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SUMMERFEST '81, SATURDAY, JULY 18

Ted Tieber

38 years of Good Humor ice cream

By John Scribner

To many Daytona Beach beachgoers Ted Tieber is as much a local landmark as the boardwalk on Main Street.

And why not? Ted Tieber has been selling ice cream on Daytona Beach for so many years

Originally from Mount Vernon, New York, Tieber came to Daytona for a vacation back in 1943 and saw the opportunity to make some money.

Tieber had experience in selling ice cream even back then.

years and years ago," Ted recalls. "I sold Good Humor ice cream for eight years in the Bronx before I came to Daytona." He is still faithful to the product. "It's the best ice cream, you know," he says with a knowing smile.

Daytona Beach, Ted took out a five dollar basket boy license. "I walked the beach peddling ice cream with a box on my shoulder and a bell in my hand."

Business back then was mostly seasonal and Tieber had to look



Photos by Dave Thompson



*I am fine and dandy,
How are you?
Making friends is lots of fun,
Shaking hands with everyone.
Hearing what they have to say,
As we meet them day by day.
Snapping smile and trading cheers,
Makes us happy while we're here.
All the joy of life depends,
On the art of making friends.*

"I sold brooms and mops door to door. The brooms and mops were made by the blind and I sold them through a Lions Club program.

His total of 45 years in the ice cream business make Ted wonder if he hasn't established a record of

some sort. "I ought to apply to the Guinness Book of Records to see if I could get into their book, don't you think? What the heck, after 45 years I don't think I'll have much competition."

Why has he stuck with it for so long? Tieber's love for people and making them smile are the reasons he cites for coming to the beach day after day.

"I tell customers, 'I'm making life sweet for you,'" Ted laughs. "Seriously though, it's the people. People that come back year after year and say 'Glad to see you again Ted. Daytona Beach wouldn't be the same without you.' It's gotten to the point where I'm waiting on the kids of people I waited on 25 years ago."

Ted carries around a short dirty that he claims sums up his attitude toward his customers. We asked

nim to read it for us and he pulled it from his wallet and proudly read it.

"I Am Fine and Dandy, How are You?"

*Making friends is lots of fun,
shaking hands with everyone.
Hearing what they have to say,
as we meet them day by day.
Swapping smiles and trading cheers,
Makes us happy while we're here.
All the joy of life depends,
on the art of making friends."*

When asked how long he plans to continue selling ice cream on the beach, Ted replies, "Forever. I don't want to sit around and go to waste. If you keep your mind active you'll stay active. No, I'll be doing this for quite some time.

the avion

Embry-Riddle Aeronautical University
Daytona Beach, Florida

July 15, 1981
Volume 38 Issue 2

Flight Division begins concentrated training in the Fall trimester

Paul E. McDuffie
Director, Flight Training

The returning flight student will return to a significantly improved flight program. We have completely transitioned into our Piper Seminole aircraft and have also begun our pre-flight simulator program in the new multi-engine simulator.

Nearly all flight courses have formalized ground labs in lieu of the former "one-on-one" oral

concept for ground instruction. Your involvement with the Flight Department will be more intense and concentrated when you return.

Be prepared to work and spend more time with flight related studies.

To insure a smooth start into this upcoming busy trimester there are actions you can take to aid the Flight Division in serving you.

First and foremost if you are registered for a Fall flight course in section 01, 02, 21, or 22 you must check-in at the time assigned to you at pre-registration. Failure to do so may result in cancellation of your flight registration.

If you are not registered in any of the above listed sections do not check-in on the 29th.

Be prepared to receive an instructor to start either the actual flight training portion of your course or for the simulator pre-flight program. You will also be briefed on new policies and procedures that may affect you during your training. Listen to all instructions you will receive. Don't assume you won't have any flight involvement for several days after check-in. You will be scheduled immediately for a flight activity once an instructor has been assigned.

When you are assigned an instructor, you will be given a form that will provide you with a time estimate for course completion. Once you begin your course, you are obligated to remain on campus until the course is completed.

As always it is imperative that you communicate with your instructor and supervisors. If you have a problem or question talk to one of them. Most problems have simple solutions. However they can't be rectified unless we know about them.

AMT Forum draws mixed response

By Bert Kaufmann
Avion Staff Reporter

At the Aircraft Maintenance Technology (AMT) Forum, sponsored by the Student Government Association, many students supported and voiced their concerns about the AMT grade change considerations. Present to respond to questions were Charles Williams,

Dean of Academic Affairs; Dr. Tony DiGiralamo, Dean of the College of Aviation Technology; Fred Mirlie, AMT Division Chairman; and Larry Selvaige, representing the Career Center.

Mirlie began by commenting that there has been more student input on the AMT grade change than any other issue he can

remember. He stated that the absence of a grade of 'D' constitutes an apparent disparity and a weakness to an academic program. He further indicated that he believed the inability of an instructor to assign a "D" was setting up AMT students for failure by not providing an adequate indication of marginal work, and that in proposing a grade of 'D' he was "trying to bring back some equity to the system."

Once the students began asking questions, it quickly became apparent that the majority of them believed that some change was necessary. However, some students suggested that it might be more beneficial to improve the quality of curriculum, texts, or faculty instead of changing the grading system. One student stated that his AMT courses involved a much lower rate and level of instruction than the academic courses. Another told of instructors reading the finals verbatim the day before the exam.

One suggestion was to "initiate improvements before you [the administration] 'tip' the grading scale." Mirlie explained that improvement was an ongoing process, and supported the change in the grading system as a means of increasing student effort and thus, getting more out of the system. He said that under the new system, students will be especially aware of instruction and will demand more of it, and the alleged inability of some instructors to teach will become evident.

Mirlie, realizing that his response "One of the higher failure rates in AMT is [in] the math program...[which] is as simple as it can be," would not appease several students whose opinion was stated: "We want classes to be more difficult," and "The courses have all been below standard," asked how many of the audience felt that the quality of education they had received was bad. Alarming, the responding hands could be conservatively

estimated to be in excess of 15 percent of the students present.

Some students expressed concern that the effect of the grading system on students' grade point averages might make students on aid, especially those on Veterans Benefits, ineligible should it fall below a 2.0. A student with only sufficient ability to obtain low C's or D's would lose Veterans Benefits. Administrators appeared to share the views of one student who stated that "V.A. Benefits are not a right. If you can't maintain a 2.0, perhaps you should be in another field."

Selvaige reported on an industry survey which indicated that the change in the grading system would have little effect on graduates ability to find employment because employers give more regard to whether or not the applicant has his A&P certificate, than his grade point average.

In comparing the grading standards of the AMT department at Embry-Riddle with those of other institutions offering similar programs, Mirlie emphasized that Embry-Riddle's "are the lowest of any catalogue that I have looked at...and we are out of step..." A

Student loan fraud returns indictment

Altee W. Wamble, III, United States Attorney for the Southern District of Florida, announced that a Federal Grand Jury sitting May 8th, in Miami, returned a 12 count indictment charging Lofton A. Moncur, 27, of 2625 NW 55th Street, Miami, Florida, with devising a scheme to defraud approximately \$9,000 from First Federal Savings and Loan Association (now AmeriFirst Federal Savings and Loan Association) through the Federally Insured Student Loan Program.

