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Space Shuttle: Student reactions

Jell Guzzetti
Avion Staff Reporter

Everything was going for the second launch of the Space Shuttle Columbia last Wednesday, but at a mere 31 seconds till launch, the computers sensed a pressure malfunction and stopped the clock despite human efforts to restart it.

However, the Columbia will get another chance tomorrow morning at 7:30 a.m.

It was reminiscent of the first launch. Over 500,000 people crowded around Pad 39-A only to experience a scrubbed launch.

The reaction among Embry-Riddle students at Cape Kennedy was mixed. Most everyone was disappointed but some were more understanding than others.

"I would have felt better if they scrubbed at the 20 minute or even nine minute mark," commented Lisa Juliani. "Thirty-one seconds is too close."

"It was like NASA is teasing us," complained another student.

Rick Arndt, president of the L-5 Aerospace Society here on campus had a lighter comment concerning the crowd.

"Launch or no, the huge turnout proves there's a lot of interest and enthusiasm for space development."

Space shots are not determined by how many people come to see them. Rather they are determined by perfect clockwork procedures to ensure a safe mission, especially when a new reusable space vehicle is being tested for the first few times.

To NASA, the stubborn computer clock was a kind of blessing in disguise. It was later discovered that oil and an oil filter needed

replaced in the Auxiliary Power Units (APUs). The APUs are responsible for maneuvering the orbiter during launch and also lower the landing gear. If the Columbia would have launched,

See REACTION page 5

Shuttle problems explained

By Gary Tarizzo
Avion Staff Reporter

The second launch of the space shuttle "Columbia" was delayed last Wednesday as a result of high oil pressure in two of the three auxiliary power units (APUs).

The APUs are not an auxiliary power system, but the main source that drives the hydraulic system pumps that operate the main engine thrust - vector control (roll and pitch movements), engine valves, landing gear, rudder and speed brake control actuators. Each APU is a turbine engine that converts the chemical energy of liquid hydrazine into mechanical shaft power to drive the hydraulic pumps. It was the combination of the lubricating oil and the liquid hydrazine that caused the oil filters to clog and the high pressures to develop which resulted in the scrubbing of the launch at T-minus 31 seconds.

See SHUTTLE page 5



Up and away . . . The Marine Corps AV-8A is seen hovering over the Kissimmee Airport at this year's Florida State Air Fair. This was the Harrier's last civilian demonstration. An updated version of the Harrier is in developmental stages. (Photo: B. Foukl)

Dr. Ledewitz appointed to Chancellor

By Max Cornsuo
Avion Staff Reporter

On October 21, Dr. Jeffrey Ledewitz assumed the position of Chancellor. Formerly, Dr. Ledewitz's job was Vice President, Chief Administrator for all E-RAU campuses. Dr. Ledewitz's new title is a direct result of the recent self-study conducted by this university.

Most students are aware of the recent self-study process which took place here. As a result, the Self-Study Committee Chairperson and her committee addressed those areas within the E-RAU administration which warrant improvement.

Effective Wednesday, October 21, 1981 Vice President Dr. Ledewitz became Chancellor. This new title still makes Dr. Ledewitz responsible for operating the administration of the University in the most productive possible manner.

The rationalization behind creating a new title for Dr. Ledewitz relates to the fact that Embry-Riddle's philosophy is that of integrated education between the Daytona Beach and Prescott campuses. Beside his duties as Vice President, Dr. Ledewitz is now responsible for ensuring that there is equity among all aspects of the University. Students at the Prescott Campus should be receiving

See CHANCELLOR page 12

Bicyclist injured in accident

Friday November 6, at 1:25 p.m., E-RAU student Steve White was injured when the bicycle he was riding collided with a car.

The accident occurred when White attempted to pass a car at the main entrance of E-RAU, and a passenger of the car opened the door into White's path.

Maureen Bridges, Director of Health Services, and Daytona Beach Police and Rescue responded to the scene. White was taken to Halifax Hospital for x-rays for possible broken ribs.

Aviation law/insurance symposium held

In an effort to inform students about E-RAU's involvement in pertinent aviation topics, Kathy Vaughn has prepared this special report to the AVION. Vaughn attended the Fourth Aviation Law and Insurance Symposium, October 22 and 23 at Lake Buena Vista.

By Kathy Vaughn

The importance of crash protection in aviation liability as "preventive medicine" was a recurrent theme in the Fourth Annual Aviation Law - Insurance Symposium sponsored by E-RAU for aviation professionals to be ex-

posed to current industry standards.

Although having different viewpoints towards the aviation field, professionals should re-evaluate their positions, emphasized Byron P. Papadakis, Moderator. "and see if there is anything they can do to enhance aviation safety while still doing their jobs for their respective clients." Papadakis is a practicing attorney in aviation law, a former Res-arch and Development test pilot and author of many Air Safety publications.

Legal and insurance problems were the focal points of the program. Opening speaker, George

Whitehead (corporate director of Piper A/C Corporation, discussed "Crash Protection" stressing the importance of maintaining a balance of scientific, marketing and law worlds in aviation and stating "the principle objective is to achieve aviation safety, while understanding that available technology is unable to give universal protection. Social trends sometimes seem to ignore economic and technical capabilities."

"What Happens After the Aviation Accident?" Attorneys for both plaintiffs and defendants in the world of industry, government,

and the private sector gave differing views, as did insurance professionals. In "Defending the General Aviation Accident," Bob Martin, Attorney, specified that an "organized investigation system" with specified procedures planned in advance. "Trends in Product Liability" were shown by attorney Robert Parks through the use of recent case examples. He cited the background and enforcement of "strict liability" which holds the manufacturer responsible for damages if a human factor is not evident.

Attorney George Fleming

pointed out that unlike manufacturers, government has limited liability in aviation accidents. "Aviation Insurance Policy Problems" dealt with construction of policies and exceptions thereof, as outlined by Tom Davis, Attorney, on the second day of the seminar. Basically he explained that air insurance is not controlled by the state and may contain any provisions the company wants. New policy forms and typical exceptions were discussed. Former test pilot Fred Hoerner was well received when he spoke on "The Duty of

See LAW page 4



Dr. John F. McCarthy

NASA director to speak on 'Future strategic posture'

By Randy Bloom
Avion Staff Reporter

Dr. John F. McCarthy, Jr., Director of the National Aeronautics and Space Administration's Lewis Research Center, will be speaking to the student body on "Some Aspects of Our Future Strategic Posture." The presentation sponsored by AFROTC will be held at 8:30 p.m. on Nov. 18th in the University Center.

Dr. McCarthy worked for North American Rockwell Corporation Space Division, where he was involved in the basic design and testing of the Apollo command and service modules, as well as the S-II stage of the Saturn Launch vehicle. This vehicle successfully

performed the Lunar landings. McCarthy was the key in design, development, manufacture, and test of civilian and military aircraft including the B-1.

Dr. McCarthy was responsible for the design and operation of one of the first variable Mach number supersonic test sections, in which he performed some of the earliest successful supersonic flutter tests. He also did extensive research in aerodynamics, loads, aeroelasticity, and vehicle dynamics.

In 1973 Dr. McCarthy was awarded the Meritorious Civilian Service Award by the Air Force for his work on the C-5A transport jet. He received the Decoration for Exceptional Civilian Service in 1978 for his distinguished service as a

member of the Air Force Scientific Advisory Board. Dr. McCarthy holds the executive senior service rank of Step 6 which is equal to a four-star general.

Before coming to Lewis Research Center, Dr. McCarthy was the Director of the Massachusetts Institute of Technology's Center for Space Research. At the center he managed an interdisciplinary laboratory, which performed pioneering work in space experimentation, data collection, and theoretical analysis.

Dr. McCarthy came to MIT from Rockwell International Corporation, Los Angeles division,

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Raising the SGA fee

EDITORIAL
Over the past three years, students at this school have seen an increase in the services provided by their Student Government Fee. Unfortunately it will be difficult to maintain a comparable standard of benefits unless the SGA fee is raised.

At the beginning of each trimester, the administration hands over to the Student Government Association (SGA) a check which represents approximately 90 percent of the total collected SGA fees. The other ten percent is withheld to cover for students who leave school.

That total (which this semester came to roughly \$69,150.00) is then distributed among the Student Government offices: Student Court, Student Administrative Council, The AVION, the PHOENIX, and the Entertainment Division. These divisions submit budgets to the Student Government for their expenses and the budgets are then approved or revamped depending on the money available.

The problem lies in the fact that as the divisions have grown over the last few years the number of students have stabilized at a fixed amount.

