

1-27-1982

## Avion 1982-01-20

Embry-Riddle Aeronautical University

Follow this and additional works at: <https://commons.erau.edu/avion>

---

### Scholarly Commons Citation

Embry-Riddle Aeronautical University, "Avion 1982-01-20" (1982). *Avion*. 445.  
<https://commons.erau.edu/avion/445>

This Book is brought to you for free and open access by the Newspapers at Scholarly Commons. It has been accepted for inclusion in Avion by an authorized administrator of Scholarly Commons. For more information, please contact [commons@erau.edu](mailto:commons@erau.edu).

The Award Winning Newspaper of College Aviation

## Instructor Alonso honored

By Jeff Guzzetti  
Avion Staff Reporter

Last month on December 18, the E-RAU Flight Division made a special presentation to Don "Pops" Alonso during their Christmas Party in the flight line building.

Alonso, presently a multi-engine simulator supervisor, was awarded a plaque presented by Dr. Thomas Connolly for over 15 years of multi-engine instruction. The control yoke from the retired Beechcraft D-18 (parked at the far side of the flight line) was removed and mounted on the plaque. Pops flight instructed in the D-18 extensively when it was used for multi-engine training over 10 years ago.

"We're lucky and fortunate to have Pops' experience and skill here," Embry-Riddle's commented Dr. Connolly, Flight Division Chairman. "His attitude has been a model for us all."

The 68-year-old Alonso first came to Riddle in late October of 1966. He was the principle flight instructor in the small but growing multi-engine flight department, and he flew the large Beech 18 until the transition to the Cessna 310 in 1971.

Pops has quite a fascinating history of flying. He has over 20,000 hours of flight experience, most of it from flight instructing. Alonso began his flying career in 1939 and became a World War II flight instructor pilot and flew the P-47 Thunderbolt.

After the war in 1950, he became an agriculture pilot in Venezuela for three years. He then helped start flight training facilities in the high altitudes of Peru from 1957 to 1964. Alonso is considered by some to be the father of Peruvian aviation.

Now, after 42 years as a pilot, Pops can still pass a first-class medical exam, and a very active

acrobatic flyer. His relationship with the students is excellent.

"I love the students here," commented Alonso, "They keep me young."

Pops was around when Embry-Riddle was just starting out, and he has grown with this school for over 15 years.

"We've got the finest aeronautical school in the country," Alonso boasts, "Riddle has a rigid flight program. We turn out the best pilots because you don't get nothing for nothing." When asked to comment on the plaque presented to him, Pops joked, "It was a very pleasant surprise... but who got the plaque with the right engine and propeller on it!"

During Alonso's 15 years experience here at E-RAU will always be welcome. He is an instructor's instructor whose presence is as symbolic as the old Beech 18 perched on the flight line.



Veteran E-RAU flight instructor Don "Pops" Alonso accepts the honorary plaque for 15 years of dedicated service. (Photo by R. Frankel)

## New campus plan unveiled

By Bill Fisher  
Avion Staff Reporter

The future physical appearance of E-RAU will be slightly different than that depicted by the E-RAU Master Plan. The first change to the Plan is in its name. It is no longer called a Master Plan but is now referred to as the Daytona Beach Campus Plan.

This revised Plan will provide, according to T. Bruce Croft, Director of Plant and Facility Development here, "more efficient and better utilization of our 81 acre campus." As for the reasons

behind the changes, Croft pointed out that the "land areas in the outer extremities (of the campus) were not being developed. Traffic penetration into the center of the campus posed a safety hazard for the students, and an extremely high cost of road construction" (referring to the road that was to encircle about three quarters of the campus) presently exists.

Physical changes include moving the baseball/sooccer field to where the field house was to be and moving the field house closer to the existing swimming pool. The "L" shaped parking lot will be removed

from the Plan and new parking lots added at various points along the perimeter of the campus. The road that was to encircle three quarters of the campus and connect the Clyde Morris Boulevard entrance to the Catalina entrance will not be built; instead the new parking lots will outlet either to Clyde Morris or Catalina.

The new Campus Plan, is the result of efforts by Croft, Daytona Beach Campus Provost Jack Fidel, and University President Jack Hunt. The plan will be in effect for the next three to five years.

## Parking lot first step in Embry-Riddle improvements

By Max Corneau  
Avion Staff Reporter

During the Christmas break the main parking lot was partially resurfaced. Continuing students should recall that the resurfacing behind Dorm II was completed prior to the end of the Fall trimester. A second resurfacing project, the Riddle ramp, was

achieved during the break. Of the two projects, the parking lot/roadway resurfacing is the larger effort. According to Bruce Croft, Director of Campus Development, "the entire project was estimated to cost \$29,000; so far we have only used \$24,000 of that money." When questioned why the project fell short of it's

estimated cost, Croft replied: "We still haven't completed the project. Still to be done is the addition of an extra lane coming into the parking lot. The added lane would increase safety while making for a crowded traffic situation." Besides the creation of an extra lane for traffic, Croft explained that provisions have also been made for a

bicycle path and walkway along the side of the lane. "This phase of the project should greatly increase safety," he said.

"Whether or not the entire project will remain under its \$29,000 estimate remains to be seen." Croft declined to make available any figures concerning the cost of the final segment of the resurfac-

ing, adding "this part of the project is still out to bid."

An entirely different project was undertaken concerning the flight line ramp over the holiday break. According to Tony DiGirolamo, Dean of Aviation Technology, "there were many holes in the ramp which were filled; once these holes were filled the entire ramp

was fuel proofed to extend its life. After fuel proofing, the entire surface of the ramp was recoated and the appropriate taxi guidance and parking lines were painted on." This, is not all that took place on

see RAMP page 11

## Daytona Beach Tower welcomes new chief

By Louis M. Kady

There has recently been a change at the Daytona Beach Regional Airport Control Tower. On Jan. 10, 1982, Mr. Al Suter was installed as the new tower chief. Suter is taking the place of former tower chief Jerry Smith, transferred to Orlando International Airport.

Suter has been with the FAA for 24 years. He began his career in 1957 when he became controller in Norfolk, Va. In 1962, he went to Dulles International Airport tower and in 1967 was Tower Chief at Huntington, West Virginia. In 1975, he went to the FAA's Washington D.C. headquarters where he would stay for the next two years; one year as Terminal Operations and Procedures Specialist, the second as specialist on Evaluation Staff to the Air Traffic Service Director. He went to Honolulu, Hawaii in 1977, to be Deputy Tower Chief. His last assignment prior to Daytona Beach was at Miami International as deputy Tower Chief.

Suter's primary function as Tower Chief is to provide general supervision to the entire operation in the tower and tracon (radar room). In the meantime he is responsible for the success of the entire administrative area

associated with the tower. Suter explained that he is also directly responsible for the training and automation departments.

He is not currently performing any actual controller duties here at Daytona Beach. He explains that anytime a controller goes from one facility to another, he/she must go through a training period under direct supervision. After the new controller spends a sufficient amount of time and demonstrates that he or she can handle a certain position he is certified at that position. Once the controller is certified in every position in the facility then he or she is considered to be facility rated.

The reason for the facility rating, as Suter explains, is the fact that each new controller has to learn the area, airspace, navigational aids, airways, distances between fixes, all of the local procedures, airport layout, and equipment.

Suter says that he will be facility rated here at Daytona Beach sometime in the future; however, it's hard to tell at this point when that will be.

When asked about the tower staff situation, Suter replied "we're in good shape right now, but looking into the future, we not



Mr. Al Suter (Photo: L. Kady)

only are going to need some more people, but the big task that we have in front of us right now is to get some of these people that we have through the entire training program."