Specifically, Moncur was charged with eight counts of mail fraud;

which began in July of 1976 and August of 1978. Moncur applied for and received federally insured loans in the amount of \$9,600, ostensibly for the purpose of attending Florida Memorial College and Barry College. Once in receipt of these loan proceeds, however, Moncur did not pay tuition or school related fees to these institutions, nor did he attend classes or earn course credits for classes. The indictment further states that Moncur altered his student loan application to Barry College to falsely represent that he was a graduate student so as to influence

According to the indictment, Moncur applied for and received federally insured loans in the amount of \$9,000.00. Once in receipt of these loan proceeds, he did not pay tuition or school related fees.

two counts of misapplying federally insured student loan proceeds; one count of making false, fictitious and fraudulent statements in an application for a federally insured student loan; and one count of making a false statement to a federally insured bank. If convicted, Moncur faces a maximum sentence of fifty-three years imprisonment and a \$43,000 fine. According to the indictment be-

AmeriFirst Federal Savings and Loan Association to grant him a loan in the amount of \$5,000, an amount available only to a graduate student in a given academic year.

Wamble commended special agents of the U.S. Department of Education and the U.S. Postal Inspection Service for their investigative efforts in connection with the indictment.

AMT Grading Systems at other Institutions	
Pittsburgh Institute of Technology	
A	96-100
B	90-95
C	83-89
D	77-82
F	Below 77
Northrop	
A	93-100
77 is lowest D; however, a student may not graduate with a grade of D in any subject.	

Figure 1

comparison is presented in Figure 1.

Mirlie opposed the grade change when it was first conceived, but realized that it would effectively (See AMT page 8)

Inside this week

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What's in a word?

Dropping an unwanted course is usually an easy task. Simply fill out this form, and get two signatures. That's all the student has to do, and presto - no more troubles. However, there is more to a word than meets the eye. In this case, the word is "usually."

"Usually" applies to the normal, expected sequence of events. To drop a course, the normal procedure is to first fill out an ADD/DROP form, which takes about five minutes even if the student has cerebral palsy. The second step in the sequence is to get the course instructor's signature. Considering that the instructors aren't here all day (it is summer), all one has to do is meet the teacher in office hours or after class. The third step is to get the appropriate program chairman's signature (they're instructors, too). The fourth and final step is to take the completed form to the Registration and Records office, and they do the rest.

For steps, it is easy - usually (there's that word again). Unfortunately, several variations tend to cloud the picture. If the student is trying to get back any refund at all, he/she must be QUICK. After about a week, the student can expect to get back about half the money originally paid for the course. It always seems that service is slower when the student can still get money back.

Another problem of the Summer trimester is that about half the faculty are present because of limited enrollment. Some instructors disappear during scheduled office hours, and since very few others are authorized to sign for him/her, it would be a couple of days before the course is completely dropped. A couple of days is the difference between a 60 percent and a 40 percent refund. Unfortunately, there is no real "chain of command" in regard to this situation. If substitute signatures cannot be found, the student must just sit and take the loss.

This is the stuff that the Riddle Runaround is made of. Many times, going to the top of the Administration is of no help, but merely a referral to another extension. Obviously, it appears that the Summer trimester is not "usual." But if people in positions of responsibility are where they "usually" are, or have an authorized substitute to take their place, frustrated students would be satisfied, and the unusual would again be "usual."

Jeff Barrow
Editor

Avion seeks more dedicated members

When I first became a part of the Avion staff I was warmly welcomed and given a lot to do. There were no "rules or regulations," only a common goal and understanding.

That goal, back then as now, is to provide a quality student publication. When the Avion was first put to print in 1960, there was no distinction between staff or editors. But today, with over 25 volunteers, and a myriad of business and financial transactions, the Avion has become a small business with each person carrying a distinct responsibility.

Each week these volunteers fill a vital link to that Embry-Riddle may enjoy professional journalism. Their time is given freely and reward is self-satisfaction of a job well done. Watching all those students rushing for the paper as it arrives on Wednesday morning or calls from the Administration building demanding, "Where is the paper?," are proof enough that the Avion is well received. What hits us hard is that segment that takes the paper for granted.

They never see those Monday night layovers until two or three in the morning, then getting up at 8 a.m. to put the final touches on the paper with a pair of fresh eyes. They never know of the odd hour phone calls to get someone to cover a story, or the broken date so some photographer can shoot a weekend event. Yet they see the finished product of all this effort and expect more.

More stories on E-RAU. More photos of campus. More than six pages. But what we need is more participation. More students to lend their talents. No matter how dedicated the staff is, they must pass on. Leave the door open to new leaders and their ideas. I am a firm believer that the quality of an individual's work is a direct extension of that person. And the Avion is just that. What you see is what you get. From the Editor-in-Chief all the way down to the photographers. The Avion is them. Their decisions, time, and energy!

If you would like to be a part of the Avion stop by our office and talk to us. It is the only way that so few students can affect so many.

Tony Pinto
Managing Editor

SGA serves as a vital communications link

What is the function of a Student Government Association? Why does E-RAU have a Student Government Association? These are questions that are often in the minds of many students. In my eyes, I see a Student Government as a vital link between the students and the administration, a link that is broken will cut off all communications between the administration and the students. The Student Government must keep our university united for the purpose of education in every form, but never deny any one student the right to voice her or his opinion.

If students are not on university committees with their expertise and knowledge there is a communication problem. A problem which will hinder the growth of the university and its finished product, the educated student. The Student Government representatives should offer services to their fellow students making their stay at the university a pleasant one. Please take a minute and come by the SGA office and give me or one of your representatives your interpretation of an effective Student Government.

Dan Goebel
S.G.A. President

klyde morris

NOW THIS IS THE PLACE TO BE ON YOUR SUMMER VACATION. THE STRAITS OF MACKINAC. RIGHT IN THE SHADOW OF THE MACKINAC BRIDGE...



...IT'S THE WORLD'S LARGEST SINGLE-SPAN SUSPENSION BRIDGE. AN' TOURISTS COME FROM ALL OVER JUST TO SEE THE DUMB THING.



ALL I GOTTA DO IS SELL IT TO THREE MORE OF EM' AN' I'LL HAVE ENOUGH CASH FOR FA-204.



CRIME CRACKDOWN:



NTSB gives warning on downwind T/O's

The National Transportation Safety Board warned general aviation pilots recently of the hazards they may face when taking off downwind.

The Safety Board cited as examples two takeoff accidents that are among 300 general aviation accidents reported by the Board in its Issue No. 3 of 1980 civil aviation "Briefs of Accidents."

One of the two accidents took the lives of both the pilot and a passenger of a float plane that stalled after takeoff from a lake, plunged into trees and burned. The passenger died in the fire. The pilot survived, but later succumbed to his burns.

In a post-crash interview, the pilot acknowledged a downwind takeoff and difficulty with the wind, which had been gusting to 24 knots. The Safety Board held that the probable cause was the pilot's "failure to obtain/maintain flying speed," and that the downwind takeoff and the unfavorable wind conditions had been contributing factors in the crash.