The AVION has grown. There is more copy, more photographs and more out of town coverage (i.e. the Shuttle Launch coverage in this issue). Naturally, printing costs have escalated due to inflation and larger publications. The PHOENIX yearbook is looking better than it ever has and the students appreciate it. This was the first year all yearbooks were distributed in two weeks.

Entertainment has become more varied and increasingly professional. Bigger names are playing at this campus and the concerts are getting more involved with greater student involvement (i.e. clubs selling food and manning games at the outdoor concerts).

All this does not come cheap. Labor costs are, of course, zero as all students operate on a volunteer basis. But costs incurred are increasing, simply due if nothing else, to inflation. It costs more today to print a newspaper, publish a yearbook, or produce a concert than it ever has. Yet, all the Student Government divisions are operating with the same amount of capital they have had for the past several years.

In years past, sentiment on campus felt little or no need for large scale student services. The average Embry-Riddle student was an older, more technically oriented person that probably left campus right after his last class.

But, in the past three to four years the type of student on this campus has gone through a progressive and pronounced change. Students are now younger and more college oriented. If you will, people now look for their yearbooks, read the newspaper, and generally become much more involved with the school as a whole. In general, there is an increase in active participation.

In order to keep pace with the rising student demands, the student government fee must be raised to compensate for the increasing professionalism and general inflation which is so rampant.



letters

Cooking prohibited

To the Editor:
According to the contracts for housing: 1981-82 rule number 14) "Cooking is prohibited in all residence halls except the apartment complexes. Any violations will result in a fine, suspension, or eviction from the residence halls." Apparently only students can create fire hazards. The housing co-ordinator, who lives in residence hall II, has full cooking facilities in the lounge of his room. How is his room so much more fire proof than he can cook in his and the students cannot cook in theirs? I feel that either he should remove all of his prohibited equipment or students should be given the same responsibilities.
Some confused students

Good show

To the Editor:
Dear Librarians,
On behalf of University Security Chief Bob Walters and myself, I would like to thank sincerely Lynn Price and Charlotte Skinner for service above and beyond the call of duty in the face of dismaying odds and for perseverance exceeding a level demonstrated by

the FBI to obtain and record the proper mailing address of Her Majesty, the Queen of England's New Scotland Yard, and for their cheerful enthusiastic performance of this request in fully less than 10 minutes.

After witnessing this incredible display of resource, energy and capability I can whole heartedly suggest to my fellow students that they not reserve the most seeming-ly ridiculous or improbable question, when necessary from talents of these ingenious professionals.

Good show, ladies! I am impressed, convinced and grateful.
Sincerely, Paul Kilmer

Rambo Street

BETTER LATE THAN EVER
Open Letter to Entertainment
It has been a pleasant surprise to hear a band perform at E-RAU year after year, who provide such diversity and ability to change with the times. RAMBO STREET transmitted a myriad of music and beat to the delight of the large costumed Halloween Party crowd here, last Saturday night.

It was with great delight, students danced to Punk, rock, mellow tunes from the past (within the last 10 years) and all in a highly professional, and fun manner.
Thanks to the Entertainment

Committee for their continuing professional presentations. Great art work Snyder.
Jean Snyder, Pub. Coordinator

Picking up trays

To the Editor:
I have heard so many times "we are the Harvard of the Sky" that I decided to call the "real" Harvard yesterday. Guess what? Everybody I talked to affirmed that the students pick up their trays and bus their tables after a meal.

I wanted to be perfectly objective in my search, and realized that in a Southern state things could be slightly different. I then called three colleges in Florida: the University of Florida in Gainesville, University of Central Florida in Orlando, and to make sure I would get response from all levels: Rollins College - the very plush school in Winter Park.

I probably will not surprise you if I tell you that I got the exact same answer as did I from Harvard. At U. of F. students even place dishes and silver on a conveyor before stacking trays.

The question was: What makes the future leaders of aviation so different from the rest of the world? I cannot find a sound answer and sincerely I do not care. I am just plain disgusted and resent the fact to have to spend one more year with a bunch of pigs.

Pierre Montgon
Box 1402

to graduate in December and going home.

I would like to take this opportunity to thank the supervisor Mr. Frank Henry, Carl Mathews, Doris Fawkes and Robbie Bibbs for their kind assistance and fine gratitude shown toward me.

Last but not least, special thanks and wishes to the manager of the University Center for his unforgettable help every now and then.

"If I can make it in the Mail Room, I can make it anywhere."

With appreciation and thank you all a million.
Yours sincerely,
Frankie Ler Hong Soon

Concerning Epicure

To the Editor:
This letter is in reference to Julian Olen's article and your editorial concerning Epicure's proposed rate increase. I would like to thank both of you for taking the time and interest to address the Food Service. No one likes increases: not Epicure, not students -- but someone has to pay for the services and materials that are increasing every week. I can understand more students apathy towards the Food Service, it's that way at most schools -- "why should we do anything for Epicure, the food sucks and the prices are too high."

But how many have taken the time to attend the food committee meetings on Mondays, or talk to one of the managers?

We are here to serve the students. Epicure is YOUR food service. Together we can work out problems and new ideas, but we need your input and support. Thank you, Rusty McLeite Director, Food Services

Aviation lives

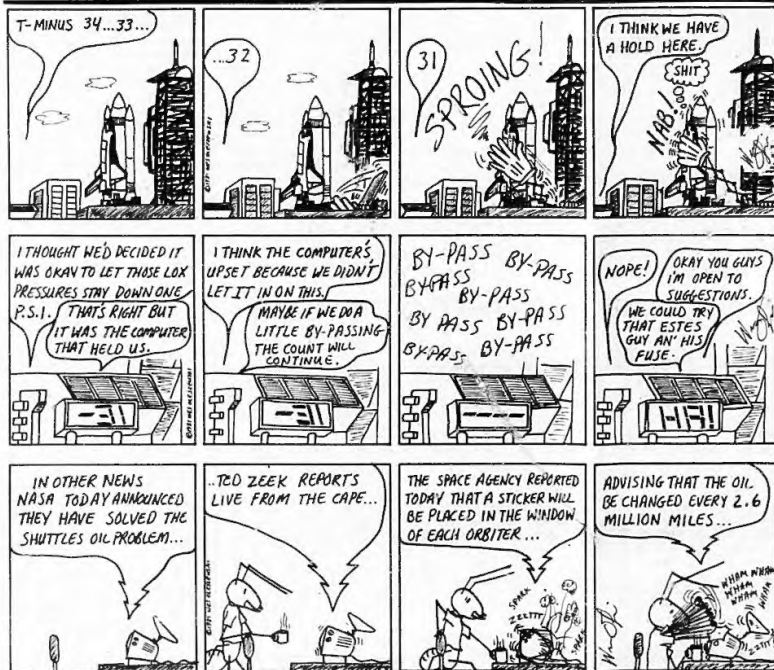
November 7 and 8 marked the 17th annual Florida State Air Fair at Kissimmee Municipal Airport. Thousands of people enjoyed demonstrations from the aerial performers, highlighted by the U. S. Navy Blue Angels, the Marine Corps AV-8A Harrier and a Navy F-14 Tomcat from the aircraft carrier U. S. S. Nimitz.

Though sport flying has been somewhat curtailed by the current price of fuel and the general economy, hundreds of "fly-ins" were evident prior to the show each day.

Several static displays consisted of powered and unpowered hang-gliders and ultra-lights, thus presenting a relatively inexpensive means of flight to those interested in conserving sport aviation for future generations.

Though some aviation publications profess feelings that general aviation and the desire to simply fly for fun is on the way out, it's good to know that an air-show can generate such an interest from not only pilots and people directly involved with aviation, but anyone who sits atop airplanes. Somehow, watching thunderous jets to single engine aircraft planes performing to the limits makes all the fuel and fuss worthwhile.

Klyde Morris



wes oleszewski

Mail room thanked

I have been working in the Mail Room for 2 1/2 years. Today, 6 Nov. 81, is the day when I work no more. Time is drawing near for me



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Solar heaters demand airspace rights



"LET THE SUN SHINE IN" MAY BE A DEMAND THAT SOLAR HEATERS CAN MAKE ON NEIGHBORS: If you lived in England, where the sun doesn't shine all that much, you would probably know that a landowner has to be careful that he doesn't cut off his neighbor's direct sunlight completely. That was one part of English common law that didn't make its way to the Colonies. Until fairly recently there wasn't much need in the United States for this "doctrine of ancient lights". But the move to solar energy is changing things.