Four actual FAA controllers are permanently assigned to Daytona along with three other temporary personnel. At the tower, seven team supervisors act as controllers in addition to their supervisory functions. Nine Air Force controllers are assigned to the tower. They should be there until August 1982.

Nine Development controllers have been hired by the FAA and assigned to Daytona Beach. They have been there since August 3, 1981 when PATCO went on strike.

"They (new controllers) are progressing very well, through the training, but our number one objective right now is to get all that we have facility rated, completely certified throughout the facility," explained Suter. "And in addition, over the next six months hopefully get several more people assigned to Daytona Beach."

Suter further explained that they must look into the future, particularly this August when all of the nine military controllers will most likely return to their home

bases. "As far as the number that we have today to work, we're in pretty good shape," commented Suter. Suter says that he doesn't speculate any major changes in the manner that the tower provides service.

see CHIEF page 11

### Inside this week

Guitar players entertain 4

Super Bowl preview 6

Pilot Psychology 12



Editorials

### Avion maintains standards

By R.K. Smithley Avion News Editor

At the risk of sounding like a high school newspaper reporter, welcome back one and all for yet another trimester of scholastic enlightenment. More importantly, welcome back to The Avion. Continuing students will more many changes around campus, with new-comers to E-KAU will take for granted. However, there are hidden changes even veteran students will not readily detect.

Enter Aeronautical Engineering sophomore William Schrock, who is the newly elected Avion Editor-in-Chief for the next year. Schrock replaces outgoing editor John Scribner, who drove Avion staffers to new and unforeseen heights of journalistic excellence. With a bit of luck and many hours of work, the same may be said of Schrock at this time next year.

As always, The Avion needs staff members to maintain the reputation of "The Award-Winning Newspaper of College Aviation." It takes alot of hard work, time and dedication to put together a weekly newspaper that students, faculty and administration can be proud of, but we do it. Those interested in joining our group should stop by The Avion office in the University Center, on the second floor.

The Avion is your newspaper, whether you know it or not. If you don't read it you should. Along with the informative and interesting articles, there is a wealth of knowledge enclosed in these pages. Campus activities, clubs and organization news, sports, advertisements and yes, even editorial comments and cartoons can be found in this publication.

The Avion carries the sometimes controversial, yet necessary quality of not relegating itself to news within the confines of the university. High school writing styles and ideas are not only frowned on; they simply aren't acceptable to collegiate journalism. Therefore, stories often go beyond the confines of the school boundaries to include the community and even national news, to avoid limiting readers to wearing "aeronautical blinders."

Student views and comments are encouraged by The Avion in the form of Letters to the Editor. Suggestions are always welcome by the editorial staff whether it be in letter form or verbal. The Avion is not immune to errors. We too are human. While it would be nice, it would be impossible for us to include every single story in each issue that was submitted for publication. Mistakes do occur, but we try to keep them to a minimum whenever possible.

If you have suggestions for articles you think students would find interesting, let us know. Ideas are more than welcome.

### Tragedy strikes

For the third time in a year tragedy has struck the U.S. Air Force's Thunderbirds precision flight demonstration team. Members of the team's famous "diamond four" struck the ground while attempting to pull out of a formation loop at the Indian Springs Auxiliary Field near their home base at Nellis AFB, Nevada.

Earlier in 1981, the lead solo was killed during a performance, and the team leader was killed when his aircraft ingested a bird on takeoff enroute to a performance in the summer. The victims of Monday's crash were leader, Maj. Norman L. Lowry III, Capt. Willie Mays, Capt. Joseph "Pete" Peterson and Capt. Mark E. Melancon.

The Thunderbirds have been the Air Force's premier flight demonstration team since their formation in 1953, and have had amazingly few casualties since that time. Accidents of this type are not uncommon among the world's various aerobatic flight teams.

Though not unheard of, crashes of members of these teams gain worldwide attention due to their outstanding reputation. Some skeptics may point to this incident and the crash of Air Florida's flight 90 as evidence that flying in general, and especially now, is unsafe.

The Thunderbirds were formed to demonstrate flying safety and the airlines are where they are today because they have proven to the public that flying is safe. Let's keep in mind that safety should be everyone's first concern whether it be in the home, on the job, or in the skies.

By Jennings Heilig and Brian Nicklas, Avion Staff

# GENIE BASSET



"THE SOVIET UNION WILL NOT TOLERATE NATO'S INTERFERABLE INTERFERENCE IN POPOV'S INTERNAL AFFAIRS!"

### letters

#### Problem rain

TO THE EDITOR:  
Is there a problem?

When a person steps out of the rain into the supposed protection of covered walkways, only to find that he or she is further wetted because of leaky seams in the roof? It is aggravating.

When on a rainy day, not infrequent "thumps" can be found to be the result of people falling on slippery concrete made that way from the rain? Concrete is not soft. Design?

When fences are erected to protect the grass from being rampled, yet no measures are taken to insure that they stay up? They'll just be straightened up after each term. Planning?

When a Right turn lane is provided on the southbound side of Clyde Morris to allow for traffic turning into the campus, and then it is allowed to degrade over time into a giant hole which makes use of the gravel lane impossible? Can't miss it!

When rotary lawnmowers are used without shields to protect Clyde Morris to allow for traffic turning into the campus, and then it is allowed to degrade over time into a giant hole which makes use of the gravel lane impossible? Can't miss it!

When proper debris is not placed away before mowing the grass, and the result is more litter.

It will blow away. When in September of 1979, an enclosure is constructed at the Maintenance Technology complex to provide foul weather protection to the students and staff who use the vending machines, yet as of this first month of 1982, the enclosure floods when it rains. The cause is simply a leaky roof...complaints have been made, and the problem has been looked at. But an electrocution hazard has been present for over two years. Water flows through the overhead lights, freely, and the floor is covered with water an inch deep in places. For more than two years!

The problem has been looked at! Is there a problem?

#### Bad management

LETTER TO THE EDITOR  
I got it! It took me almost two years to find out why the office of records and registration requested up to three weeks to furnish an evaluation.

The common answer offered by the responsible of the department is understaffing. I am not quite sure understaffing is the real demon. Bad management is certainly more accurate!

Last add/drop period reinforced my belief. While students, after

running all over for a signature, had to wait in line to have access to a terminal, one supervisor of the office of records and registration was sitting on a chair, busy tearing off the yellow and pink copies of the add/drop forms to throw them in the trash can.

I do not have the exact figures on the supervisor's salary nor on the price of a 4 sheet form, but I did not recognize at the time the application of the management theories we are taught at this university.

Before claiming understaffing as the responsible of the length of the registration lines and the mistakes made on transcripts and evaluations, a better allocation of scarce resources seems necessary. J.P.O. Box 1402

REAL. The old parking lot had been paved. IT WAS GREAT! Not only was it paved, but it was also re-marked for a more efficient flow of traffic. As I glanced over the glistening asphalt, I saw another pleasant surprise, green grass. There was actually grass growing in the field of our never quite finished softball field. While the grass was thin and only rye, it made no difference, it still looked good. The Riddle changes were not limited to the exterior. Later that day I saw a cafeteria that had been completely repainted, and found nice, blue checked table cloths on the U.C. tables. I really don't know who to THANK. Is it the big guy, Jack Hunt, the Provost, Jack Fidel, or maybe Physical Plant. To whoever, thank you for listening to the students!

A Real Concerned Student

#### deserve praise

To the Editor:  
The employees and student assistants of the Registration and Records Office deserve a great deal of appreciation and recognition. They take a lot of pride in their work and accommodate the student body and the University in the most efficient way possible. They really care - and it shows. Name withheld upon request.