In the second accident, both pilot and passenger escaped serious

injury when the pilot of a light aircraft could not gain altitude after a downwind takeoff, and unsuccessfully tried a landing in a plowed field. The aircraft was substantially damaged when the nosewheel collapsed and the plane flipped on to its back. Investigation showed that the temperature was 92 degrees, and that the pilot had turned toward the plowed field to avoid power lines that crossed the line of flight of his takeoff.

The Safety Board attributed the accident to the pilot's failure to obtain/maintain flying speed. It listed the downwind takeoff, the high temperature and the powerlines as contributing factors.

"Taking off or landing into the wind is, of course, one of the cardinal rules a pilot first learns," the Safety Board said in reporting the two accidents. "Yet downwind operations were involved in more than 90 general aviation accidents in 1978 and 75 in 1979."

"As was the case in these two accidents, the downwind takeoff usually is an initial mistake which, although not the sole causal factor, leaves the pilot vulnerable to further problems which may combine to bring the aircraft down."

"The extra time and effort required, to taxi downwind to a proper position, for an upwind takeoff is a small price to pay to avoid that first accident building block."

combined to make adequate airspeed significantly more difficult to reach and maintain.

"The extra time and effort required, to taxi downwind to a proper position, for an upwind takeoff is a small price to pay to avoid that first accident building block."

Thunderstorms still a cause of accidents

With the advent of summer, the National Transportation Safety Board warns pilots to be more alert than normal to the danger of one of aviation's oldest weather threats - the thunderstorm.

Safety Board statistics continue to show an unnecessarily high number of accidents in which the storms are cited as either a causal or contributing factor. For example, in 1978 thunderstorms were either a cause or a factor in 52 accidents, 29 of which were fatal accidents. In 1979, there were 53 thunderstorm-related accidents. Thirty-three were fatal.

In its Issue No. 4 of 1980 civil aviation "Briefs of Accidents," (issued today, the Board cited the crash of a Cessna 172 near Col-dwater, Kansas, as a dramatic example of the thunderstorm threat.

The pilot who had filed an instrument flight rules plan for a flight from Kansas City to Liberal, Kan., was advised by a flight service station of potentially adverse weather along his route, including

a frontal area to the south and thunderstorms to the north.

When the pilot encountered the thunderstorms, he elected to attempt to vector around them, rather than reverse course.

The aircraft crash landed in a field and suffered extensive damage, but the pilot and three passengers escaped with only minor injuries. In this case, the pilot has been given a second chance to practice what the Safety Board has repeatedly preached: Flight safety is compromised if an aircraft is flown in proximity to thunderstorms.

August Graduates—please donate your used crutches to the Health Services Dept. This type of medical equipment is made available to the general student body on a loan basis. Recycling crutches makes an expensive item available when needs are usually temporary.

Vets club keeps active

By Earl Schuette
Executive V.P.

We've had one hell of a busy summer. To start things off, we had a beach party at the beginning of the summer, followed by two concerts in June, at which we sold beer, beer, and more beer, and made lots of money (thanks Entertainment).

We had another beach party the day after the first concert, and then on June 27th we all trucked down to Wet and Wild where we had a blast.

The weekend of the Fourth of July found us at the races where we worked a booth and saw the races for FREE!

For the rest of July, on the 21st we're going to Jai-Alai followed by another beach party set for the end of the month.

In sports we have three bowling teams, and two softball teams. The

Vets III bowling team is vying for first place in the Riddle bowling league and the "A" team in softball is in the playoffs, looking for a championship.

For everyone at Riddle, I'd like to inform you that this is your first official notice that the 9th Annual Riddle Regatta is going to be held on Saturday, October 10th. So mark your calendars and start making your plans.

As a notice to all vets, Peggy Sanders, our V.A. representative, is on vacation this week. Felicia Spiteri and I will be in the office to handle minor problems and paperwork. If you have anything we can't handle, Peg will be back on Monday, July 20th.

Hope that your summer is going well. Remember, if you're interested in your club, we meet every other Friday at 1900 in the Faculty-Staff Lounge. Come by and check it out.

wes oleszewski

the avion

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NASA keeping busy

Eight launches planned for 1981

KENNEDY SPACE CENTER, Fla. -- Eight more launches of expendable rockets from NASA facilities on the East and West coast are scheduled in 1981. As many as five more rockets may be launched by NASA's Kennedy Space Center in 1981 from facilities on Cape Canaveral Air Force Station, and three launches are planned from KSC facilities at Vandenberg Air Force Base, California.

Launches planned from Cape Canaveral are divided between the workhorse Delta rocket and NASA's most powerful expendable vehicle -- the Atlas Centaur. Vehicles launched from Vandenberg will include two Delta rockets and an Atlas-F, launched by the Air Force with NASA performing a monitor-only role.

NASA has successfully launched three rockets this year. The first launch of 1981 occurred on February 21 -- that of an Atlas Centaur rocket carrying a COMSTAR commercial communications satellite.

Back-to-back launches followed in May. On May 22, the GOES-E weather satellite was successfully hurled into geosynchronous orbit aboard a Delta rocket. Little more

than 24 hours later, Atlas Centaur 56 rocketed away from its launch pad, putting an INTELSAT V communications satellite into orbit some 22,240 miles above the equator over the Atlantic Ocean.

All of the remaining launches scheduled from Cape Canaveral are reimbursable missions -- which means the customer reimburses NASA for the cost of the rocket and all related launch services.

Launches planned aboard Atlas Centaur rockets include a FLTSATCOM-E, military communications satellites, and an INTELSAT V commercial communications satellite.

Planned for launch aboard Delta rockets are two RCA commercial communications satellites -- RCA D and RCA Prime and the second in a series of Satellite Business Systems satellites -- SBS-B -- used for business communications needs.

Each of the five remaining spacecraft to be launched from Cape Canaveral are intended for geosynchronous orbit 22,240 miles above the Earth's equator.

Launches planned from NASA's West Coast facility include a polar-orbiting weather satellite -- NOAA-

C -- aboard an Atlas F rocket, and two NASA scientific spacecraft, the Dynamic Explorer and the Solar Mesospheric Explorer. Both of the NASA scientific payloads will be launched on Delta rockets.

Launch dates listed below are tentative. Final determination of the exact launch date will be made closer to launch.

The Dynamic Explorer will be using a Delta 157 and is lifting off, tentatively on July 31.

FLTSATCOM-E is using AC-59, and is scheduled for an August 6 sendoff.

SBS-B, using a Delta 155 is set for launch August 20 (depending upon resolution of problem with Payload Assist Module).

INTELSAT V-F3, using AC-55 as a vehicle, will lift off Sept. 24. Solar Mesospheric Explorer will roar off into space using a Delta 158, and will leave Sept. 15.

The RCA rockets will be taking off in the fall. RCA-D will use the Delta 156 and will take off, dependent upon resolution of problems with the Payload Assist Module, on October 15. And the RCA-Prime, using a Delta 159 is set for Dec. 3, if resolution of Payload Assist Module occurs.



Shown here is a band comprised of E-RAU students who performed at the Coffee House last Wednesday. The Coffee House has become a tradition at Embry-Riddle with entertainment representatives looking forward to an even bigger and better Coffee House in the fall.