Probably the best known U.S. "sunlight" case involved two elegant hotels in Miami beach,

Florida. The Eden Roc Hotel tried to stop the Fountainbleau from constructing a 14-story addition which would cut off the afternoon sun from Eden Roc's pool during the height of the resort season. But Florida's Supreme Court said the law didn't recognize any right of direct access to the sun's rays. Fountainbleau Hotel Corp. vs. Forty-five Twenty-five, Inc., dba Eden Roc Hotel, 114 so. 2d 3581.

If that case were to come up today, with the new emphasis on solar energy, the result might be different. Solar collectors require direct access to the sun's rays for several hours a day. Legislatures in a score of states have enacted laws recognizing sunlight as a property right and putting restrictions on neighbors of those trying to collect energy from the sun.

One type of law establishes the right by declaring its existence directly or by enabling local zoning bodies to enact restrictions on neighbors of owners installing solar collectors. The group of states opting for this version includes: California, Colorado, Connecticut, Maine, Minnesota, Missouri, Nebraska, New Mexico, Tennessee, and Utah.

Another form of statute says the state recognizes solar easements and provides for their recording just like deeds and other instruments affecting real property. States which have adopted this type of law include: Florida, Georgia, Idaho, Kansas, Maryland, New Jersey, New York, North Dakota, Ohio, and Virginia. Other state legislatures are current-

ly considering bills facilitating the use of solar energy. And all but six of the states now provide tax credits akin to the U.S. government's tax break for new solar energy installations.

Let the sunshine in - it is a demand solar heaters can make of neighbors.

ly considering bills facilitating the use of solar energy. And all but six of the states now provide tax credits akin to the U.S. government's tax break for new solar energy installations.

Two state laws warrant particular mention. The California law says you can't plant a new tree that will cast a shadow over a neighbor's solar collector between 9:30 a.m. and 2 p.m. If the tree

the question is not how much to pay trainees but whether they have to be paid at all. Put another way, are the "employees" protected by the Wage-Hour Law's minimum pay floor? Here's how the question was answered with respect to students at an airline school.

American Airlines has a training program for flight attendants and reservations sales agents at its Learning Center in Fort Worth, Texas. Each trainee acknowledges, in writing, that he is not an employee and is not entitled to compensation as such, and that acceptance for training is not an offer of employment by American. However, recognizing that the trainees are full-time students unable to earn an income during the training, American does furnish direct subsistence, consisting of meals, lodging, ground transportation, laundry services, security service, and recreational facilities.

Flight attendant trainees receive five weeks of training, conducted in classrooms and aircraft mock-up facilities. The trainees do not assist on commercial flights, nor do they have contact with passengers, except for two observation flights.

The reservations agent trainees receive three weeks of training, conducted in special classrooms equipped with customers. If and when the trainees are offered jobs with American, they receive additional on-the-job training.

The Secretary of Labor tried to force American to pay the trainees the minimum wage, arguing that they were "employees" under the Wage-Hour Law. But the U.S. District Court for the Northern District of Texas disagreed. The court said that "the immediate primary benefit" of the training flowed to the trainees rather than the airline. The trainees did not replace regular employees or aid in the work of the airline in any way. Most of their training was done in classrooms, not on airlines. The fact that a substantial part of the training was tailored to meet American's particular needs was not all that important, said the court.

NOTE: The Wage-Hour Division Field Operations Handbook itself sets out these six criteria for determining if at a trainee is not an employee: (1)the training is similar to what would be given in a vocational school; (2)the training is for the benefit of the trainees; (3)the trainees do not displace regular employees, but work under their close observation; (4)the employer derives no immediate advantage from the activities of the trainees, and may actually be impeded; (5) the trainees are not necessarily entitled to a job at the end of training; and (6)the employer and trainee understand that the trainee is not entitled to wages for time spent in training.

A COLLECTION AGENCY PURSUING YOU ON CONSUMER DEBT CAN SPEAK ONLY TO YOUR LAWYER: The Federal Fair Debt Collection Prac-

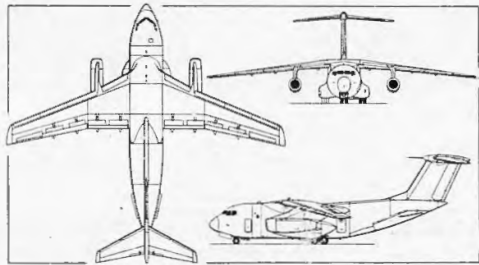
tices Act has outlawed a number of tactics that collection agencies had used to pressure consumers to pay up. One of the lesser-known prohibitions concerns communications with a consumer who is represented by an attorney.

Here's an illustration of that ban in action. In January, 1979, Harriet Harvey wrote four checks totaling \$125 to Fred Meyer, Inc. All of the checks bounced. Fred Meyer then assigned the account to a collection agency, United Adulte. United made several futile attempts to collect by contacting Harvey directly. United sued her in a state court. Harvey responded through counsel provided by Northwestern Legal Clinic. United won a judgment on November 6 and then set about to collect it.

On December 17, 1979, and again in January of 1980, it mailed notices to Harvey's home, demanding payment. Harvey now sued United in a federal district court, charging that United violated the Fair Debt Collection Practices Act by its post-judgment direct communications with her. Harvey cited a section of the law which prohibits communication by a collector with a consumer directly, without the consumer's consent or permission of a court, where the collector knows that the consumer is represented by an attorney. The court found that the most recent collection letters had indeed been sent to Harvey while she was being represented by Northwestern Legal

See HORWITZ, page 4

Aero-Plain Identification



Here is aircraft recognition fans, this week's Aero-Plain. No one came to us with last week's answer, (which was a French Dyle et Bacalan D B10 Bnd night bomber.) and we've only had one correct answer this trimester so, here is an easy one. A free subscription to THE AVION for the very first one to run up to our office with the correct answer in his or her hot little hands.

SGA pledges \$5,000 for weight room

On Thursday, November 5th, the Campus Council Committee, a committee composed of a variety of Dean's and other campus Administrators, was tasked with the decision of approving or disapproving a recreational multi-purpose area. The recreational Multi-Purpose area consists of three rooms to be built adjacent to the proposed Racquetball courts. Two of the three rooms will be on ground level, one of which will be designed to meet the needs of the university's 32 clubs. Next to this room will be another room con-

structed to facilitate enough exercise equipment to meet the demands of the students. The dimensions of both of these rooms will be 20 by 40 feet. The third room will be on the second story and will be designed to hold approximately 80 to 100 people for seminars, lectures, and other activities.

Some of the reasons given for the project were construction cost savings, the need for meeting space, and the lack of recreational area.

While it is no secret that maintenance students need lockers, aeronautical science students need flight lecture space, it would seem foolish not to take advantage of a 30 to 40 percent construction cost savings by building this area with the racquetball complex, which is scheduled to

be started around the first of the year.

Meeting space was a critical issue. In the past, meeting space on the university has been limited. So limited that the Career Center is unable to obtain space for job interviewing. This is partly due to the high usage of meeting rooms by clubs and organizations. With the construction of this new area, it would provide meeting space for the clubs and in turn free up meeting space in the Common Purpose Room and Faculty Staff Lounge for job interviewing and FAA testing.

The total cost of the Recreational Multi-Purpose area is estimated to be \$37,400. This cost would be paid solely by the university. However, in an effort to support clubs and organizations, the S.G.A. has committed \$5,000 to

furnish the clubs and organizations meeting room. The furnishings will be prioritized and selected by the Student Administrative Council with input from the club presidents.

The council voted in favor of the construction of the Recreational Multi-Purpose area. The recommendation will be forwarded to Provost Fidel and President Hunt for final approval.

Letters

Continued from page 2

Trip cancelled

To the Editor:

I was disappointed to hear that the Management Club's trip to Hartsfield Airport in Atlanta was cancelled. I understood that 23 students had signed up for this trip, but 40 were needed for it to go.

What really made me unhappy was that I heard that the Avion had printed an advertisement for the Atlanta trip a week later than it was supposed to. Apparently, more attention was placed towards off-campus activities, such as the Rolling Stones concert, than there should have been. I have also not seen any mention of last week's blood drive.

C'mon you guys, if we want to read about the Stones concert, we'll buy the Orlando or Daytona Beach papers. Start paying attention to on-campus activities, and leave the off-campus stuff to the professionals. Name withheld

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Youth prerequisite for rock, while jazzers age in tune

Campus Digest News Service
Jazz and classical music don't have much in common, but they do share one important difference from pop music or rock.

Youth doesn't count for much. Like the world of the athlete, pop music belongs to the young. Concert audiences and record buyers are themselves overwhelmingly young, and they prefer idols they can identify with. In fact, one rock star who these days finds it expedient to cover the gray streaks in their hair or wear loose stage garb to mask middle-age paunches. Often their publicity pictures are so mistily focused as those of aging movie stars.

