or pre-payment.

Each student will, however, be required to activate their registration by physically appearing at a

Registration Check-In station during designated times.

For the Fall of 1981 the Registration Activation Check-In will be held on Sunday, August 30 from 1 p.m. - 6 p.m., and Monday, August 31 from 7 a.m. - 6 p.m. in the University Center.

Monday is the first day of Fall 1981 classes. Twelve stations, divided alphabetically, will provide for an easy, quick check-in for all students.

Students who have pre-registered will be required to per-

sonally appear at the appropriate check-in station any time during the hours indicated above.

At this time, each student will sign-in and receive an I.D. Card validation for the Fall 1981 trimester. This process guarantees each student the class schedule for which they have advanced registered. Students who fail to "check in" will have their advanced registration cancelled. This check-in will alleviate a problem of students who have advanced registered and do not show

up to attend classes) in the registration process. All students are reminded to make plans to "check-in" by the deadline on Monday, August 31, 1981 and avoid problems of cancellation.

Students who do not "check-in" on Sunday, should attend Monday classes but should also take advantage of class breaks to make sure they have "checked-in" by the 6 p.m. deadline on Monday.

FALL ADD / DROP
Students who have advanced registered for Fall and wish to

make changes in their schedules may do so on Wednesday, August 26, (before the new, incoming students begin Registration), and again on August 31, the first day of classes from 0800-2000.

In order to keep class disruptions to an absolute minimum, the "Add Period" has been rescheduled to take place before classes begin and the first day of classes, rather than the traditional first three days of classes, as in the past.

Students to add/drop has actually been extended rather than shortened.

Under the old system, the first three days of classes gave students a total of 24 hours (3 - 8 hour days), to make schedule changes.

The new procedure allows students six additional days during the Summer when Advance Registration for the upcoming Fall are held in addition to the two 12-hour days after the Fall Orientation.

Summer financial aid awards delayed

Once again this summer financial aid awards for the 1981-82 school year have been held up due to delays in Congress. At this time almost no federal aid program has been spared the Reagan Administration's budget axe.

The most recent cut proposed for the 81-82 year is in the Basic Educational Opportunity Grant (BEOG), soon to be called the Pell Grant. This fall, all BEOG awards may be cut by approximately \$80 each across the board. This means last year's maximum award of

\$1750 will now be \$1670 for the academic year. This cut has been proposed by both the House and Senate but still must be passed by each House. It is expected that legislators will agree on these new award amounts.

National Direct Student Loan (NDSL), Supplemental Educational Opportunity Grant (SEOG), and College Work Study (CWS) have also undergone reductions in funding for the 81-82 school year. This will mean that smaller awards will go to fewer students this fall.

The Guaranteed Student Loan Program (GSL) is also in for some changes in order to save money in the Federal budget. Although the changes may not go into effect until October 1, 1981, you should get your GSL application in as soon as possible. A few of the proposed changes would include an income cap of \$25,000, counting Veteran benefits and Social Security benefits as financial aid, and eliminating the different loan amounts for dependent and independent students.

If you are planning to use your financial aid to pay your Fall '81 bill at school, there are several important things you should remember. The final payment date for the Fall '81 trimester is September 14, 1981. If your aid

has been approved, but is not ready to be put on your student account, you must complete a Payment Extension Request form in the Financial Aid Office. In order for us to recommend a payment extension based on your GSL, you must have applied by the published deadline date of June 1, 1981, or have a final approval letter from your lender.

We have made some changes within the Financial Aid Office this summer in an attempt to provide better service to financial aid applicants. We now have four financial aid counselors who can provide you with information about all of the financial aid programs. Each counselor handles a portion of the alphabet, so if you have specific questions the follow-

ing counselors will be able to assist you.

If your last name begins with...
A-E, Mrs. Linda Streeter
F-L, Mrs. Kim Hammond
M-R, Mrs. Sue Walters
S-Z, Ms. Laura Werner
In addition, we have con-

solidated many of our forms into an "Official Financial Aid Award Notice" that will list all of the programs for which you qualify. We have had many calls and inquiries about fall awards and we understand your concern. Because of the indefinite funding levels for the programs, we have had to delay sending out Award Notices and some of the award amounts will be listed as tentative until Congress makes a final determination.

We are working very diligently to process all applications that have already been submitted. All applications are processed in the date order in which they have been received. If you have submitted an application, you will be receiving an Official Financial Aid Award Notice within the next few weeks.