German pilot claims title to six world class performance records

COLOGNE, WEST GERMANY, June 15, 1981 -- Joe Blumschein, business pilot, flying a Gulfstream Commander Jetprop 980 standard business aircraft today claimed six world-class performance records in two categories: time-to-climb to four designated altitudes, sustained flight at high altitude and a maximum altitude achievement. The flights were monitored by the Deutscher Aero Club, West Germany.

Blumschein's records include time-to-climb of 2 minutes 12 seconds to 3,000 meters (10,102 feet); 4 minutes 40 seconds to 6,000 meters (19,944 ft.); and 8 minutes 8 seconds to 9,000 meters (29,786 ft.). These records were previously set in Hannover, West Germany, in 1978 by U.S. precision test pilot R.A. "Bob" Hoover flying a Rockwell International propjet powered model 690B.

Another world-class time-to-climb record was also claimed by Blumschein when he reached 12,000 meters (39,629 ft.) in 14 minutes. This is the first time a climb record to 12,000 meters has been flown in a business class propjet aircraft.

Department Cologne - Bonn Airport at 8:23 a.m. West German time, Blumschein flew the Commander 980 to an altitude of 14,325.6 meters (47,000 ft.) and maintained level flight at 13,777.0 meters (45,200 ft.). The flight exceeded Blumschein's own 1978 certified record achievements by 9.7 and 8.8 percent respectively.

The Gulfstream Commander Jetprop 980 used to set the new records is a standard business propjet owned by Blumschein's aircraft sales company, BAT-AIR Flugdienst, GmbH of Cologne. The aircraft was produced by the Commander Division of the Gulfstream American Corporation in Bethany, Oklahoma.

The record flights, sanctioned by the U.S. National Aeronautic Association, are now being certified by the Federation Aeronautique Internationale, Paris, France, as world-class records.

Two speed records are also held by the Commander propjet series aircraft. Another business-pilot, James Budgett, set a 501 kilometer world class triangular-course speed record of 543.36 kph (337.63 mph) and a straight and level 500

kilometer speed record of 609.08 kph (378.47 mph). These records were established in April, 1972 in California.

The 980, along with the Jetprops 840 and 1000, are high performance, fuel-efficient, propjet-powered business aircraft produced by Gulfstream American.

[Editor's note: Altitudes include field evaluation of 259 ft. for time-to-climb flight and 221 ft. for altitude record flight.]

Majority of entering college students are white males

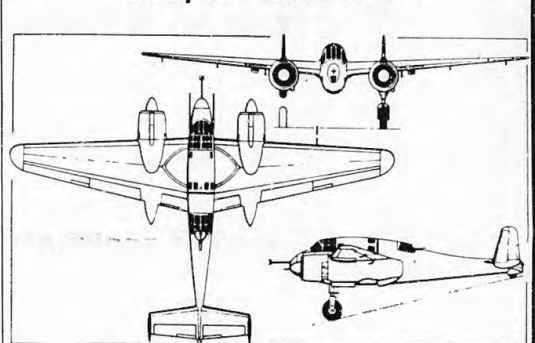
(CPS)--In a reversal of recent trends and in defiance of almost all predictions, white males again have taken over as the majority of entering college students, according to Andrew Pepin of the National Center for Education Statistics (NCES).

During the 1979-80 academic year, women for the first time comprised more than 50 percent of the American student population. While women are still in the majority, men are now apparently catching up.

"Part-time students, in addition to full-time minorities and women, were the facts that really kept the enrollment of the last decade up there," Pepin says, "but now the men are the major factor."

Statistics from the American Association of State Colleges and Universities (AASCU) confirm that the male student population has grown by 10.6 percent in the last academic year, while the female increase has been 5.5 percent.

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.

Insurance billing changed for Fall

As many of you know, Embry-Riddle has sponsored a Sickness and Accident Insurance Program for students through an agency in Daytona Beach, Brown & Brown, Inc. Such a program provides coverage for unexpected hospital and medical expenses which might otherwise adversely affect a student's financial situation.

In the past, a student who elects to participate in this insurance program has been billed through the University and the insurance charge has appeared on the tuition bill. The University would, in turn, forward the premium payments to Brown & Brown who will bill students directly for insurance charges beginning with the Fall 1981 trimester. The charge will no

longer appear on the tuition bill or in the student's University account.

The student will pay Brown & Brown directly. This will benefit students in that all matters concerning insurance can then be dealt with directly through the insurance agent, and some of the "runarounds" will be eliminated.

The rates for coverage will remain the same as last year. The fees per trimester are as follows: Student, \$35.00; Student and Spouse, \$73.00; Student and Children, \$73.00; Student, Spouse and Children, \$110.00. Billing will be for the entire year, so once a student signs for insurance and pays for the year, there is no need to worry about renewal. Should a

student withdraw from the University or otherwise not complete the coverage period at E-RAU for which payment has been made, the policy remains active and coverage continues.

A representative from Brown & Brown will be on campus at the beginning of each trimester with applications. Claim forms and applications will continue to be available in the Health Services, University Center.



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Bowlers continue high-series summer

By Laurie Ranfos
Vice President, Bowling League

On Monday, June 8, the Men's High Game went to our Secreta's. Bryan Maguire with a 209, Keith Bauer received second with a 206 and Ken Clark took third with a 203.

Women's High Game went to the league's advisor, Manve Rogers, with a 175. Leslie Swerfager came in second with a 169 and Trina Barto held third with a 162.

Men's High Series was won by Keith Bauer with a 581. George MacFarlane made second with a 580 and Carey Adams took third with a 560.

Women's High Series went to Leslie Swerfager with a 478. Manve took second with a 475 and

Julie Rankin held third with a 466.

On Monday, June 15, Men's High Game was earned by Keith Bauer with a 215. Mack of Vets I came in second with a 209 and George MacFarlane took third with a 207.

Women's High Game was taken by Manve with a 214. Linda Bloom was second with a 167 and Julie Rankin took third with a 165.

Men's High Series was won by Manve with a 598. George MacFarlane took second with a 586 giving him second and Keith Bauer received third with a 546.

Manve made the paper once more with a 501 series. Afer Owens came in second with a 439 and for third, there was a tie with Linda Bloom and Tom Sevardo both with a 435 series.

On Monday, June 22, Bob Lincoln had the LaPaloma Lanes in silence. He bowled nine consecutive strikes giving him high men's game with a fantastic 263. Congratulations Bob!

Carl Duncan of the Vets II bowled a 234 giving him second place. Nick Nickles of Vets I also did very well with a 215 game.

The women of the league are still going strong. Linda Bloom bowled a 173 ending her women's high game of the week. Julie Rankin of the Dirty Deeds placed second with a 169 and Alice Owens took third with a 165.

High men's series went to Nick Nickles with a super 599. Bob Lincoln took second with a 587 and Carl Duncan held third with a 549.

Julie Rankin received women's

high series with a 447. Trina Barto came in second with a 435 and Linda Bloom was not far behind with a 434.