#### Self-praise

To the Editor:  
Hallelujah! At last we don't need four wheel drive to get through the parking lot! After months (years?) of complaining and many student/faculty forums, somebody finally got the message and at least partially paved the parking lot. This proves that the student's voice can be heard. But it must ring loud. Student Government is that loud voice. I'm happy that we don't have to strain our vocal chords any longer on this issue.

Brian F. Finnegan  
SGA Representative

see LETTERS page 11

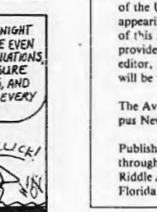
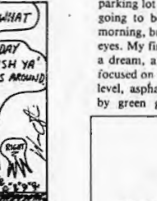
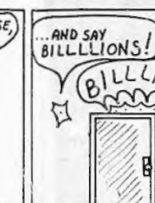
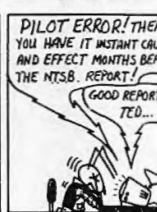
#### Thank You!

To the Editor:  
I pulled into the Riddle main parking lot on what I thought was going to be a rotten Wednesday morning, but I couldn't believe my eyes. My first reaction was, it's all a dream, a mirage. First my eyes focused on what looked like fresh, level, asphalt only to be outlined by green grass. IT WAS FOR

### Klyde Morris



### wes oleszewski



### the avion

EDITOR IN CHIEF: Bill Schrock  
NEWS EDITOR: R.K. Smithley  
COPY EDITOR: Julien P. Oleon  
LAYOUT EDITOR: Holly Vath  
PHOTO EDITOR: Rich Frankel  
SPORTS EDITOR: Dave Frost  
ENTERTAINMENT EDITOR: Tony Pinto

BUSINESS MANAGER: Max Corneau  
ADVERTISING MANAGER: Rob Dixon  
PUBLICATIONS COORDINATOR: Jean Snyder  
AVION ADVISOR: Dr. Roger Osterholm

The opinions expressed in this newspaper are not necessarily those of the University or all the members of the Student Body. Letters appearing in THE AVION do not necessarily reflect the opinions of this newspaper or its staff. All copy submitted will be printed provided it is not low, obscene, or libelous, at the discretion of the editor, and is accompanied by the signature of the writer. Names will be withheld from print if requested.

The Avion is a member of the College Press Service and the Campus News Digest.

Published weekly throughout the academic year and bi-weekly throughout the summer and distributed by THE AVION, Embury-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: 904-252-5561 Ext. 1082.

# Automobile insurance: are you covered?



By Doc Horwitz

**WHEN YOU ARE HIT BY THE UNINSURED (OR UNDERINSURED) MOTORIST:**

An accident with an uninsured or underinsured motorist can be financially ruinous. As part of

your own policy, underinsured (in some states) and uninsured motorists coverage is obtainable to

deal with such accidents. Most states have statutory requirements that automobile liability insurance policies include uninsured motorists coverage. The law requires that uninsured motorists coverage be provided in an amount mandated by the state. These financial responsibility limits vary.

Typical: \$10,000-\$20,000 or \$20,000-\$40,000. Usually you can buy coverage up to your liability limits. Example: If you carry \$300,000 in liability, you can get

the same amount in uninsured coverage. Under uninsured

coverage, your company has to pay you only what the other party is legally liable for. Therefore, the other party must be proved at fault.

If the other driver is proved *somehow* at fault, you can recover proportional damages from your own insurance company. Making a claim -- you are placed in an adversary position with your own insurance company. You must prove the extent of the injury, establish its value and

negotiate with your own carrier to settle.

If you can't reach a settlement, most claims will go to arbitration, not to court. Most mandatory uninsured motorists protection covers only bodily injury. Property damage is covered under your collision insurance, after the deductible.

(As with any collision claim, your rates may go up after filing.)

**UNDERINSURED COVERAGE:** This type of coverage is becoming more and more popular. Some states require that underinsured coverage be offered. In others, it is optional. With underinsured coverage -- You must first recover

the maximum amount from the other party's liability policy before you can collect on your own policy. As with uninsured coverage, you are in adversary position with your carrier and must prove that the value of your injury has exceeded the liability limits of the other party's policy. **IMPORTANT** - Uninsured motorists coverage will not pay you if the other driver has any insurance at

all, no matter how inadequate.

**PEDESTRIAN ACCIDENTS:**

You will be covered by your uninsured motorists coverage just as if you were in a car at the time. If you don't own a car, you might be able to get coverage under the policy of a family member in your immediate household who does own one. If neither you nor anyone in your family has coverage, you can apply to a fund

that some states maintain to cover such accidents, or pursue a court action directly against the responsible party.

**WORK VACATION:**

Full-time students at an accredited U.S. college can get work permits for France, England, Ireland and New Zealand. A

booklet gives tips on finding jobs (mostly menial). Permit cost: \$50.00. Source: Students Work Abroad, Council on International Education Exchange, 205 E. 42 St., New York 10017, free.

**WOMEN AND ALCOHOL:**

Women appear to be more vulnerable than men to liver pro-

blems associated with alcohol consumption. Women may have significant damage from an average of 50 grams daily of alcohol (12 ounces wine, 3 ounces liquor or 36 ounces beer) over a period of 13 years; men need twice as much for 20 years.

Women, especially those with a family history of liver problems, should reduce their intake of significant amounts of daily alcohol consumption may lead to unexpected serious complications without intervening sickness.

**BROTHERS AND WIVES:**

Two Texas brothers formed a partnership and bought used office equipment from their father. Tax law barred the brothers from taking an investment tax credit for the property because they were related to the seller (their father). But the brothers' wives were entitled to take the credit. Reason: Texas is a community property state. The wives automatically owned community interests in the partnership property. And since the tax law does not bar daughters-in-law from taking investment tax credits, each wife could take half the credit.

## Gulfstream to market jetprop

A fourth model Gulfstream Commander Jetprop has been introduced as an addition to Gulfstream American Corporation's line of high-performance, mission-efficient business Jetprops.

Allen E. Paulson, chairman and president of Gulfstream American said, "The new line of Commander Jetprops began with the introduction of the 840 and 980 series of Commanders which were announced during the National Business Aircraft Association (NBAA) Convention in 1979 for delivery beginning in 1980. We followed with the introduction of the Gulfstream Commander 1000, the first of our large-cabin series of Jetprops. Deliveries of this model began in mid-1981.

"The newest of the Commander Jetprop series, the 900, represents the blending of the technological advancements incorporated into the 840 and 980 plus the large-cabin, high-pressure cabin features of the Commander 1000."

Gulfstream Commander Jetprops feature advanced-technology wings incorporating winglets to minimize induced drag at high altitudes. Supercritical-type propellers are also incorporated in the series serving to delay the drag rise usually associated with conventional propellers.

"The combination of our advanced-technology wings, supercritical-type propellers and careful attention to the elimination of drag-inducing elements in the production of the airframe, results in the retention of the Commanders' high performance and their excellent fuel and mission efficiency," Paulson said.

The standard, fully-equipped Jetprop 900 provides seating for up to eight people and can be increased to accommodate up to 11 persons. There are three compartments in the main fuselage area.

"The 900's crew compartment, designed to reduce the work-load of the flight crew, is fully-equipped by Gulfstream American for IFR operations. All avionics installed by Gulfstream American are covered by the company's no-hourly-time-limit, 12-month warranty regardless of the avionics manufacturer's warranty," Cooper stated.

"The Commander 900 main cabin area, with 10 passenger cabin windows, takes full advantage of the spaciousness that has been designed into this model," he said.