The ruggedly tumultuous and self-indulgent life of rock 'n' roll demands energy levels that only the young can maintain. It can even be fatal, thanks to drugs, booze, and the necessity of flying in small, unreliable airplanes. One

thinks of the names of Janis Joplin, Jim Morrison, Lynyrd Skynyrd, Buddy Holly, Jimi Hendrix and many more. Particularly since the advent of rock in the 1950's, youth has been a prerequisite of pop singers. The music was tailored to teenagers, and the young onstage were often as young as those on the gym floor dancing in their socks. In extreme cases, performers topped the charts and sold back the album only before growing out of puberty.

Frankie Avalon, who was a major rage through the late 1950's, turned 21 in 1961, then struggled to eke out a living making beach-party movies. Janis Ian was 16 when she recorded "Society's Child" in 1967. She then disappeared until 1975 when she surfaced with "At Seventeen."

Most pop stars make their major contributions as writers and performers while in their 20s, then decline as they progress through

their 30s and beyond. Consider John Sebastian, Peter Frampton, Jose Feliciano, the Monkees, Donovan, Dave Mason.

There are always exceptions. Kenny Rogers, who celebrated his 40th birthday recently, is about as hot as a singing star can get. The Moody Blues, now in their late 30s, have returned to the top of the album rankings with a comeback album, "Long Distance Voyager." Neil Diamond was 25 when "Sweet Caroline" became a record hit, was recorded in 1966 and he's hardly had a dry spell since.

In fact, a case can be made that the average age of pop stars is increasing of late parallel to the age of post-World War II babies. Rock burgeoned in the late 60s when those children reached record-buying age. But as their tastes have softened, so has the dominant style of music. Jimmy Buffet, born in 1946, remains popular, and so do the Commodores, in their 30s, and Carlos Santana, born in 1947.

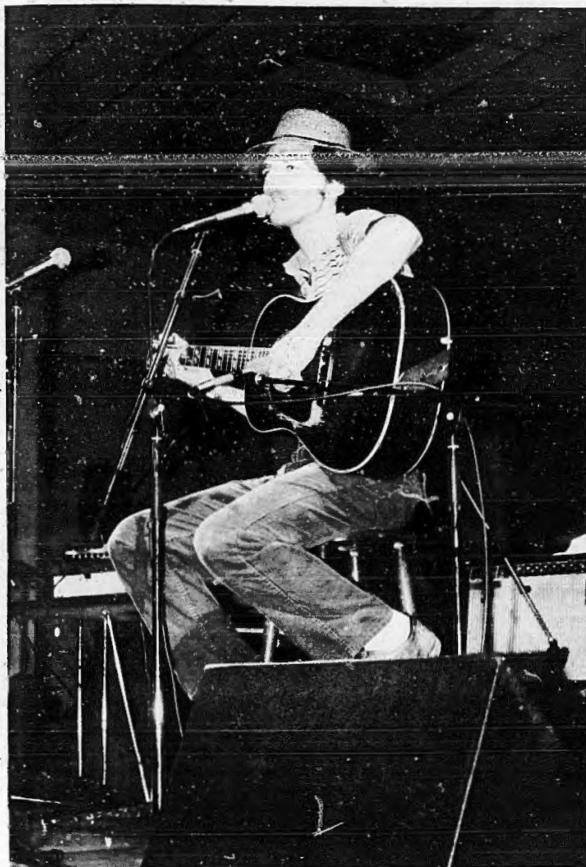
HORWITZ

(continued from page 3)
Clinic, as United well knew.

These direct solicitations violated the law. For these and some earlier infractions, the court decided to assess damages. Harvey had not claimed any actual damages as a result of the unlawful solicitations. But the court noted that the law also provides for statutory damages up to \$1,000, quite independently of any award of actual damages. So the attempt to collect a \$125 debt cost the agency \$500, plus the costs and attorney's fees.

NOTE: The ban on bypassing the consumer's lawyer extends even to early attempts to get location information about the debtor. Once the collection agency knows there's a lawyer on the scene, it can't contact anybody else, provided it knows or can readily ascertain the attorney's name and address.

Fall Coffee House set for November 17 in Pub



Steve McPherson, pictured here performing at last trimester's Coffee House has entertained numerous audiences at Embry-Riddle's Coffee Houses. Steve is seen in this picture performing without the renown "Steve McPherson Band," a group that has received critical acclaim at this school. At prestime it was uncertain whether McPherson would be performing at the upcoming Coffee House. (Photo: M. VanWinkle)

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LAW (continued from page 1)

Testing". Other topics covered by attorneys were "Contribution and Indemnity (Bob Carsen); "Handling of an Air Disaster" (Milton

Matherne); "The Use of Expert Witnesses" (Wayne Fisher).

E-RAU Professional Programs were covered by Charles Booth, legal advisor.

Overall reaction to the symposium was excellent (as shown in

Simsiff; Admissibility of Aircraft Accident Reports" (Gaynell P.

a general survey). Participants felt one of the greatest benefits was the opportunity to interact with other

professionals not in their own field of expertise. Continuing education credits for this course were granted by the Texas and Florida Bars. E-RAU graduate students took advantage of this opportunity to make important future contacts, while receiving course credits. They showed high interest in the

topics, according to Assistant Dean of Graduate Students, William Phyll, who said "the seminar allows contact with the industry, enabling students to draw out current information in the field." Students interviewed felt

this could be beneficial to their future in aviation. Amidst the beauty and fantasy of Lake Buena Vista, learning and enjoyment were taking place.

Though there were many "objections" by out-of-state professionals' wives to a ride on Space Mountain, most were "over-ruled"! This well received

seminar was a credit to E-RAU's dedication to the aviation community.

NOTE: The entire symposium is available on tape, in the E-RAU Library.

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Thurs.	BACKGAMMON TOURNAMENT	9:00pm

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NASA photo
Space shuttle astronauts Richard Truly (l) and Joe H. Engle prepare for Columbia's second voyage into space.

Astronauts prepare for Shuttle liftoff

KENNEDY SPACE CENTER, Fla.--STS-2 commander Joe Engle, at center, and Astronaut John Young, who commanded the first Space Shuttle flight, receive a briefing from Astronaut Karol Bobko, at left, before boarding the Shuttle Training Aircraft to practice landing approaches over KSC's Shuttle runway. Engle and fellow STS-2 crewman Richard Truly flew the practice approaches in separate Grumman Gulfstream jets which have been modified to perform like the Shuttle Orbiter.



Air Force Col. Engle to command shuttle

Air Force Col. Joe H. Engle will command the space shuttle Columbia on its second test flight scheduled for 7:30 a.m., tomorrow.

Colonel Engle, 49 and Navy Capt. Richard Truly, 44, will be the crew for the five-day orbital mission when the Columbia is launched. Landing will be on the Roger dry lakebed at Edwards AFB, Calif.

The landing at Edwards could include a test of crosswind landing characteristics of the Columbia.

If wind conditions are favorable - about 5 to 15 mph (8 to 24 kmph) - the test will be performed when the shuttle lands on the dry lakebed.

Average Mojave Desert fall winds blow at 8 mph (13 kmph) from the southwest, according to officials of Detachment 21, 2nd Weather Squadron at Cape Canaveral AFS, Fla. This would meet test requirements and mean the Columbia astronauts would land their spacecraft on lakebed runway 15.

If there are no prevailing crosswinds on the day of the landing, the shuttle would land on lakebed runway 23 - the same used by the first shuttle landing in April.

Colonel Engle is familiar with the landing site at Edwards. He was a test pilot in the Edwards-based X-15 research program, flying 16 X-15 missions, three to an altitude of 50 miles (80 km), the **REACTION**

(continued from page 1)
disaster may have occurred during the landing in California five days later.

This is why NASA feels that being ultra-conservative is the best way to go. The Columbia will get another chance, however. NASA officials have rescheduled the second launch of the Space Shuttle for tomorrow morning (Thursday) at 7:30 a.m.

It may be the Columbia's second launch, but many firsts will be accomplished. If the mission is successful, the Shuttle will be the first space craft to be reused. Also, the orbiter's first payload, which is a platform of sensing instruments called OSTA-1 will be carried into space.

The \$100 million, 50 foot mechanical arm will be tested for the first time, and Joe Engle, the Shuttle's pilot, will be the first man to enter the airlock which separates the flight deck from the payload bay during the five day mission.

Hopefully, the Columbia will blast-off tomorrow morning. Another large crowd is expected at the Cape, but no matter how many attend, NASA will have the last word.

altitude that qualifies a pilot for astronaut rating.