The team series follow:

Team No. Name Won/Lost GTP	
1VetsIII.....	20-4-10376
7Snowblind.....	18-6-11114
14Bombadiers.....	18-6-10155
9VetsII.....	16-8-10356
2Assassin.....	14-10-11201
50SIMA.....	14-10-8983
13Dirty Deeds.....	13-11-10917
10Boomers Bombers.....	13-11-9454
16Fire in the Hole.....	12-13-11719
13Fuguila Sunrise.....	11-13-10729
4Sandspurs.....	10-14-10338
12Wrappers Delight.....	10-14-9286
1Vest.....	9-15-9473
6Petron Originals.....	8-16-8778
8Master 8's.....	6-18-9666

Sport shorts

Frisbee

Eric VanWagner won the Frisbee Distance Throwing Contest, June 16th with a toss of 243 feet. Another contest will be held July 28. Any type, size, or weighted frisbee may be used. Students are urged to begin and sign up for the next frisbee contest, dorm 2, room 274.

Billiard's tournament

Ishaq, an Embry-Riddle International Student from Kenya skillfully defeated senior Jake Rosahl, the defending 9-Billard's champ in the Summer A contest held by the Recreation Office.

Khalid, a freshman majoring in Recreation Management, took home the first place trophy and \$15 for his efforts. Jake, from Daytona Beach is majoring in Aviation Maintenance Management, and received \$15 and a trophy.

Anyone interested in playing in the single elimination contest during B term should sign up at the Recreation Office. Prizes are sponsored by Byron and Brown Game Company.

Racquetball

A Racquetball Cracker Tournament takes place July 17-19 at the YMCA. For more information contact ext. 1071, or drop by the Rec. Office in Dorm 2, Rm. 274.

New Lockers for pool users

Attention Students - The Recreation Office announces that the Tina Davis Pool will be receiving new lockers available to you at no charge. We will not be responsible for any loss or theft. At this time we have one set of lockers in the equipment room behind the office.

Bench Press Contest

Come and sign up in the Recreation Office Dorm 2, Room 274 for the Bench Press Contest. Sign ups are now through July 17, with the contest being held July 21 at 5 p.m.



Earl Schuette, left, takes a good swing during the recent softball game between DBCC and E-RAU Student Government



Associations. DBCC dominated the game and took a close win at 8 to 6. Not all in attendance were disturbed at the loss, as evidenced by John Scribner, who seems to have lost his ball on the 19th hole.

Saab-Fairchild selects CT2-5A for 340 airliner

PARIS—The Saab-Fairchild Management Board has selected an all-digital flight guidance, autopilot and avionics system—the same system utilized by The Boeing Co. in its 737 and 767 aircraft for the Saab-Fairchild 340 commuter which is scheduled for rollout in November 1982.

The new all-digital avionics package, chosen for its unprecedented capability for short-haul turboprop aircraft and for its low maintenance costs, will be supplied by the Collins General Aviation Division of Rockwell International Corp..

The avionics package features two new strap-down attitude and heading reference systems, replacing high-maintenance cost

gyroscopes. The digital air data system and servo instruments will provide vertical autopilot modes and lower cost of ownership.

To date, 101 orders worldwide for the Saab-Fairchild 340 airliner and the executive version have been received according to marketing reports.

Market research shows a sales potential of more than 1,400 30- to 40-seat turboprops in airline and utility applications by 1990, not including military and special-mission sales.

According to Fairchild and Saab-Scania representatives, the companies anticipate capturing one-third of this market with their world sales resources and pooled capabilities.

In another development, the Board voted to take advantage of the early availability of an advanced version of the General Electric CT7 engine selected in 1980 during the program's design stage.

Designated the CT7-5A, this version features a new engine-propeller gear combination, supplied by Hamilton Standard, which increases airflow in the engine core and offers improved performance to both airline and corporate markets. The changes will provide higher cruise speed at all altitudes plus improved take-off and climb capability. According to Saab-Fairchild, this propulsion system also offers 15 percent lower specific fuel consumption.



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY JULY 18, 1981

Summerfest '81

Featuring
Grinder Switch
Winter Brothers · Dixie Desperados
Tava · Ms. Treat

1:30 p.m. Saturday, July 18, 1981
Admission - FREE!!

Please
No Coors Containers

This event is sponsored by The Department Director of the SGA at Embry-Riddle Aeronautical University. It is funded through The Student Government Fund.

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FREE Pitcher of Beer or
Soda with Large 3 item
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(Dine in only)

FREE 2 glasses Beer or
Soda with Small 3 item
combination pizza
(Dine in only)

Stuart Meister gives tips on wine tasting

ROCKVILLE, Md.—What type of wine do you drink with beef, chicken or fish? When dining out, do you order the house wine or ask the waiter to suggest one because your mind goes blank when faced with what seems to be a never-ending list?

These are a few of the questions that led Stuart Meister to a hobby of wine year ago. Today, he also grows his own grapes to vintage a personal collection.

Meister, Vice President, General Counsel and Secretary of American Satellite Company, began his interest in enology—the science of study of wine and wine making—out of a curiosity of what foods and wines combined well to complement each other. He was interested in knowing what to select when dining out but knew nothing about wines, their labels or varieties of grapes.

Along with his wife, Lynn, Meister began attending a wine tasting class given through the Free University of Washington, D.C., in 1970.

"I became a fanatic about attending those classes," explained Meister about how he and Lynn religiously went to the weekly

tastings. After five years of this program, a new organization evolved and Meister, along with a few others, began the Washington Wine and Cheese Seminars. This group is a non-profit organization open to anyone who wants to learn about and enjoy wines. The group meets weekly, and an average of 80 people, some novices to the world of wine and those more experienced, attend. Classes start with a lecture followed by the individual tasting of five different wines.

People study wine for a variety of reasons—historical, religious and social. Meister's interest in "what wine goes with what food" expanded into his discovering these other facets.

"Wine can be studied from a historical standpoint from the Greeks, Romans and cloister monks who for centuries made wine," he explained. Mankind has been drinking wine with food for at least 5000 years.

"Other people are interested in collecting wines," said Meister who has a specially designed cellar which at recent count stores about 600 bottles.

The cost of wine has increased

since Meister first began his hobby. "The popularity of wines and wine drinking began around the 1970's. At that time you could buy a bottle of French Bordeaux for about \$3 which today would sell for around \$20," he explained. Increased costs of wines also can be based on its reputation, advertising, as well as the bottle, cork, label, mudding and stamping. And generally, inflation has been a major contributor to higher prices.

In buying wines, Meister usually looks for quality at reasonable prices. Good wine does not necessarily have to be expensive. His range is around \$3 to \$7 per bottle, although he occasionally spends more than \$10. One such

wine is a \$50 bottle of French Bordeaux with a vintage of the same year the Meisters married, and which they plan to save for their 20th anniversary.

For the past two years, Meister has become interested in making vintages of his own. From grapes that he purchases from Cremona Vineyards in St. Mary's County, he couples 120 grapes, (crucifers) and bottles about five gallons or 25 bottles each fall.

"The biggest surprise of making my own wine was that it was drinkable," jokes Meister about this experience. He does admit that there is a science involved in wine making. In fact, in the last 20 years, the technology involved has

become so advanced that thoroughly bad wine is now almost a rarity.

His most recent venture in enology is growing his own grapes on a quarter acre of a friend's property. He planted 100 grape vines which will mature in three years, and he will have his first harvest—weather permitting—in September, 1985. The French hybrid grapes which are hearty for the area and very resistant to cold should yield him approximately 10 pounds of grapes per vine that may produce 25 gallons or about 125 bottles. But until harvest time, Meister must spend about one day a week working in his modest vineyard.