Club seating, multi-position recline chairs that can be tracked inboard as well as fore and aft, swivel chairs and fold-away work tables are "designed specifically for the 900," Cooper said. "Optional seating arrangements, in-flight telephones, stereo systems, dictating equipment and other in-flight conveniences are available."

A third compartment, behind the main cabin, is designed to accommodate a private lavatory with space for various types of luggage and briefcases.

"Certified as a passenger seating area, the separate compartment may be equipped as a complete in-flight hospitality area providing a space separate from the main passenger area to prepare beverages and food," Cooper said.

An external baggage and cargo area, aft of the main pressure bulkhead, is also provided. This padded compartment is accessible through a large, lockable cargo door on the left side of the aft fuselage.

The Gulfstream Commander Jetprop 900, powered by Garrett AiResearch TPE 331-5 propjet engines with Dowty Rco.1 propellers, is covered by Gulfstream American's unique 12 month no-hourly-time-limit warranty covering all equipment produced and/or installed by the company.

The gross ramp weight of the Jetprop is 10,775 lbs. A standard, factory-equipped Jetprop 900 which includes a full panel factory installed King or Collins avionics and a complete interior is expected to have an empty weight of close to 7,000 lbs. and a useful load of approximately 3,800 lbs. The aircraft is expected to have a maximum cruise speed of approx-

GULFSTREAM page 11



MONDAY Baked Ziti  
TUESDAY Pizza  
WEDNESDAY Baked Lasagna



OPEN 8am to 10pm  
Phone 255-1817

Daily Specials  
Deli, Subs, Pizza,  
Fresh Fruit Italian Ices  
1344 Volusia Ave. Kmart Plaza

★ COUPON ★

50% OFF a small  
75% OFF a med  
or large PIZZA

THURSDAY Spaghetti  
FRIDAY Ravioli  
INCLUDES: Bread & Butter

## ★ Welcome Back!!! ★

The  
A  
V  
I  
O  
N  
Wants  
You  
Newspaper

Photographers  
and  
Writers

Meetings Tuesday Night at 6:00pm

CREATIONS MAGAZINE DEADLINE IS  
FEBRUARY 2, 1982  
GET A SPARK, HAVE A HEART and  
CONTRIBUTE TO CREATIONS

Entries should be submitted in Student Publications Office or  
Student Activities office - include your name and box number  
(University staff/faculty - include extension numbers)

Short Stories - 750 words or less. Photos - Black & White 5x7

## BUCK'S GUN RACK INC.

LICENSED FIREARMS DEALERS

GUNS!  
NEW and USED

"Daytona's Leading  
Supplier of Guns of All Kinds"  
AMMUNITION  
COLLECTOR'S ITEMS  
KNIVES - SCOPES  
607 Volusia Avenue  
RT 92  
Daytona Beach, Florida

10% Discount on ammo  
& Accessories with E.R.A.U. I.D.

CALL 252-8471



# Pickers Entertain students

By Mike Williams

More than a hundred people crowded into the hotel room. They stood alert, peering over each other's shoulders. It was past three o'clock in the morning. A lot of beer and liquor had been consumed. The silence of the crowd was broken only by scattered humming or hands patting against blue-jeaned legs. Folks smiled and nodded to each other across the room.

Suddenly the entire assemblage broke into warm applause...quiet enough not to invite the hotel police, but with a terrific restrained excitement. In the center of the crowd, thirty musicians put their instruments down and slapped each other's hands. "Hot dawg!" said one lanky long-haired guitarist with a toothy grin. "That's the most fun I've had since the hogs ate my little brother!"

Kansas City, the NECA National Convention, 1979. After a sixteen-hour day of meetings, seminars, workshops, showcases, exhibit sessions and high powered business deals, this hotel room was crammed to overflowing with musicians and student programmers gladly giving up desperately needed sleep to experience the unrehearsed, unpredictable, adrenalin-shot mixture of a roomful of the best performing musi-



Shown here are several of the many performers from last years Pickin' Party. To the delight of many Riddiestudents, a host of returning performers will combine with new ones to make this years Pickin' Party bigger and better than ever.

cians on the college circuit. The picking party lasted till dawn. There always seemed to be one more song, new harmonies and licks to be discovered. And this was the third straight night it had happened. As before, the onlookers were a part of the music,

providing harmonies, percussion on furniture or human bodies, murmers of appreciation and encouragement, and unhesitating disapproval of anyone rash enough to talk or otherwise interrupt the show. For the listeners, it was a unique

experience, something they would never see on their college stages, a magnetic level of energy, great music that had never happened before...and would never happen again. Tape couldn't capture it, nor photographs. You had to be there to believe it.

## Alternative music for Daytona Beach

by Tony Pinto

Through the Jazz Society of WDAT, alternate music is now available at 1380 on the AM dial. Aired Monday through Friday from 6 until 10 p.m., DJ Steve Kable likes to look at his program as an effort to be your alternate music source.

While cities like Daytona Beach

sometimes fall short of cultural entertainment, they still seem able to attract it. Kable comes from outside of Boston and upon arrival was bothered that short of jazz on WMFE-FM in Orlando, no jazz radio existed. He went on a two year personal campaign but found that no new licenses were being issued on either AM or FM.

That left him trying to find a sta-

tion that would take a chance on the program he proposed. Under the condition that Kable received no pay, WDAT agreed to let him have the time slot he now occupies. Response has been good and Steve sees a bright future for his program.

Somewhat limited by the fact that he intends to keep commercial time to 4 minutes per hour, Kable

sees expansion in the means of the "Jazz Society." The revenue they lose through not advertising can be recovered in listener support. People interested in more information can call him during the show.

With sounds like Bob James, the Crusaders, George Benson, and Grover Washington, Jr., WDAT does well in filling the musical gap in a city like Daytona Beach.

Severely limited while operating under the restrictions of the AM band, one can overlook a lack of stereo while appreciating program content and presentation.

When you talk to DJ Steve Kable and he says his goal is to create culture through the radio, most jazz listeners would probably agree that goal has been met.

# Steppen out...

A look at eating and drinking establishments in the Daytona Beach area.

By Tony Pinto  
Entertainment Editor

This week steppen out takes you to Mr. F's on the Seabreeze circle. Just reopening after having been closed for the later part of 1981, Mr. F's has taken two giant steps forward.

For someone who desires dining and entertainment under one roof, Mr. F's doesn't leave you with symptoms after the meal. Specials change daily and their pricing, along with portion, makes it a must for your lunch calendar.

Dinner prices are reasonable, and while the menu leans towards seafood, a vegetarian lasagna seems pretty interesting. Again, the special of the day leaves you feeling that dining out could be more than a once a week affair.

Atmosphere is spacious while retaining its quiet mood, and the large fountain is as relaxing to look at as listen to. A view of the Halifax River can be seen from almost any seat. Suggestion: For window table call for reservations and state such.

Everyone who has been here for a while remembers lousy service, commercial atmosphere, etc... It seems that since reopening the present management is doing quite well in their efforts to overshadow all of this.

For those of you who haven't been there, it's worth the look. For those of your who have, if you're like me, you'll be returning.

Hours: Lunch - 11 a.m.  
Dinner - 4 p.m.

HAPPY HOUR: (attitude adjustment)

7 days a week, 4-7 p.m.

2 for 1 any drink

50 cent drafts

OYSTER HOUR: 7 days a week

5-6 p.m., 10 cents an oyster

PRICES: .80 drafts

1.10 canned beer

1.75 premium beer

1.75 mixed drinks

2.00 call brand

2.50 frozen and fruit drinks.

Prices do not change with music.