Nova

(From page 1)

routes and added the first will probably be Daytona Beach non-stop to Miami.

Eastern Airlines' withdrawal from the route and the great amount of local travel agent inquiries to get tour bound customers to Miami support Vasquez's ideas for a successful venture.

Vasquez stated all but one of his ten employees are either ex-Embry-Riddle students or are presently finishing degree studies. He hopes to develop a cooperative education program with Nova Flight Airways using aircraft maintenance technology students initially.

Though not affiliated with Nova Flight Center, the charter outfit will utilize offices and will operate from the fixed base operation on Bellevue Avenue.

Forum

(From page 3)

Also in attendance will be Larry Selvaige of the Career Center to discuss the implications of a grade change on prospective employers and the competition for a high GPA.

All students are encouraged to attend and prepare questions in advance. Additional information may be obtained in the SGA office from 8 a.m. to 4 p.m. daily.

DAYTONA PRECIOUS METALS
6 Days A Week
9 To Flivish
131 Volusia Ave.
Next To P.I.P.
Is 1.B. -----d on Silver
Equal out Now. Sell -----d now and buy
-----d now and buy
257-1115 257-1116 257-1117

WE buy & sell Precious Metals or Precious Stones (Diamonds). Fill out missing word & buy below wholesale a light 14K chain or bracelet. No buying or selling needed to participate in this contest. This ad is only to familiarize you with our location. 5 percent Discount with E-R.A.U.I.D.

ORIENTATION LEADERS NEEDED

There is a paid position available involving assisting new students to become oriented to E-RAU.

- The responsibilities include:
1) Completion of a twenty hour training program
2) Facilitate small group discussion
3) Serve as peer resources per-

- son for incoming students
4) Serve as campus tour guide
5) Aid in the registration process

Applicants for this position should be friendly, helpful, and be able to work with minimum supervision. They should also possess good communication skills and exhibit mature leadership ability. Students may apply at the Student Employment Office in the Administration Building.

Campus Ministry Announces A

NEW MASS

7:00 P.M.

& 10 p.m.

Protestant Services 11:15a.m.

Every Sunday
Summer B
Common Purpose Room U.C.

Bavarian Beer Garden

DAYTONA'S NEWEST & MOST EXCITING ATTRACTION
GENUINE OCTOBERFEST BAVARIAN SHOW BAND
LIVE & CONTINUOUS ENTERTAINMENT FROM 6PM ON
FINEST IN GERMAN & AMERICAN FOOD & SPIRITS
OPEN DAILY 4PM TILL DINNER SERVED 5-10PM
CLOSED SUNDAYS

PARTY TIME
2 FOR 1 DRINKS
10 PM-1 AM
NO. 195 TRUCKS

HAPPY HOUR
4-7 PM
DRINKS 75c
FREE
WD OUVRES
Lounge Only

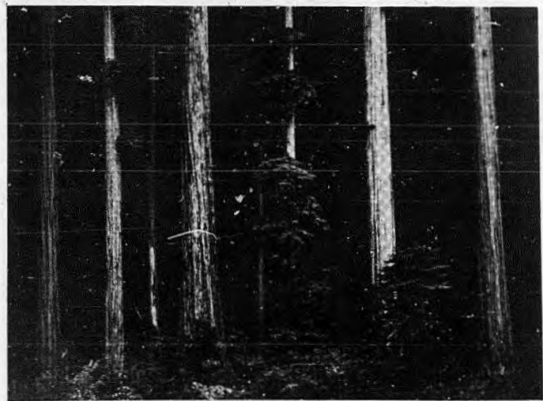
\$5.95 CHEF'S SPECIAL
-HALSKAN KING CRAB LEGS
-BRAISED SHORT RIBS
-TOP SIRLOIN STEAK
Includes Baked Potatoes & Tossed Salad

NO COVER - NO MINIMUM
640 N. Grandview (A1A at Seabreeze) PH (904) 255-5059
FREE BEER WITH DINNER MON. thru THURS. 5-6PM



Climb into the pilot's seat of the Space Shuttle
Come hear Astronaut, Col. Robert Overmyer

Monday, July 27, 1981
8:00pm in the UC



I believe that man will not merely endure, he will prevail. He is immortal not because he alone among creatures has an inexhaustible voice, but because he has a soul, a spirit capable of compassion and sacrifice and endurance.

Words: William Faulkner
Photo: Ansel Adams