Popular acceptance of wine is new in this country. Americans drink about nine bottles per person per year. For anyone interested in learning more about wine and developing a taste for it, Meister suggests that reading as well as visiting area wine stores with knowledgeable merchants are good ways to get started. "It's a wine-tasting is this—you drink what you like, not what is fashionable or expensive. It's all up to the individual taste. And don't be afraid to experiment," advises Meister. [Reprinted from FAIRCHILD WORLD newspaper, Fairchild, Industries, Inc.]

Shuttle astronaut to lecture at E-RAU

By Jim McDeer, AIAA Vice Chairman
Colonel Robert Overmyer, a space shuttle pilot astronaut, will be at Embury-Riddle to present a lecture at 8 p.m., Monday, July 27, in the University Center. A member of the society of Experimental Test Pilots and a



Colonel Robert Overmyer

graduate of the Air Force Test Pilot School, Col. Overmyer became an astronaut when the USAF Manned Orbital Laboratory [MOL] program was cancelled in 1969. Since that time he has been involved with various phases of the Apollo XVII, Skylab, and Apollo-Soyuz Test Project flights.

Presently assigned to the orbital flight test missions group of the astronaut office, Col. Overmyer participated in the development of the space shuttle, including duty as the lead T-38 chase plane during approach and landing tests of the first shuttle-orbiter Enterprise at Edwards AFB in the summer of 1975.

He was assigned to one of four training crews for the first space shuttle orbital flight which was successfully flown this past April. He is currently working in support of the upcoming STS-2 flight, scheduled for launch September 30 of this year.

The lecture is co-sponsored by the American Institute of Aeronautics and Astronautics student branch, and the Student Government Association Entertainment Division, with funding provided through the SGA fee.

Switzerland to buy F-5 fighters

LOS ANGELES—July 1, 1981—The government of Switzerland today signed an agreement to buy 38 Northrup F-5 Fighters with a total program value of more than \$300 million. Switzerland previously ordered 72 F-5's in 1976.

During a ceremony in Bern, officials of Switzerland's Defense Technology and Procurement Group [ORD] signed a Letter of Agreement with the United States Air Force for 32 single place F-5E's, six two-place F-5F's, spare parts and associated support equipment.

They also signed a License and Technical Assistance Agreement with Northrup for fabrication and subassembly of various parts and final assembly of the aircraft at the Swiss Federal Aircraft Factory in Emmen, near Lucerne. Only final assembly of the aircraft was done in Switzerland under the previous order.

A key element of both the present and past sale to Switzerland is Northrop's program to help the

Swiss purchase the aircraft by providing work to the Swiss aircraft industry and help in Swiss business market their products throughout the world.

As part of the current order, Northrup and General Electric, which manufactures the F-5's engine, have agreed to offset a minimum of 50 percent of their share of the contract. Under the previous Swiss order, the offset goal was a minimum of 135

million over an eight-year period. That goal was exceeded within five years.

The F-5 is the most widely used U.S. built supersonic fighter in the world, having been selected by the air forces of 28 nations. The F-5 system was designed to provide high performance, at low cost with minimum logistics requirements and ease of maintenance. For the F-5 user, this means force effectiveness with self sufficiency.

LRC offers career portfolio tapes

Some of you may have noticed the TV monitor which is on a study carrel in the Media area of the Learning Resource Center. It is attached to a video-cassette player behind the circulation desk. To see any of the programs listed below go to the circulation desk and give the person your I.D. card to receive a pair of headphones. The circulation assistant will put the tape in for you to view. The following tapes are now available for your use:

Interview with Wilbur Milerton-Lear Fan, Aircraft of the future, 29-48 minutes. Discusses areas of engineering opportunities and other possible employment openings in this company. Also covers production techniques.

Career Portfolio: Facts from the field General Aviation Manufacturers Association. 20 minutes. Discusses career opportunities and job requirements.

Career Portfolio: Fete Aguir, Helicopters. 18 minutes. Safety and demand of trained pilots is

discussed. Career Portfolio: Facts from the field. Future Aviation Professionals of America - Lewis Smith. 15 minutes. A member of F.A.P.A. discusses requirements

and procedures to secure a job in today's job market for pilots. Career Portfolio: Huntley: Beech Aircraft. 22 minutes. Discusses preferred and required characteristics of a prospective employee.

These programs were videotaped on our campus.

ORIENTATION LEADERS NEEDED FOR STUDENT ACTIVITIES

Here is the opportunity for those who enjoy working with people and helping others. This will be a paid position and will involve helping new students 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 resource person 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 willing to work with a minimum amount of supervision. They should also possess good communication skills and exhibit mature leadership ability.

Male and female students are invited to apply at the Student Employment Office located in the Administration Building. The Deadline for submitting your application is July 17th.

Get help from people who've been there before.

We've been helping veterans since World War I. We understand your problems, and we're here to help—always without charge and no matter what your discharge circumstances were. We can show you how to obtain all the benefits due you and help you file the necessary applications. We can fill you in on community services and programs available to you. And we're seeking community support for improved veterans' services. We've changed a lot in the 100 years since we started. But our desire to help vets is one thing that has never changed, and never will. Red Cross: Ready for a new century.

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GENUINE OCTOBERFEST BAVARIAN SHOWBAND
LIVE & CONTINUOUS ENTERTAINMENT FROM 4PM 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 MON. THURS.	NO COVER - NO MINIMUM 640 N. Grandview IATA at Seabreez PH (904) 255-5059 FREE BEER WITH DINNER MON. THRU THURS. 5-6PM	HAPPY HOUR 4-7 PM DRINKS 75¢ FREE WINGS Lounge Only
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Classifieds-- from p. 6

REWARD: \$10 offered for return of Avionics computer left at airport. 79 at noon on Sunday, 28 Jan 81. Please contact Cary, Box 5185 or phone 258-9968, room 242.

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

RADIO CONTROLLED Cirrus Cardinal airplane. Painted and loaded, needs final assembly. MRC-15 engine with throttle control. Futaba 4 channel radio with 3 servos, mixers and charger. Plans, engine, and radio have never been used. Sell entire package for \$1200. Call 253-7072.

miscellaneous

LOST: BLUE STAR sapphire pendant. If found please contact Murren at 788-4967. Lost on June 18th. High sentimental value. Reward.

HELP: I want to purchase your Job vwar of Sport Aviation, call Bernice box 6249.

HELPLIGHT: Anyone with first hand knowledge of heliight Systems Inc, I would like to talk to you. Perhaps over a beer. Contact Paul at 258-5669.

WANTED: BABYSITTER: One hour a day to watch my 5 month old at the ERAU pool, while I swim. Also 1-2 hours a day at my home near ERAU. Hours flexible. Call Les at 784-3558.