COVER CHARGE: None

MUSIC: Tuesday through Sunday, 9:30 till closing, Mark Hodgson and the Tootie Band\*

OUT OF A POSSIBLE 10: 8.7 (how about some plants guys)

\*Being one of the best local bands in Daytona Beach, Mark Hodgson and the Tootie Band are a talented group. Their music is quality, but you only begin to appreciate the music and talent on stage, when you start to wonder what they might look like if they worked on their stage presence.

## Aviation Safety Billed

By Bill Carroll  
Avion Staff Reporter

Prior to the tragic crash of Air Florida Flight 90 in Washington, D.C. last week, United States airlines large passenger jets had operated for more than two years

without a fatal crash or accident, for an aviation first, the Federal Aviation Administration (FAA) released early this month.

In a 26-month period that saw 11,453 air traffic controllers fired for an illegal strike, airlines flew half a billion passengers on ten million flights, said the FAA: enough for a 2,000 mile flight for every U.S. citizen, without a fatal crash.

The previous mark for a period without a fatal commercial jet crash was 18 months, from February 1964 to August 1965. The last fatal crash was in Mexico City when a DC-10 owned by Western Airlines landed on the wrong runway, hit a truck, and killed 70 people.

Although the big passenger jets escaped without a fatal crash over the period, there were two fatal crashes involving other kinds of aircraft owned by larger carriers.

Seven people died Jan. 20, 1981 in the Spokane, Wash., crash of a Cascade Airlines Beech 99. The aircraft is a 15 passenger twin turboprop.

On June 12, 1980, 13 people lost their lives near Valley, Neb. in a Swearingen Metroliner, one of Air Wisconsin's small twin turboprops.

Airlines did record four non-crash related deaths: a mechanic was killed when a landing gear door closed inadvertently; a ramp attendant was killed when an aircraft tire rolled over him; a passenger fell from a loading ramp; and a flight attendant crushed by a food service lift that rose unexpectedly.

Preliminary figures in other aviation categories show:

—Commuter airlines had eight fatal accidents with 23 fatalities in 1980.

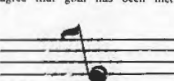
Everyone is welcome to the:

# PICKIN' PARTY



Friday, January 22 8:00pm

Saturday, Jan. 23 8:00pm



## Hootin Nanny's

A GLASSY BEER JOINT

800 Main Street

Happy Hour everyday 5-7pm 50¢ draft

Try our 60 Beers of the world  
Join our Hootin Nanny's 12 PK club

Mon. night  
Michelob  
Lowenbrau dark \$2.50 pitcher

Wed. Ladies night  
Draft 60¢  
Lancers, Inglewood  
Mazzoni wines \$1.00

Thur. night  
Becks, Brand, Heineken \$1.00 bottle  
draft 60¢  
Paul Masson wines \$2.00 1/2 carafe

FRI. SAT. NIGHT  
LIVE ENTERTAINMENT

# Riddle Students in the Aviation Industry

## Peter A. Howe

Embry-Riddle graduate Peter A. Howe has been appointed Manager of Contracts and Sales Administration at Galileo Electro-Optics Corporation in Sturbridge, Massachusetts. Loren P. Thompson, Vice President of Corporate Sales and Marketing, announced the appointment.

Howe will be responsible for the administration of contracts involving production and research development. In addition, his duties will include negotiation and modification of Government contracts, coordination of industry and Government proposal efforts for prime and subcontract accounts, and overall sales administration and customer order processing.

Howe comes to Galileo with over eight years experience in contracts administration. Previously he was Senior Contracts Administrator with Combustion Engineering in Windsor, Ct. He

had also worked as Manager of Contracts Administration for Gerber Systems Technology, Inc. in South Windsor, Ct.

A graduate of Embry-Riddle Aeronautical University in Daytona Beach, Florida with a BS degree in Aeronautical Engineering, Howe attended Western New England College in Springfield, Massachusetts and received his Master's degree in Business Administration. Peter and his wife Judy reside in

Southwick, Ma. They have two children, Kevin and Laura.

Galileo Electro-Optics Corporation has been a pioneer in the development of fiber optics since 1959. The Sturbridge, Massachusetts Corporation designs and manufactures a complete line of fiber optic components, fiber optic faceplates, Multipliers, and Microchannel Plates.

## Charles Huber

An unlikely looking robot named George is helping to test aircraft fire extinguishers at the Federal Aviation Administration Technical Center, located at the Atlantic City Airport.

The robot was designed by a college student on a work-study program at the Tech Center. He is Charles Huber, a senior at Embry-Riddle Aeronautical University in Daytona Beach, Fla., and is working toward his degree in

aeronautical engineering.

Robot George is used in Center tests of various hand-held fire extinguishers and extinguishing agents that are being evaluated for effectively putting out sea, cushion and galley fires onboard aircraft.

Richard Hill, aerospace engineer with the Center's Fire Safety Branch, says the robot was needed because of the hazardous chemicals being tested to extinguish fires might be harmful by giving off toxic fumes. "Through the use of the robot," says Hill, "that has been proven untrue." What Hill and Huber call a robot is actually a TV camera on a swivel base with a fire extinguisher mounted on each side. Huber operates the extinguisher by remote control from a panel where he is able to watch the progress of the fire on a video screen.

Huber says he received a lot of

help while building the robot from technicians in the Center's Fire Safety Branch. George operates by pneumatic pistons and Huber says, "I really didn't know much about pneumatics and electricity before I started this. But I learned a lot."

Huber, a resident of Rockland County, N.Y., says he hopes to continue to work at the Tech Center after graduation from Embry-Riddle. This is his second term in the cooperative education program. Last year, he worked with the Center engineers to improve the heat resistance of aircraft evacuation slides. "Being a coop is not mandatory for Embry-Riddle students as it is for students at other universities," adds Huber. "For me it is an option, and although it will delay graduation, I am really glad I did it because I found out that I want to do this for the rest of my life."



Dean Williams, Dean of Academic Affairs, accepts presentation of a clock by Mary Ann Kluga, 1981 Summer graduating class president. Kluga made the presentation on behalf of the graduating students who said they wanted to leave their "mark" on the University. But Does it work?

## NASA awards hardware contract

KENNEDY SPACE CENTER, Fla.—Martin Marietta Denver Aerospace of Denver, Colorado, has been awarded a multi-million dollar addition to its contract with NASA's Kennedy Space Center.

Martin Marietta will provide the hardware for the checkout, control and monitor subsystem in Firing Room 3 of KSC's Space Shuttle Launch Control Center, which is now being prepared for regular shuttle operations. The company will also provide some similar equipment for the shuttle Launch Processing System at Vandenberg Air Force Base, California.

## Learning Resource's policies

The Learning Resources Center (LRC) provides books, magazines, reference materials, and audiovisual programs which support the curriculum. Historical research materials in the areas of aviation and engineering are available in the Research Collection. Additional resources are available through community libraries and inter-library loan service.

The LRC is staffed by profes-

sional librarians to help you with your research. Classroom instruction concerning the location and use of the LRC materials is provided in communication classes. Individualized instruction and assistance are available at the reference desk.

There are several LRC policies which are designed to provide you a better service. A current I.D. is required for all transactions. The loan period is two (2) weeks for books and documents, and three (3) days for vertical file materials and NTS reports. Most materials may be renewed, but you have to bring the material in with you to do so. MATERIALS MUST BE RETURNED BY THE DATE INDICATED ON THE DATE DUE SLIP. EACH ITEM NOT RETURNED BY THIS DATE

WILL IMMEDIATELY RESULT IN A FIVE (\$5) DOLLAR FINE. A notice is sent to the student indicating this action. Continued failure to return the material will result in a charge to the student's account for the cost of the material and a processing fee (average total replacement cost is \$35).