The National Aeronautics and Space Administration selected him for astronaut duty in 1966. He was backup lunar-module pilot for the Apollo 14 mission and backup commander for the first shuttle flight in April.

"You don't have to sit in the cockpit on launch day to have an important place in the space program," he said. "The (flight) crew is a vital, but small, part of the overall effort, dependent on thousands of people doing hundreds of jobs and doing them right."

Air Force members will again be involved in the second test flight of the Columbia. The Air Force is the executive agent for the Department of Defense role in the space transportation system, of which the shuttle is a part.

Colonel Engle is one of 21 Air Force astronauts assigned to NASA. (AFNS)



SHUTTLE

(continued from page 1)

Each APU weighs 85 pounds, produces 138 horsepower at 72,000 rpm and is lubricated by common jet oil.

The APU system provides 91 minutes of hydraulic power. The system is started at T-3 minutes and shut down during orbital operations. They are again started five minutes prior to re-entry and continued until five minutes after landing.

The Columbia is scheduled for launch on Thursday, Nov. 12 at 0730 EST, seven months to the day of its maiden launch. The date also coincides with Astronaut Richard Truly's 44th birthday.



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Sports Editorial

Miami U on probation

MIAMI ON PROBATION

Miami has already lost their bid for a bowl this year by getting placed on probation by the NCAA for recruiting violations. The violations occurred under another coach, Lou Saban. It's a shame that the players have to suffer now for something that was done years ago by a coach who only cared about the present and not the total future his actions might affect. Saban did a good job at Miami and when he felt another job looked better, he left. It's too bad he won't have to pay the punishment.

Finally, here's the quote of the week by Flight Tech's defensive player Bill Schrock following their 18 to nothing playoff loss to the Brothers of the Wind, "We better go home and study homework. Maybe we'll succeed at something."

49ERS JUMP BACK

Did anybody think the San Francisco 49ers would be three games in front of all the teams in the NFC's western division? If you said yes, you are a liar. Head coach Bill Walsh as done an excellent job and his latest victim was the Atlanta Falcons. If they don't do a nosedive, they should be going places in December.

FLORIDA STATE MIGHT NOT MAKE IT IN DECEMBER

One team that might not be going places this December is Florida State. They lost to the University of Miami and it probably cost them a trip to a major bowl.

HOLMES TROMPS SNIPES

Larry Holmes proved once again he is still the heavyweight champion last Friday night. Renaldo Snipes was the latest victim to fall even though he did knock the champ down once. Holmes then came back a few rounds later and started to take apart Snipes to force a stop to the fight. At first glance, it appeared the fight was stopped prematurely, but when the replay was shown in slow motion, the referee had made a wise decision. If the fight was not stopped, Holmes would have seriously injured Snipes. With the recent amount of controversy over ring deaths, a fight should be stopped in any kind of situation where the referee has any doubt whether a boxer will receive a bad injury. It's the boxer's job and he should have the opportunity to return to work.

David Frost, Sports Editor

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FOOTBALL

Sunday's flag football playoff results

Quarter finals:

Cast Raters 20
Orioles 18
BOW 18
Vets Club 12



Air Force 15
Iron Fist 13
Flight Tech 0
Sigma Chi 6

Semi-finals:

Vets Club 20
BOW 26

Orioles 0
Cast Raters 25

Championship game:

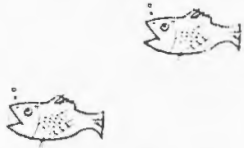
BOW Vs. Vets Club

Sunday's
playoff
action

(Above) Berrae Meixsell of Sigma Chi attempts to break up a pass intended for Steve Haller of Vets Club. (Side) A.G. Rios of Sigma Chi is eluded by Vets Club pass intended for Noe Martinez.
(Photos by Bill Bernardicus)

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Bowling season winding down; George Kayati bowls high series

By Laurie Ranfos
Vice President

On Monday, November 2, 1981, Mens High Game went to George Kayati with an unbelievable 253 game. Congratulations, George! Nick Nickles managed to bowl a terrific game of 234. Len Willis of Len's Angels came in third with a fantastic 227.

Other 200 games were achieved by the following: Bruce Merdiah, 225; Kent Gillen, 217; Earl Schutte, 208; Ken Clark, 203; Bill France, 201.

Womens High Game went to Trina Barto with a super 202. Julie Rankin came in second with a

great 186. Tammie Webb made third place with a 182.

Mens high series goes to George Kayati with a 580. Ken Clark of Kitzore Trout placed second with a 577. Dave Peters (our worthy treasurer), held third with a 551.

Womens high series goes to Julie Rankin with a 474. Tammie Webb receives second place with a 468. Trina Barto and Sue Dougherty are tied for third both with a 444 series.

Team Standings are as follows:
Head Till They're Dead.....25-11-16561
Merdie Mudballers.....24-12-11507
Slow Leak.....22 1/2-13 1/2-16844

BH's.....	20-16-17838
Concordes II.....	20-16-15082
SnowBlind.....	19-17-17329
The Sidewinders.....	19-17-17291
Bizarre 4.....	19-17-17687
Son of Stiff.....	19-17-14964
IOBD.....	19-17-14631
Klgorre Trout.....	18-18-14783
Six Pack.....	18-18-16113
Blind Hope.....	18-18-15409
B's Beer Busters.....	18-18-14747
Ailey Gators.....	18-18-13207
Los Unidos.....	17-19-15326
Lens Angels.....	14 1/2-21 1/2-14690
Trilly Deeds.....	12-14-14345
Dequga Sunrise.....	10-26-14823
Bamfers.....	10-26-13418



Sports shorts

SHARP SHOOT CONTEST WINNERS

Tim Weick won the Basketball sharpshooting contest with a score of 31 points. Tim's major is aeronautical engineering. Brian Bellerose was second with 27 points. Mark Applegate was third with 18 points and Mike Carujo was fourth with 15 points.

BRIAN BELLEROSE WINS INTRAMURAL FRISBEE

On his last throw Brian Bellerose broke a three-way tie for first place

by soaring over his opponents marks and won his first-ever Frisbee Contest. Congratulations Brian!

BILIARDS

The Billiards Contest is scheduled for November 19 at 6:30 p.m. in the University Center.

Deadline to register is November 16. You must register by this date to be eligible to play. A \$2.00 refundable entry fee is required; please have the correct amount.

We will be giving away cash prizes and trophies to the top four contestants.

Carburetor icing a problem for reciprocating engines

Icing in general aviation aircraft is probably the most serious hazard we have to cope with in winter. Both carburetor and airframe icing have contributed to serious accidents that need not have occurred. Knowledge of icing problems can provide the pilot with procedures to follow during icing conditions, and the informed pilot should be able to avoid icing troubles.

Carburetor ice

Visible moisture is not necessary for fuel icing. Fuel icing can occur even at high ambient temperatures. This is sometimes difficult for a pilot to believe unless he is fully aware of the fuel icing process. It can occur in scattered clouds, or even in bright sunshine with no sign of rain.

The usual range of ambient temperatures at which fuel icing may be expected is 40°F to 80°F,

although the upper limit may extend to as high as 100°F. The minimum relative humidity generally necessary for fuel icing is 50 percent, with the icing hazard increasing as the humidity increases.

Throttle ice is formed at, or near, a partly closed throttle (butterfly) when water vapor in the induction air condenser freezes, due to the expansion cooling and lower pressure as the air passes the restriction imposed by the throttle. When there is a fuel-air mixture at the throttle, however, any ice formation would be attributable to water vapor freezing from the cumulative effects of the fuel ice and throttle ice phenomena. Icing at the throttle can occur at ambient temperatures much higher than 32°F.

Any one, or combination, of these ice-forming situations may cause loss of power by restriction

of induction flow and interference with an appropriate fuel-air ratio. An uncorrected carburetor ice condition can mean less power, and thus reduced carburetor heat which may result in the formation of more ice. It is certainly more prudent to guard against a build-up of carburetor ice before de-icing capability is lost.

Carburetor ice should be considered immediately as the possible cause of a power loss. With a fixed pitch propeller a power loss is obvious by an engine speed reduction. When there is a manifold pressure gauge provided, a reduction in manifold pressure would show up along with the engine speed reduction. With a constant speed propeller, installation, however, only the manifold pressure would be decreased.

Finally, an iced carburetor might cause engine roughness although in some cases roughness might not appear until the engine is close to complete stoppage.

Carburetor icing troubles can be avoided by practicing the following procedures:

Periodically check carburetor heat systems and controls for proper condition and operation.