IS YOUR CAR SICK? Maybe I can help. I do quality mechanical and body repair work at students rates. So if your car is running rough, wobbly, or not seeming ready for admission, and if admitted, will be placed under the

Ship Your MC for sale 1 MC state also FREE knowledge on shipping good for most making MC's contact Bob a paper line G225

Wanted: Will pay \$10 for used TI-50, or TI-35 or 38-42 calculator. Arthur BERAU Box 1336

TUTORING FOR MATH AND PHYSICS: If you need good grades in your math and/or physics courses, get your own tutor for \$4/hr or the whole summer B term for \$50. Call 253-9887 or leave message to box 5487. Thank.

NEED HELP with computer?? Individual tutoring on TI-59, TI-50, and TI-35. Call 674-0446 and ask for Tom, or leave note in box 2124.

NEED SOMETHING MOVED? I have a flatbed car trailer and a van. If it needs to be moved I can do it. Very reasonable rates! Contact: Dennis Kildz through my ERAU box 3683

LOST: TEXAS INSTRUMENT TST programmable calculator. Lost on flight late around May 15th. Last seen on a/c 68. If found please return to box 1136 or rm. 217 dorm 2.

CONTRACT: Items K124 through my ERAU box 3683

LOOKING FOR the letter R for the Pepsi Spirit game -Bob 788-0251 Box 1104.

PRAGGY: Wanting to see you next week. Trust all will see you then. Love, Tony

personals

notices
Riddle Readers discuss
Dragons of Eden

The Riddle Readers met recently at the home of Win Bryan to discuss **FOOLS DIE** by Mario Puzo. The next meeting will be Thursday, July 16, at 8 p.m. at the home of Tom Hillburn.

The book selected for discussion is **DRAGONS OF EDEN** by Earl Sagan. Visitors and new members are welcome. For information call Win Bryan at 252-3561 Ext. 1192, (office) or 258-1716 (home).

Advisory council needs former
co-op students for Fall 81

By Dave Allwood
The purpose of the council is four-fold. We deal with the unique problems and issues the co-op students face. The members promote university-wide participation and support by students and faculty. The group provides the career center with ideas for improvement in the co-op program. And the council gives the co-op students and opportunity to meet other co-

ops socially and just have a good time.

If this sounds like something you would like to be a part of, please contact either Mike Barrett (Box 341) or myself, Dave Allwood, or Debbie Costello, in the Career Center.

Job Search Seminar

Have you ever wondered where you are going after graduation? If you have, do you know how you are going to get there? Where do you start? If you need an answer to any of the questions, attend the Job Search Seminar. You will have an opportunity to address any questions you may have about your job search. "If you don't know where you are going you will probably end up somewhere else."

The Job Search Seminar will be in two parts. Part I will be Monday, July 27, from 6 a.m. to 8:30 p.m. in A-210. Part II will be Thursday, July 30, from 6 a.m. to 8:30 p.m. in A-214. We look forward to seeing you there!

hesitate to call Chris Williams, Extension 1114, at the Registration and Records Office.

New computer acquired

The University has acquired a new computer for the computer technology students. Our new PRIME-400 will be on line by Fall, 1981 and will be available to students taking courses in FORTRAN, ASSEMBLY, PASCAL and computer graphics.

The expansion and the removal of the Engineering Division and

Present from the HP 3000 should enhance response time which had become critical last spring.

The four-year Bachelor of Science in computers is now fully operational and interested students who wish to inquire about program requirements are encouraged to contact the Computer Technology Division.

Museum exhibits nude
paintings in July

The first exhibition in Daytona Beach of Philip Pearlstein's nude studies of the human form will be at the Museum of Arts and Sciences now through August 2. The paintings and watercolors, considered to be classics of contemporary realism, date from 1970-1980.

The Pearlstein exhibition is on loan to the Museum as part of its affiliation program with the Ringling Museum, Sarasota, Florida. The work comes from the Whitney and Brooklyn Museums, New York, and several private collections throughout the United States.

According to Michael Auping, Ringling Museum's Curator of 20th Century Art, Pearlstein renders the human figure as visual fact. His dispassionate acceptance of the nude separates Pearlstein psychologically from the idealized or sentimental interpretations. His paintings extend the history of the nude in art into today's clinical aesthetic climate. "I decided I wanted to paint a figure as it is, or as true as I can make it," Pearlstein said. "I don't think it is great or glamorous, but there is something nice about an ordinary, healthy person. I wanted to be true to it."

Enjoy this fascinating and penetrating exhibit Tuesday through Friday 9 a.m. to 5 p.m., Saturday noon to 5 p.m., and Sunday 1 to 5 p.m. Wednesday afternoons are free from 1 to 5 p.m. at the Museum of Arts and Sciences.

BROADWAY THEATRE SALON

Give flight to your fancy. Get it off the ground at DAYTONA'S PREMIER HAIR & LING SALON

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BocStal

Transfer credit rules explained

In order to take courses at other institutions, a "Petition to take Courses at Another Institution" must be obtained from the Registration and Records Office or from the I's Sub-Station at GRW Complex.

The following rules concerning attendance at other institutions apply:

The cum Grade Point Average must be at least 2.50. If a student enrolls for 11 or more semester hours at another institution, he/she will be required to reapply for admission, and if admitted, will be placed under the Insurance no longer required but recommended for international students

current catalog. The student has responsibility for insuring that the courses he/she is authorized to take are equivalent to ERAU courses (obtain an evaluation).

Students may be authorized to take courses at a local institution, only if the course is not offered at ERAU.

Students who fail to comply with these procedures/standards and do not obtain a Petition prior to enrollment at another institution are subject to dismissal from the University.

If you have any questions, don't

Insurance no longer required but recommended for international students

Beginning with the Fall 1981 trimester, international students will no longer be required to carry health insurance. However, the university STRONGLY RECOMMENDS...

MENDS that you carry it. Medical and hospital costs in the U.S.A. escalate very rapidly and it is often difficult, if not impossible, to obtain proper care if you cannot present evidence of insurance.

The DISA office is working to prepare a policy design especially for internationals. Take time when you return to campus to inform yourself as to the coverage, cost, and availability of this policy. International Students and 1981's

When you return to campus after a stay out of the country, please stop by the DISA office with your new I-94's so that we may make a record of it. At the same time let us check your

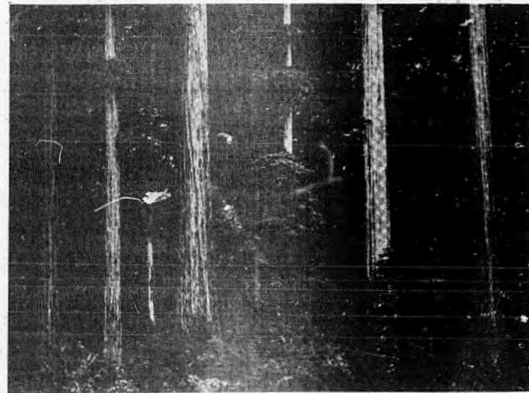
passport and visa stamp.

Failure to do so can negatively affect your status with immigration. Taking a few minutes time to let us inspect and properly document your records puts us in a better position to assist you when you need it.

Students who advance registered in the Spring or Summer trimesters, must check-in at the U.C. August 30th between 1 - 6 p.m. or August 31st between 7 a.m. - 6 p.m. Validation of ID cards will be accomplished. Failure to do so will result in cancellation of your advance registration.

All bikers!!