The LRC uses a security system which detects the removal of materials which have not been checked out. It is essential that you check out all materials at the circulation desk. Unauthorized removal of LRC material can result in disciplinary probation or suspension from the University.

The hours for the LRC are Monday through Thursday 7:30 a.m. to 10 p.m., Friday 7:30 a.m. to 6 p.m., Saturday 9 a.m. to 6 p.m., and Sunday 1 p.m. to 10 p.m.

## OMAC I flies on schedule

RENO, NEVADO: At four eleven, on the afternoon of December 11th, 1981, test pilot Bill Taylor at the controls of the OMAC I, touched down to complete the first flight of the new canard-design, single engine, turbo prop, Taylor, a veteran pilot, with 30 years experience and more than 22,000 flight hours, said "It was great. I think it was the best first flight I've seen. She really handled well."

For the initial flight, Taylor took the OMAC I to an altitude of 12,000 feet and an indicated speed of 180 knots. He then performed shallow turns and modest attitude changes. The wide bodied aircraft returned to Reno - Stead Airport with twenty minutes of total flying time logged, in order to land before sundown.

The flight of OMAC I was delayed for almost six hours due to an air leak in the fuel control unit, which prevented the Lycoming LTP-101 turboprop engine from developing full torque. While such a problem is not unusual at this stage in a project, it was the cause of great concern to Larry Hueberger, OMAC Vice President and designer of the aircraft. He was scheduled to leave the next day for Alaska and his daughter's wedding. "If she hadn't flown today, I don't know which event I would have missed - the flight or the wedding. I'm sure glad I didn't have to make that choice," Hueberger said.

## 2 YEARS TO GO ??

# YOU CAN BECOME AN AIR-FORCE OFFICER

**AIR FORCE**

**RCTC**  
Gateway to a great way of life.

CONTACT CAPTAIN KIBEL AT  
EXT. 1290 FOR INFORMATION

## ★ UNCLE WALDO'S ★

SALOON-BILLIARDS

Mon.	<b>COLLEGE NIGHT</b> ERAU ID will get you 35' draft beer	9:00pm
Tues.	<b>"FREE PITCHER"</b> if you can beat our woman pool player.	9:00pm
Wed.	<b>POOL TOURNAMENT</b>	9:00pm
Thurs.	<b>BACKGAMMON TOURNAMENT</b>	9:00pm

½ price pool for 2 couples on same table.

★ BEER ★ WINE ★ PIZZA ★ SANDWICHES ★  
 122 VOLUSIA AVE, DAYTONA BEACH  
 252-3699

Open 7 days, 11am - 3am

THIS AD + ERAU ID GETS ONE HOUR FREE POOL  
 Monday-Thursday, 11am-5pm.

# Volusia Cycle

955 Orange Avenue  
Daytona Beach  
Near Campus!!!

Open  
10 - 6 Mon-Fri  
10 - 4 Sat

Bicycles Sales & Service

**252-6821**

**PEUGEOT**

**Fuji**

10% OFF Parts and Accessories with student I.D.

Photography's a snap for you?  
 CREATIONS - has a place for you too.  
 Your deadline is Feb. 2!

Sports Editorial

Chargers freezeup

It's finally time to get back to business and take a look around the football world and see what has been going on while we have been on vacation the last month.

The NFL playoffs have been exciting so far. I was fortunate enough to witness the unbelievable game between the San Diego Chargers and the Miami Dolphins in person. The whole Orange Bowl was an uncanny filled rollercoaster for over four hours. What was really funny was that four people who were sitting next to me left in the first quarter when the Chargers were winning 24 to nothing. They must have felt foolish when they got home and found out that a new NFL record was set for most points scored by two teams in a playoff game and they went into overtime.

It was too bad that the Chargers could not play their next game in Miami. They had to travel to the frozen north and lose to the Bengals. The Bengals did not have much trouble handling the frostbitten Chargers. The temperature at game time was 50 below zero with the wind chill factor. This brought up the question of whether the playoff games should be played in warm weather playing conditions like the Super Bowl. The Chargers really could not play the same kind of football they had played all year. On the other hand, the Bengals had to play under the same conditions and their game suffered some also. I think the system should remain the way it always has because if it was different, the motivation for only gaining a playoffs spot and not getting the best record would present itself. Teams would coast through the rest of the season after clinching a playoff berth.

The San Francisco 49ers had quite a time getting to the Super Bowl. They pulled out their game with the Dallas Cowboys with less than a minute remaining. I still thought the Cowboys could pull it out until they fumbled. Dallas coach Tom Landry must have wished Roger Staubach could have come down from the television booth to produce one of his famous hail Mary touchdowns passes. The 49ers held up to some great pressure at the end of the game. My prediction on the Super Bowl is: 49ers 24, Bengals, 21.

Finally I have this last note to mention. That is the passing away of sports columnist Red Smith. Smith was one of the elder statesmen of sports reporting and won a Pulitzer prize for it. The journalism world will certainly miss this fine man and writer.

Dave Frost, Sports Editor



SUPER BOWL XVI; 49ers vs. Bengals



By Leo Varnier

As the end of another football season draws near, the headlines "Super Bowl!" appear on sports pages everywhere. Beneath these headlines, it is common to find in-depth descriptions of football teams such as the Dallas Cowboys, the Pittsburgh Steelers, or the Minnesota Vikings. The 1982 version of the Super Bowl doesn't look like that at all. Instead, the sixteenth edition of the January classic will feature the San Francisco 49ers and the Cincinnati Bengals, two teams which have never seen Super Bowl action. For the first time in Super Bowl history, at least one of the participants has gained a berth after a previously losing season. Both teams posted 6-10 records in 1981.

Cincinnati, under the disciplinary eye of coach Forrest Gregg, earned a spot in the Super Bowl by virtue of playoff victories over Buffalo and San Diego.

Led by quarterback Ken Anderson, the passing champion and Most Valuable Player of the Year, the Bengal offense was the second best in the NFL. Part of Anderson's success in 1981 can be credited to the talented core of receivers on the Bengal squad including veteran Isaac Curtis and rookie All Pro Cris Collinsworth. Running backs Pete Johnson and Charles Alexander have also been steady performers throughout the season.

Defensively, Cincinnati is above average, but not outstanding.

Table with NFL Standings and National Conference Champion information. Includes columns for Team, Record, and various statistics.

Although the Bengals posted a 12-4 record in 1981, the defense allowed almost 20 points per game. All Pro punter Pat McInally, who led the NFL with a 45 yard average this season, will use his strong leg to keep San Francisco out of good field position.

Bill Walsh's San Francisco 49ers posted victories over the New York Giants and the Dallas Cowboys to gain their Super Bowl spot. Picked as the surprise team of the year, the Niners have combined aggressive offense and hard-hitting defense to create a winner in the

Golden Gate City.

The Forty-niner offense, although not statistically as strong as Cincinnati's, was able to put points on the board when it had to this year. All Pro quarterback Joe Montana enjoyed the best season of his short career while leading his team to an NFC championship. The sure hands of wide receivers Freddie Solomon and Dwight Clark have also helped San Francisco's offensive attack. The rushing duties are shared by running backs Earl Cooper, Lervell Elliott, and Bill Ring.

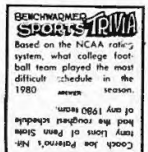
Defense, however, is the strong point of the Niners. Allowed just 16 points per game in 1981, the Niner defense was the stingiest in the NFL. The Associated Press acknowledged the strength of San Francisco's defense by naming three of its players to the All Pro team. The threesome consists of end Fred Dean, quarterback Ronnie Lott, and free safety Dwight Hicks.