Start engine with carburetor heat in the "cold" position to avoid damage to the carburetor heat system.

As a preflight item, check carburetor heat function by noting heat "on" power drop.

Conduct takeoff without carburetor heat unless extreme carburetor icing conditions are present. Carburetor heat may be used if approved by the aircraft manufacturer, and when conditions are such that there will be ample power for takeoff without incurring engine overheat damage.

Remain alert after takeoff for indications of carburetor icing.

If carburetor ice is suspected of

causing power loss, immediately apply full heat. Do not disturb throttle initially, since throttle movement may kill engine if heavy icing is present. Watch for further power loss to indicate effect of carburetor heat, then rise in power as ice melts.

In case carburetor ice persists after a period of full heat, gradually move throttle to full open and climb aircraft at maximum rate to obtain greatest amount of carburetor heat.

Avoid clouds as much as possible.

In severely iced conditions, and when equipped with mixture control, back firing the engine can sometimes be effective in dislodging induction system ice.

Prior to closed-throttle operation, such as for descent, apply full heat and leave on throughout throttled operation so that enough engine heat will be produced to prevent icing. Be sure to remove carburetor heat if go-round is initiated.

Return to "cold" position immediately after landing.

McCarthy (continued from page 1)

where he was vice president.

Director McCarthy is a member of numerous organizations including the National Academy of Engineering, a fellow and former director of the American Institute of Aeronautics and Astronautics (AIAA), a fellow of the American Astronautical Society, associate fellow of the Royal Aeronautical Society, and a member of Sigma Gamma Tau, Research Society of America, and Sigma Xi. Dr. McCarthy is also the author of many technical papers and a contributor to four textbooks.

The Director was instrumental in getting the high speed wind tunnel models for the Aeronautical Engineering Lab here (at Riddle).

He has had correspondence with the school before, and will speak to two Aeronautical Engineering labs Thursday morning on the future of aeronautical engineering in civilian and military applications.

A Boston native, Dr. McCarthy entered MIT in 1946 following military service. He received his B.S. and M.S. degrees in

aeronautical engineering in 1950 and 1951 respectively. He received his doctorate in Aeronautics and Physics from the California Institute of Technology in 1962. In 1966 Dr. McCarthy completed the executive program at UCLA's Graduate School of Management.

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Vets flag football team makes semifinals

It sure has been a busy week. First, the Shuttle did not go off, but we a good time anyway. For those of you who did not make it, have no fear! We're going to try it again tonight. The Shuttle goes off tomorrow at 7:30 a.m., so we're leaving this afternoon. Maybe with a little bit of luck we'll finally see

her liftoff. We'll have maps posted again to show where we are. The mug catalog is in Alice's office. She has all the information. Cost will be \$11.25. It's a nice 16 oz. ceramic mug with the Vets' Club emblem on one side and your name and an emblem of your choice on the other. Orders will be

taken until the meeting on Friday night. We must have the \$11.25 by Monday when the order is to be sent in. The Kissimmee airshow was quite impressive. The club went down Saturday morning and spent the entire day. With the Euse Angels, Harrier, aerobatics, and

many other events, it was an action packed day. For those of you who come out on Sunday, you saw a great day of football. Under beautiful skies the Vets' team took to field D for the first game of the afternoon against Sigma Chi. For all the funny looking creatures, it did not help them any, as the frat boys learned what being a Veteran is all about. The final score was 12-6, with our defensive

our offense just rolling right along. That game put us in the semifinals against the Orioles, who defeated their opponent at the same time we played our first game. With only a half hour of rest, we went back onto the field and proceeded to rock up a 20-0 score. The second game was highlighted by many fine plays and individual air team efforts.

And now it all comes down to the final game this coming Sunday at 1:00 between the Brothers of the Wind and the Vets Club. It's going to be one hard fought game, so plan on being out there for it. We have not won the championship since 1976, so we're really going for it now. It's been an exciting season, and this Sunday will be the climax.

This Friday is our next meeting. We're doing the by-laws and constitution, so it's important for everyone to be there. Full information on the Christmas dinner will also be given.

Chess Club plans trip to New York

The Chess Club is planning to attend an important tournament in New York City. The competition will commence on December 26 and last roughly for three days. However, Chess Club members are forced to rely on their own accounts to pay for the costs of the tournament and housing while in

New York. The Chess Club is unable to fund these expenses due to a dwindling bank account. The Chess Club is asking for donations to help its members attend the rounds of competition in New York. Please support the Chess Club. We need the backing of the student body, staff and other personnel.

If you would like to make a donation, please drop by one of our meetings in the Common Purpose Room on Tuesdays, at 6:30 p.m. You may also contact us by dropping a note in our slot located in Student Activities.

Co-op offers many jobs

Interviews are already underway for co-op positions for this Spring. Stop by the Career Center for information on co-op and find out about some of the companies that come to E-RAU to fill their co-op positions. Maybe there is a job there for you, to help you further your education and earn college credit

while you are making money. We are working on making the transition to work and back to campus, easier for co-op students in anyway we can. Right now, the Council is working on ways to help students with housing. Hopefully, we will be able to help students find housing in the way they work in and again when they return

to campus. To give you an idea of what co-op is all about, here is a brief review of what it was like for one Riddle student. Tilden Montant is in Aeronautical studies here. His area of concentration is Air Transportation Management.

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AAS wages war against C.F.

On last Saturday, November 7th, a war was fought. However, in this fight there were no losers, only winners. This war was waged not against people, but instead against the country's number one genetic killer of both children and young adults: Cystic Fibrosis.

In support of the Cystic Fibrosis Foundation and AAS's national project, the Arnold Air Society recently held its first "Bowl-for-Breath" Bowl-a-thon at the Halifax Bowling Center. Children of all ages gathered for the one day event after spending the previous weeks gathering sponsors in the hopes of winning the top prize of new black and white television.

The turnout at the "Bowl-for-Breath" surpassed all expectations. Although originally scheduled for both the children and adult bowlers, the response by children bowlers alone exhausted the supply of sponsor sheets available.

The awards ceremony for the lucky junior bowler who collected the most sponsors will be held this Saturday, Nov. 14 at the Halifax Bowling Center. All are invited to attend.

This event has over the years become one of the biggest sources of funds in the never ending fight

against Cystic Fibrosis. With every new year and every fund raiser like the "Bowl-for-Breath" comes the chance of extending this deadly killer once and for all. Just a few reminders till next week. Many thanks go to Bob Sarno and his gracious services provided at AAS's Halloween party last week. Also, congratulations to Alex Franco and his award-winning version of the swimmer of yesterday. The dinner meeting is tonight at the Western Sizzling Steak House. It starts at 1800 and the uniform is combination one and presenting the prizes.

Angel Flight initiates pledges

Coming up on Dec. 2 is our annual flight inspection by the AnF Area Commander, Melissa Enfinger and her staff. They'll conduct interviews with our officers and members, examine our files and correspondence and observe our weekly meeting. If we do well we could be up for the "Most Improved Flight" award. Let's go for it.

At our Nov. 1 meeting, Dave Capps and Dan Kelly put on an assertiveness seminar. This was an appropriate topic for the Angels since being assertive was a problem in the past - but we're improving. Thank you Dave and Dan - it was very informative and enjoyable.

Last Monday Angel Flight was presented with a plaque from the American Cancer Society in ap-

preciation for the terrific job we did decorating their display windows. That was a nice pat on the back.

To wrap it up, I'd like to mention that last Wednesday was National Angel Flight Appreciation Day and our Arnie didn't let us down - they gave us red carnations. Thank you Steve and the rest of Arnold Air. See ya'll next time.

- CALENDAR OF EVENTS**
- By Cheri Hutson
- Avion Staff Reporter
- WEDNESDAY, Nov. 11
- Scuba Club, F/S - 6 p.m.
 - L-5 Aerospace Society, A-208 - 7 p.m.
 - Movie: "Lady from Shanghai", W-306, 7 p.m.
- THURSDAY, Nov. 12
- Karate, 7 p.m.
 - Windseekers Motorcycle Club - 7 p.m.
- FRIDAY, Nov. 13
- Vets Club Meeting - 7 p.m.
 - Racquetball, DBCC - 4 p.m.
- SUNDAY, Nov. 15
- Brothers of the Wind, UC - 6 p.m.
- MONDAY, Nov. 16
- Bowling League, LaPaloma Lanes - 9 p.m.
 - Racquetball, DBCC - 4 p.m.
- TUESDAY, Nov. 17
- Chess Club - 6:30 p.m.
 - Karate - 7 p.m.
 - Movie: "Blue Angel", W-306 - 7 p.m.
- WEDNESDAY, Nov. 18
- Scuba Club, F/S - 6 p.m.
 - L-5 Aerospace Society, A-208 - 7 p.m.