An organizational meeting will be held on Thursday, July 16, at 5 p.m., in the Cannon Purpose Room of the U.C. This meeting is to determine the amount of interest on campus in forming a club, as well as outline future meetings and activities, such as weekend tours, safety clinics, mechanical clinics, mechanical exchange and RPB. All interested parties please attend.



I believe that man will not merely endure, he will prevail. He is immortal not because he alone understands himself, but because he has a soul, a spirit capable of compassion and sacrifice and glory.

Write: William S. Burroughs, The New York Times

Daytona Beach Aviation
Helicopter Flight School

★ FAA Approved ★ Start Anytime ★ Individual Instruction
★ New Equipment ★ Economical Rates ★ Full Time Flight and Ground Schools

★ Private ★ Additional Private ★ Commercial ★ Additional Commercial ★ Flight Instructor ★ Other courses soon



The U.S. helicopter fleet is expected to increase from 8,000 aircraft to more than 20,000 by 1990; a growth rate of more than 10 percent per year. A dual rated pilot is more employable because he is able to capitalize upon this rapidly growing segment of the industry. Call 255-0471 for further details.

AMT (Continued from page 1)

ly make students put out more effort to learn and would provide a better indication of students' performance. He believes that the quality of instruction will be upgraded by the new grading system, and "it will improve the quality of student that finally gets out of here." He concluded that he has no intention of adding courses to the curricula, but he is currently

working to improve the subject material. Mirje stressed that his office is open to students with problems or input, and that he "wants to make the system work...best for everybody."

No decision has been made regarding the proposed grade change. Future information will be given in the Avion.

And speaking of aviation...

NTSB schedules hearing on mid-air General Electric: 30 years of service

Investigation of the mid-air collision near the Fort Collins/Loveland Airport, Loveland, Colorado, that took 15 lives began public hearings near Denver on May 13, the National Transportation Safety Board announced.

The April 17 accident involved an Air U.S. commuter flight from Denver to Gillette, Wyoming, with 10 passengers and three crewmembers aboard and a parachute-jumping flight operated by Sky's West A/racriate Center of Loveland. Four of the six persons on the parachute jump flight were killed by the parachuting in the ground. All 15 persons on the commuter flight were killed.

The Safety Board conducted the hearing "to assemble as comprehensive a factual record as is possible for its analysis and formal report on the probable cause of the mid-air collision," Board Chairman James B. King said.

General Electric (USA)'s Aviation Service Department (ASD) was established 30 years ago this summer to maintain aircraft engines and aviation-related products manufactured by GE's Aircraft Engine Group. To carry out its diverse and extensive services, ASD has facilities in seven locations through the United States and Singapore. Each operation performs its own specific function yet coordinates with other facilities and with customers to provide maximum flexibility, convenience and economy.

Cleveland, Ohio repairs high pressure turbine blades and vanes, and overhauls, modifies and repairs aircraft instruments and electrical components... nickel-cadmium batteries... and hone comb seals. It also manufactures electrochemical small hole drilling machines and accessories, engine components and accessories, as well as tools and test equip. it.

Evendale, Ohio is the focal point for repair development activities within ASD. In addition to defining new repair procedures, Evendale performs production repairs on high pressure turbine shrouds, combustors, discs, shafts and major frames and casings.

Ontario, California overhauls, modifies and repairs military and commercial engines, modules and components and engine accessories. It also designs and manufactures tooling and test apparatus, and performs other specialty manufacturing.

Seattle, Washington overhauls, repairs and modifies engine accessories and components, and designs and manufactures air and water heating devices for aerospace, marine, industrial, mass transit and nuclear applications.

Singapore is a wholly owned subsidiary of General Electric (USA) which performs high technology CF6 component repairs on turbine blades, vanes, shrouds, seals and combustors.

Strother, Kansas overhauls, repairs and modifies engines and engine accessories for general aviation and military applications, and manufactures and repairs ground support equipment.

Each operation is licensed as a repair site by the Federal Aviation Administration. All work conforms not only to FAA requirements, but also to GE (USA) instructions and standards and, when applicable, to U.S. military.

GE F404-GE-F1G1 powers new F5G

Northrop's new F-5G intermediate fighter, the newest in the acclaimed F-5 series, will be powered by a single 16,000 pound thrust class General Electric (USA) F404 augmented turbofan engine. The engine, designated the F404-GE-F1G1, will be internally identical to the F404-GE-400, powerplant for the U.S. Navy's F/A-18 Hornet, but will include a fully redundant fuel control system and accessories specific for F-5G single engine operation.

The F404-GE-F1G1 will go to test in December 1981. Flight qualification is slated for July 1982 and the first flight of an F-5G will occur in September 1982. When F-5Gs enter service in 1983 the F404 engine will be backed by operation in more than one hundred U.S. Navy F/A-18s.

The F-5G will further improve upon Northrop's F-5 systems. More than 2,000 F-5s are currently in service, including well over 1000 F-5Es and F-5Fs. The F404 engine will provide the Mach 2 F-5G with more acceleration and maneuverability than earlier F-5s, while improving on the high readiness rate and low operating costs that have always characterized the F-5 systems.

Northrop flies first cruise missile

Northrop's new BQM-74C aerial target successfully completed its first long-range simulated cruise missile mission May 18, 1981.

The BQM-74C was launched from a U.S. Navy A-6E Intruder aircraft at a point 100 miles southwest of Monterey Bay at an altitude of 10,000 feet. It then flew a 250 mile preprogrammed course to the vicinity of San Nicolas Island while homing on the island-based TACAN beacon.

During the flight, the BQM-74C flew through portions of the Air Force's test range operated from Vandenberg AFB, as well as the Navy's Pacific Missile Test range, Ft. Mugu, where command-override capability was provided. Backup command override was provided by the launch aircraft.

New copter engine proven

General Electric (USA) Company's T700 helicopter engines are successfully operating in more than 100 U.S. Army/Sikorsky UH-60A Black Hawk utility helicopters.

In a particularly challenging test of engine reliability, 15 Black Hawks of the 101st Airborne Division were airlifted to Egypt in a rapid and rugged deployment exercise in late 1980. The aircraft performed numerous combat-like operations in the swirling sand, including 1,200 landings. In all, nearly 700 engine flight hours were accumulated with no accessory or engine removals required.

The engine development program, which began in early 1972, was designed to meet new criteria for high horsepower to weight, long life, increased reliability, 30 percent fuel efficiency improvement, and reduced maintenance compared with GE (USA)'s existing engines. The T700 was thoroughly tested during an exhaustive development and maturity program which included 50,000 hours testing before initial U.S. Black Hawk operations began in 1979.

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Housing outlined

Continuing students with Fall contracts can begin checking into the Residence Halls on August 25, 1981. You should go directly to your assigned facility between the hours of 12 noon and 3pm. If you arrive after 3pm, you should make arrangements for the night.


All housing facilities will be closed for the holidays from December 13, 1981 to January 3, 1982. Please note the official check-out dates for each trimester:

Fall 1981 ----- December 13
Spring 1982 ---- April 25
Summer A 1982 ---- June 30
Summer B 1982 ---- August 22

If you are not registered for classes for the following trimester or if you do not have confirmed Housing for that trimester you must be out of the Residence Halls by these dates.



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