Picking a winner for a big game like this is always a tough assignment. Harrah's Sports Book of Reno, Nevada has made San Francisco a slim 1/2 point favorite to win Super Bowl XVI.

Aside from analyzing the teams offensively and defensively, justification for favoring San Francisco can be accomplished by comparing the respective seasons of the two teams. Perhaps the strongest piece of evidence is the 21-3 victory that the Niners posted over the Bengals five weeks ago. Forrest Gregg and his coaching staff will be working overtime this week studying the films of that game trying to find a way to crack the Niner defense.

San Francisco also holds a slight edge in the victories over common opponents this season. Cleveland is the only team which defeated both San Francisco and Cincinnati in 1981. The Bengals, however redeemed themselves by knocking off the Browns the second time around. Common opponents Houston, Pittsburgh, New Orleans, Los Angeles, and Atlanta were all defeated by San Francisco, while the Bengals suffered losses to Houston and New Orleans.

Super Bowls in recent years have been conservative and lackluster in nature. Due to the heavy reliance on the passing game and the wide open style of play that both teams emphasize, along with the favorable conditions which the Pontiac Silverdome will provide, Super Bowl XVI should prove to be an exciting championship game.



Sports Shorts

Tennis enthusiasts

TENNIS ENTHUSIASTS—both beginners and advanced players. Sign up now until Jan. 25 in your appropriate division. You may register with a \$1 refundable entry fee at the Recreation Office—Dorm 2 Room 27.

Get it up

How Long Can You Keep It Up? Frisbee Buffs a new timed Frisbee contest held by the Recreation Office on Feb. 18. Sign up now.

Attention Racquetballers

RACQUETBALL sign up is now on! Jan. 25 everyone is welcome. You don't have to be an

expert to play the game, so don't be shy. The Organizational meeting is Jan. 27 at 5 p.m. in the CPR.

WALLWACKER racquetball club is offering membership to students for \$55. nix trimester with play limited to non-prime time (4 p.m. - 9 p.m.).

For faculty and staff, full membership has an initiation fee of \$25 for a single with monthly dues of \$25 and family \$35 initiation fee, \$40 monthly dues.

In addition to its facilities a

Cont. p. 7

The AEROSPACE SOCIETY

Presents A Day With the NASA



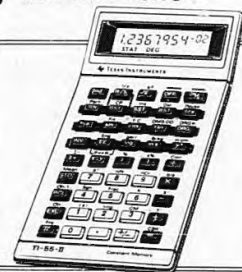
SPACEMOBILE Wednesday, January 27 in front of the U.C.

The NASA Spacemobile is an educational mobile unit which provides presentations, discussions, and demonstrations of aeronautics, rocketry, propulsion systems, satellites, probes, orbits, manned space flight, and current information about the Space Shuttle. The Spacemobile will be in front of the U.C. all day next week.



Scientific Calculator with Programming and Statistics

TI-55-II



\$44.95

Texas Instruments

- 112 powerful built-in functions for math, science and engineering.
• Simple programmability gives you added versatility, speed.
• Definite integration of functions entered into program memory.
• Use up to 8 memories or 56 program steps.

Book Store

## Answering questions on financial Aid

Welcome all new and continuing students! Here are some questions and answers about Financial Aid you may find helpful as you begin the Spring 1982 trimester.

**How and when do I get my financial aid?**  
You need to come to the Financial Aid Office prior to Jan. 21, 1982 to sign your award. If you have not already done so.

**What if my awards are not ready by that date?**  
As long as your aid has been approved or you applied by the published deadline dates, the Financial Aid Office will recommend that your payment date be extended until your financial aid has arrived.

**How do I ask for an extension?**  
You will need to complete a Financial Aid Extension Form at the Financial Aid Office. We will verify the amount you are to receive and notify the Cashier's Office.

**When is the last day I can pay my bill to the University?**  
January 21, 1982.

**What are the consequences if I do not pay my bill by that date?**  
On January 22 you will be charged an additional \$25 late fee. If your bill is still not paid by Feb. 10 you will be charged an additional \$100 late fee.

**When can I apply for financial aid for next year?**

Now, if you want first consideration for awards, apply as early as possible.

**How do I apply?**  
You received (or will soon receive) a brochure and a Financial Aid Data Sheet in your student mailbox. You will need these and a Financial Aid Form, which is available in the Financial Aid Office.

Both the FAF and FADS must be completed and received by the Financial Aid Office before your award will be made. Read the brochure carefully. It explains all

of the programs, eligibility requirements, deadline dates, and procedures to follow.

**Where should I send these forms?**

Send the FAF to the College Scholarship Service for processing (an envelope is provided with the form). Complete and return the FADS to the Financial Aid Office.

**When should I apply for a guaranteed student loan?**

No later than three months prior to the trimester for which you are applying. For example, if you are applying for a loan which covers Fall 1982 and Spring 1983, submit your loan application to the Financial Aid Office no later than June 1, 1982.

**How can I get more information about financial aid or get help in completing my application?**

Make an appointment with your Financial Aid Counselor or stop by the Financial Aid Office between 8 a.m. and 4 p.m.



**Watch next week for bowling news**

## Eastern ranks first Among passenger boardings

Miami, Jan. 6, 1981 -- For the third straight year, Eastern Airlines carried more passengers than any other airline in the free world, flying 35.5 million passengers in 1981.

The No. 1 passenger position, boardings for the year were down 9 percent, due largely to the devastating effect of the nation's economy," said Russell L. Ray, Jr., senior vice president-marketing.

"Still, Eastern will have flown more than three-quarters of a million more passengers in 1981 than any other carrier," Ray added.

Eastern's revenue passenger miles declined 10.7 percent to 2.4

billion in December 1981, compared with 2.39 billion in the same 1980 month. Capacity showed a comparable downturn, as available seat miles declined 10 percent to 3.77 billion from 4.19 billion in December 1980.

load factor was 56.7 percent, compared with 57.1 percent a year earlier.

For the full year of 1981, Eastern flew 26.1 billion revenue passenger miles, down 7.5 percent from 1980's 28.2 billion. Capacity rose 1.7 percent to 46.8 billion available seat miles, compared with 46 billion in 1980.

Last year's load factor was 55.8 percent, compared with 61.3 percent in 1981.

## Sports Shorts Cont.

massage therapist and/or reflexologist is available by appointment with a set fee.

Wallwalkers is open 9 a.m.-midnight Monday through Thursday and weekends 9-11 p.m. Further information can be obtained at the Recreation Office or InCom Center.

Those interested in the YMCA schedule of activities, brochures can be picked up at the Recreation Office or InCom Center.

The Daytona Beach Recreation and Park Association is looking for a part-time gymnastic coach. Interested people should have some knowledge about the equipment, spotting and safety regulations. Interested people call Peggy at 258-3106.

## Softball Captains

Softball Captains - meeting Wednesday, Jan. 20 at 5 p.m. in the CPR. Starting date Jan. 24 teams will be playing from dawn to dusk.

## 6.2 mile footrace

The PEPSI CHALLENGE 10,000 meter series 6.2 miles will be held Saturday, Jan. 30th. Entry blanks are available at the Recreation Office with a deadline of Jan. 25. The \$5.00 fee will receive a T-shirt, 2 complimentary grandstand tickets for the 24 hour race, etc.

**Cagers sign up**  
BASKETBALL PLAYERS - sign up now through Jan. 25 or until the 16 team maximum is filled.


## Racing News

Seven time Daytona 500 winner Richard Petty has never been more serious about winning another Daytona 500 than he is this year. Petty brought his STP Pontiac back to Daytona for a second round of testing in preparation for the 1982 stock car classic on February 14th.