AHP plans stimulating hayride

On Friday, November 13, Alpha Eta Rho will participate in its Fraternity project. This year, the pledge class Omicron plans to hold a hayride for their brothers which promises to be mysterious as well

as fun. The hayride will include lots of beer, hot dogs, and beans and a guaranteed hayflight. Alpha Eta Rho will continue to promote brotherhood between its

members and hopes to get more interested students involved in aviation. The hayride promises to be exciting and a memorable evening for all.

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Sigs plan road trip to Tampa

The past week found the Sigs in good spirits. Much of the usual during the week, but Friday brought the Winged Sigs winging it to Tampa for USEF Party Days, more of that later, let's review the week as it happened after you were there.

Friday got started off at a Happy

Hour. While the brothers were getting smashed inside, the pledges were having a smash outside - car smash that is. Brother Meissel sold his Vega to the pledges for an undisclosed amount of money and a car to be named later. A huge crowd was on hand, and they plan on making it a weekly affair.

Pledge President John Ehrenreich was quoted as saying, "We plan on making the smash an institution on campus." Bravo John!

Friday evening was travel time. We arrived at the campsite, an undisclosed location, and then proceeded to drink massive quantities. There was plenty of sing-a-round the campfire, and of course kangaroo court was held, but it was a hung jury - well hung! The next day was derby day and what a sight to behold - over 100 girls partaking in games of "All the Way". The brothers were practicing up on their skills if, by chance, they would be needed. Later in the evening was the big blowout, or should I say blowout. Nobody

remembers anything, but I hear we had a good time. This writer remembers nothing.

As all good things must come to an end, so came Sunday right on time. Recuperation, sleep, and apologies for the previous night's behavior. The Sigs then took to the gridiron and proceeded to get ironed right out of the playoff picture. It was a great season guys, and good luck next year!

That's it folks. The past week was one to definitely remember, but I hope next week and all good things must come to an end, and so must this article, aloha!

Sigma Phi attends Kissimmee air show

By Ken Watson

This past weekend the brothers and little sisters put away their books and headed for Kissimmee to enjoy some great weather and a fantastic airshow. We all had an excellent time and were amazed, especially by the Harrier and Blue Angels exhibitions.

After the show it was back to the house to check in on the pledge activities. Mike, Dave and Larry all had a great time with their little shoe boxes full of goodies while all the brothers helped them through the weekend by keeping them awake. It must have been fun for the pledges as they were escorted on a one way trip across town, not

to be seen again until dawn the next morning. What were you doing all that time, guys?

Brothers, there will be a mandatory meeting this week for the Light. Check on the house for date and time. There is a meeting Friday at 6:30 p.m. followed by a bar night. The theme will be red and black night. Saturday there will be a cleanup at 10:30 a.m. All brothers and pledges must attend. The brothers will be remodeling the bar after the cleanup. Please be ready to work to get our bar set up right.

That's about all for this week. Until next time, keep on pluggin' and have a good week.

In/com center houses lost/found articles

In January 1981, the University opened an Information/Communication Center, known as the In/Com Center in the lobby of the University Center. The center is staffed by student employees who basically handle student messages (except emergencies), directions for visitors or anyone looking for something, the university lost and

found, and post general and pertinent information for the student body.

In the center there is also a What's Happening board. On this staff try to list speakers, movies, concerts, and other activities as well as special meetings and important dates, such as SGA meetings, pre-registration dates and times, and add-drop dates.

The In-Com Center student employees are not getting some lost and found information that may help the students, and have found that students are being sent three and four places to check for lost articles. The In-Com Center, so staff, faculty and students are asked to stop by the center to drop off found items and to report lost items.

The center can be reached by calling ext. 1511 between 7:30 a.m. and 5:30 p.m., if you need items picked up, that have been found. The staff is trying to have one general area where people can go for lost and found.

Delta Chi looks to Thanksgiving

By Karler Larson

The trip to Rosie O'Grady's was a good time for all. For some of us it was too good a time. The only bad thing about the trip was the ride home which is rather dangerous after leaving late from

Rosie's.

This Friday Delta Chi is having a giant happy hour party. Everyone is invited to it. If you know anything about our parties you can't miss this one. The entertainment is going to be supplied by

Whitley and Chaluchi boy. The party starts at 8 p.m. at the house so don't miss it.

On Saturday we are having an early Thanksgiving dinner. The

turkey with every fixin' imaginable will be served and prepared by our very own little sisters. These girls, all being excellent cooks, promise this dinner to be superb. After our meal we are all going down to Spruce Creek High School to help out Greg Nelli by laughing at his job.

AIAA sponsoring glider contest Nov. 20

The first annual AIAA Glider Contest will be held Friday, Nov. 20th at 4:30 p.m. (during happy hour) in the U.C.

There will be aalsa and paper category. The gliders will be thrown from the U.C. balcony, and judged on the basis of distance and accuracy (flight in a straight line).

The winner in each category will receive a trophy and a custom-made T-shirt. These T-shirts are designed and custom-made for the FRAU AIAA student chapter and available only to contest winners and runners-up. These prizes will be on display in the library display case.

Registration will take place in the U.C. Nov. 16, 17, and 18 (Mon.-Wed.) from 11 a.m. to 2 p.m. and Nov. 20 before the contest.

The rules for the contest are as follows:

- *Registration fee is \$2.00 for thealsa class and \$1.00 for the paper class.
- *The contest is open to everyone except the judges.
- *The contest will begin at 4:30 p.m. on Friday, November 20.
- *Glders will be thrown from the balcony in the University Center.
- *Contestants will hold the tip of the tail of the glider to the tip of his nose and throw. There will be no compensation for big noses.
- *Glders must remain within the designated area immediately in front of the balcony for accuracy.
- *The objective is distance.
- *The best two of three throws will be averaged to determine the winner.
- *Decisions of the judges will be final.

*Glders are limited to 18 inch wingspan and 18 inch fuselage length.

*Paper gliders must be constructed solely of paper. Aluminum foil, mylar, plastic, wood, are not allowed.

*Balsa gliders must be constructed solely of balsa wood.

*Securely attached weights are allowed.

*Rubber bands, tape, and glue are the only additional construction materials allowed.

*All gliders must be approved by the launch director. A sharp protrusion may disqualify the glider (for safety reasons).

*No propulsion systems (wound rubber bands, propellers, engines, etc.) are allowed.

*Copies of the rules are available at the Incom Center.

If you have any questions, contact the Launch Master, Don McMillan, at ERAU Box 5335.

Campus clubs offered chance to aid community

One seldom has a chance to hear about the community projects that involve our clubs and organizations at E-RAU. These projects require a lot of time and effort put forth by the club members and allow our students a chance to get involved in worthwhile community activities.

So far this trimester, several clubs and organizations have performed or participated in a community service activity. Arnold Air Society and Angel Flight have planned a "Blowing for Breath" activity in November to benefit Cystic Fibrosis. Angel Flight also volunteered their help for a project

with the American Cancer Society. Alpha Eta Rho coordinated a Dance Marathon for Muscular Dystrophy and performed volunteer work at New Smyrna Airport. Sigma Chi Fraternity was successful in their blood drive for the American Red Cross and Embry-Riddle's SGA is assisting DBCC Student Government in a marathon run for the American Heart Association.

If any other club or organization is planning or has participating in a community project, please inform the Student Activities Office of these events.

notices

AFROTC scholarship applications

Air Force ROTC four-year scholarship program application booklets are available from the AFROTC Detachment at Embry-Riddle Aeronautical University. The four year scholarship is for high school students eligible for entry into college in the 1982 fall term. Basic application items must be postmarked by December 15, 1981. If any faculty member or student knows of a high school senior interested in a four-year AFROTC scholarship, please pick up a application booklet or give the detachment a mailing address.

Attention graduates

Just a reminder - if a prospective employer requests an official transcript for a job interview, we must have written request from you before that information can be released. SUGGESTION: Request a few Transcripts Request Forms be sent to you before you leave ERAU. Or, Transcript Request Forms are available at the Records and Registration Office.

Students Anticipating Spring '82 Graduation are required to fill out an application for graduation. The deadline date for graduation applications is February 18, 1982. Graduation applications may be obtained in the Records and Registration Office, and a student will be given a Preliminary Graduation Evaluation.

History meeting

The Volusia County Genealogical and Historical Society, Inc. Next meeting Thursday, November 12, 1981 6:30 - 8:45pm City Island Library (Auditorium)

Entertainment looks for suggestions

We hear it all the time. We hear the voices raving the air like the love-calls of obscene birds. We know you who are because we can see your little faces shimmer in the glow of the projector's bulb. We know you come the movies in the U.C. We know you're out there.

Now's your chance. The movie committee is planning the spring schedule and we want to know what you want to see. Write down your suggestions and drop them off at the Entertainment Office, behind the S.G.A., We'll try to work in what you want to see. Whatever it takes to shut you guys up. Help us out. Write it down, don't yell it out. "Give us some respect".

Man of La Mancha

This lovely tale MAN OF LA MANCHA, must be the hit musical of the entire Daytona Beach area this season. Make sure that you are part of the enchantment! Evening performance dates (8:00pm) are November 19, 20, 21. Matinees (2:30) are November 6, 15, and 22. Get your tickets early! A lot of people missed last fall's musical because they delayed. Don't miss the show for any reason!

Medical hiring standards

On Thursday November 19th, the Career Center and Health Services are sponsoring an informative lecture on the topic of medical hiring standards for the major airlines. Guest speaker will be David P. Millett, M.D. who is Director of Flight Medicine for Eastern Airlines.

Dr. Millett is a graduate of Yale University Medical School and the United States Air Force School of Aerospace medicine. His professional credentials includes experience as an Air Force flight surgeon and service with the American Embassy in Moscow, U.S.S.R.

The lecture will be in the University Center at 8 pm. A question and answer period will follow. All students, faculty and staff are welcome and encouraged to attend.

SGA forum to be held

Curious about where your S.G.A. fee goes? Think you can predict it better? We need your input to provide the services you expect.

At high noon on Monday Nov. 16 the S.G.A. will present a panel much like the Student/Faculty forum to be held two days later.

We will field questions, opinions and perspectives concerning your Student Government and its future goals. Bring your ideas. After all, it is your money!

Answers from page 7.

It marked the first and only time the three teams from the same conference finished 1, 2, 3 in the final Top Ten football poll.

Management ordered to dry up at Anheuser-Busch

Campus Digest News Service

The order came down at Anheuser-Busch in St. Louis. The management would no longer be allowed to drink on the job. It was a move that disrupted a long brewery tradition.

The ban of beer in executive offices, which was done in the name of keeping up with modern decorum and current management practices, affected thousands of employees at Anheuser-Busch's 11 plants around the country.

Already in effect in Williamsburg, Va., and Fairfield,

Ca., the ban was new to company headquarters in St. Louis. Although management will be performing with dry throats, the union members at the plants can still quench their thirst any time. A clause in their contract includes the privilege of partaking of the foaming beverage they produce.

The management did not lose out all around however, in lieu of their drinking during office hours, they are permitted to take home two free cases of beer each month as long as they don't sell it.



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Travel options outlined for upcoming Xmas vacations

By Jim Crocker

Aviation Staff Reporter

For all Embry-Riddle students that may not be driving home this Christmas Break, here is a list of fares provided for you to help you get some information on flights leaving Daytona Beach. The figures shown on the list are quoted figures from each individual carrier but this does not necessarily mean that the figures are the only ones available. The rates are based on the time of the flight class that you travel.

The sooner students make reservations the better their chances of catching the lowest fare possible to their destination. Please do not contact the Aviation staff or this reporter if you desire more information on fares. A list of toll-free numbers are included at the end of this article.

Daytona Beach does have bus service to these points but in the survey they have been found to be a little more expensive than the trains. Since the train offers a cheaper price and a more enjoyable ride (for the leisurely traveler) I have deleted the bus fares from this article.

If your plans are to go home by plane or train try to make your reservations as soon as possible to avoid a fare increase and to get the cheapest fare available! Also keep your exam schedule in mind when planning your trip.

My thanks to Dean Dougherty of the Department of Records and Registration and the individual airlines for their kind inspiring help in preparing this article.

DAYTONA BEACH TO BOSTON, MASS
 Eastern - \$338.00 RT
 Delta - \$338.00 RT
 Piedmont - \$134 one way contact Piedmont for information.
People's Express - (from Jacksonville) \$228/ \$164 night
Amtrak - \$192 Excursion/ \$274 coach
ATLANTA, GEORGIA
 Eastern - \$220 RT/ \$176 NC/ \$176SS/ \$154 SSN
Delta - \$176 RT/ \$154 SSN
 Piedmont - No service
Amtrak - no connecting service
CHICAGO, ILL.
 Eastern - \$318 RT
 Delta - \$318 RT*
 Piedmont - \$310.50
Amtrak - \$192 Excursion/ \$274 coach
RALEIGH/DURHAM, N.C.
 Eastern - \$268 RT/ \$214 SS
 Delta - \$214 RT
 Piedmont - \$134 RT
Amtrak - \$124 Excursion/ \$154 coach
NEWARK/NEW YORK
 Eastern - before Dec. 8 - \$248 after the 8th - \$298
 Delta - \$273 RT
 Piedmont - \$297
Amtrak - \$179 excursion/ \$256 coach
People's Express - \$79 day/ \$59 night
DETROIT, MICH.
 Eastern - \$318 RT
 Delta - \$318 RT*
 Piedmont - No Service
Amtrak - \$192 one way/ \$192 excursion RT.
BUFFALO, NY.
 Eastern - \$358.00 RT

Delta - No Service
 Piedmont - No Service
Amtrak - \$137 one way service / \$192 excursion RT.
SYRACUSE, NY.
 Eastern - \$358.00
 Delta - No service
 Piedmont - No service

Amtrak - \$137 one way/ \$192 Excursion RT.
WASHINGTON, D.C.
 Eastern - \$298.00 RT
 Delta - \$274.00 RT
 Piedmont - \$102.00 one way/ \$256.00 RT. Contact Piedmont

People's Express - \$228 day/ \$164 night
Amtrak - \$106 Conch/ \$154 Excursion RT.
PITTSBURGH, PA.
 Eastern - \$318.00 RT
 Delta - \$318.00 RT
 Piedmont - \$126.00 one way

-Contact Piedmont
People's Express - No Service
Amtrak - \$137 one way/ \$192 Excursion RT.
PHILADELPHIA, PA
 Eastern - \$298.00 RT
 Delta - \$298.00 RT
 Piedmont - \$110 one way - Contact Piedmont
Amtrak - \$121 one way - \$170 excursion RT.
COLUMBUS, OHIO
 Eastern - \$278.00 RT
Amtrak - No service
Amtrak - No service
People's Express - \$268 RT Day/ \$164 RT. night



The sooner students make reservations the better their chances of catching the lowest fare possible to their destination.

RT - Round Trip Ticket Purchase
 NC - Night Coach
 SS - Super Saver Fare if available
 RT* - Round Trip Buy & Fly - no advanced purchase necessary
 SSN - Super Saver Night Fare if available
 If you want to contact any of the individual carriers, here are the Toll Free numbers to get in touch with them.
EASTERN - 1-800-432-5401
DELTA - 1-800-342-5513
AMTRAK - 1-800-342-2520
PEOPLE EXPRESS - 1-800-526-9230
PIEDMONT - 1-800-251-5720

CHANCELLOR

ing the same education as those at the Daytona site.

Not only is the chancellor required to assure academic equity, but he is also responsible for directing the financial aid coordinator's priorities. Financial aid is presented in E-RAU by federal and state governments in one sum, that of \$15 million for the present year. Since the monies are given to the administration as a whole, we see that there must also be equity between costs at different cam-

pus.

It is critical to the students that prices at each campus are as similar as possible regarding financial aid. Fortunately, the cost of living is similar at both campuses, which makes Chancellor Ledewitz's job somewhat less taxing. Because of the logistical differences between Daytona Beach and the Arizona desert, students at Prescott must be on a University meal plan in order to live in University run housing.

One problem which is clearly

seen is that of the different aircraft used to train students. If the new position is supposed to create academic equity then shouldn't the flight standards departments use similar planes. In a telephone interview with Vice President, Chancellor Ledewitz, it seemed apparent that Embry-Riddle has no intentions of standardizing between either C-172's or the Grumman trainers.

As far as a difference in pay resulting from Dr. Ledewitz's new position, there shall be none. During the interview, Dr. Ledewitz

stressed that Chancellor was merely a new title for him.

Thus, as a result of the new title created at Embry-Riddle, students look forward to a more integrated University. Not only with this uniformity occur academically, but also, the faculty and staff notices at all campuses shall be considered as the same titles.

As an aside, when questioned about the validity of rumors circulating that Dr. Ledewitz's new title is a result of being groomed for the Presidency, the doctor emphatically denied.

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