Petty has repeatedly stated that his new Pontiac has run faster in testing than any car he has brought to the 2.5 mile super speedway in the past. Petty spun out once, on the final day of the three-day testing session, learning just exactly how far he could push his car. He wasn't hurt, and neither was his car.

The largest purse in NASCAR Late Model Sportsman history is up for grabs when the green flag drops on the Goody's Sportsman 300 on Saturday, Feb. 13, at the speedway. The total purse of \$142,815 represents an increase of more than \$35,000 over the 1981 purse. A bonus award of \$20,000 to be paid to the highest finishing regular LMS division drivers, is included in the total. This will also be the first year that Goody's Manufacturing Corp. has sponsored the Sportsman 300, and they will also be involved in a series of qualifying races for the 1983 Goody's 300.

**Poetry's your quest?**  
**CREATIONS is your gateway**  
Your deadline is Feb. 21



**AEROSPACE SOCIETY**  
Meeting every Wenesday  
**6:00p.m.**  
Room A-208 (above library)  
**Important meeting tonight**  
Officers to be elected  
Everyone Welcome!

## ARMY ROTC BASIC CAMP. A STEP TOWARD YOUR FUTURE.

If you've never thought about Army ROTC and its benefits, consider it now as part of your future plans. Contact the Professor of Military Science on your campus. If the program is not available at your school, you may still participate through a cross enrollment program at a school nearby.

concerning employment potential after military service. The questions and their answers have been taken from an interview with Mr. Joe Hebert, Vice President of Fox Morris Associates in Philadelphia. Fox Morris is a leading executive recruiting agency. Mr. Hebert is manager of the agency's military placement division.

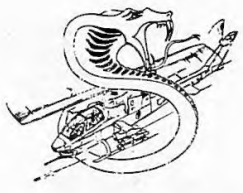
Below you will find several questions

### BE ALL YOU CAN BE.



### BASIC FACTS

## ARMY ROTC



**Q. What kinds of industries are looking for former military officers?**

Mr. Hebert: All sorts... it's unlimited to one or two. The list of industries which generally prefer hiring ex-military officers would include: steel, automotive, cosmetics, Fortune 500 firms, financial firms, banks. It's virtually unlimited.

**Q. Many of these firms have no direct connection with military subjects. What kind of officers are they looking for?**

Mr. Hebert: True. It seems that many of these firms would prefer someone with business experience, or technical experience in their line, but... right now, they're looking for leadership experience... Even if or not, they're looking for the former officer.

**Q. When officers begin their job search for civilian employment, who is their competition? Are they competing against the recent college graduate?**

Mr. Hebert: No. Their competition is the individual who has been in the business world for three to five years. But when all things are equal, I would say that a junior officer with three, four or five years service is more desirable than an individual with no military service and five years of business experience.

- Purpose:** Army ROTC camp provides military training to qualify students to enroll in advanced officer training at their college campuses. Participation in this training entails no military obligation.
- Location:** Fort Knox, Ky., 35 miles south of Louisville.
- Time:** The camp lasts for approximately 6 weeks. There are several training cycles available during the summer.
- Training:**
  - a. Army History, Role & Mission
  - b. Map Reading/Land Navigation
  - c. Rifle Marksmanship
  - d. Leadership Techniques
  - e. Physical Training
  - f. Individual & Unit Tactics
  - g. Communications
  - h. First Aid
  - i. Drill, Parades & Ceremonies
  - j. Military Courtesy & Traditions
- Pay:** Approximately \$640 plus travel expenses.
- Room & Board:** Lodging and meals are provided. Students will live in open bay barracks.
- Scholarships:** Camp students may compete for 2-year full-tuition college scholarships. A detailed fact sheet, video tape and specific dates are available. Contact your Professor of Military Science.



## Eta Iota Chapter of Sigma Chi initiates 17 new members

By Jim Dillon

Welcome back to the show that never ends! We, at Sigma Chi, are always involved in the perpetuation of our great fraternity.

We bid farewell to three brothers who joined the ranks of alumni brothers by graduating last Fall tri. All the Sigs wish them success in their endeavors.

The Eta Iota chapter of Sigma Chi takes great pride in the initiation of 17 new brothers. We trust they will ever be a credit to our fraternity.

Looking forward to the very near future, Eta Iota is gearing up for rush. We hope you are too. If you are wondering what rush is let me further explain. Rush is a period when fraternities search for and recruit prospective new members. At E-RAU rush lasts approximately two weeks and consists of pledging. The fraternity of your choice, should you desire to do so.

For those of you who are interested, I hope you plan to attend as many rush functions as you can

possibly handle. By doing so, you will assure yourself of joining the fraternity that is right for you.

For those of you who are not interested, let me encourage you to attend by appealing to your curiosity and social needs. I believe that you may be disinterested because you are unaware of what a fraternity really is. Do not, do not have some predetermined ideas of what a fraternity is.

By attending the rush functions you will certainly gain a better understanding of the secret greets

societies, thus dismissing any misconceptions you may have. With respect to your social needs, I guarantee that you will have a great time. We are experts at brewing up this priceless commodity.

Ladies are always welcome at

rush events. We do enjoy your company and hope to see many of there. While at a rush party you may consider joining Sigma Chi yourself, as Sigma Chi offers an honorary membership to women. By becoming a little sigma you also

become eligible for the highest honor bestowed woman by the fraternity, the Sweetheart of Sigma Chi.

Keep your eyes and ears alert, rush details will be forthcoming. See ya' all soon.

## Management club seeks new members for spring

By Cheri Hulson

Public Relations Chairperson

The Management Club's membership drive is now in full gear for the Spring trimester. Remember, this club is open to staff, faculty and students of ALL programs or majors. Pilots and maintenance personnel as well as junior and executive managers have addressed the club as guest speakers in the past. In addition, the club is always open to suggestions for speakers so it has a lot to offer to everyone.

The first dinner/business meeting is Jan. 22 at 7 p.m. at the Treasure Island Inn. Stephen J.

Ridzon, financial analyst for TWA, will be this month's speaker.

Please contact Pedro Febles, Box 5657 for reservations. The \$4 membership dues deadline is Feb. 1 and the \$7 fee for the dinner should be received by Pedro Febles no later than Jan. 20.

The club is planning a trip to the Atlanta airport later this trimester. The date is set tentatively for the weekend of March 6. More details will be given out later.

An investment seminar is also in planning. A representative from Merrill Lynch will discuss topics

such as stocks and bonds. The seminar will be held twice a month and will be free to members and \$2 for non-members. The first meeting will be in a couple weeks.

Debbie DiGirolamo has been appointed to the post of Alumni Association chairperson. Any volunteers to help her transcribe membership forms (3x5 cards would be greatly appreciated).

Volunteers are also needed to help with the club's community project. We will be helping the Halifax Historical Society police and clean their offices at 128 Orange Ave. Contact Todd Dawkins for more information.

## L-5 presents NASA space mobile

By Jeff Guzzetti

The E-RAU L-5 Aerospace Society will hold its first meeting of the spring trimester tonight at 6:00 o'clock in room A-208. This trimester is going to be one of our best so everyone is welcome.

For those of you who still do not know what L-5 is all about, it is an organization devoted to the peaceful industrialization and development of space resources. So, if you or anyone you know is a pro-space enthusiast, we urge you to come.

Tonight, officers will be elected and a brief presentation on what L-5 is all about will be given. Then, we will discuss and organize the many activities we have planned.

Our first major event will be a visit to the NASA Space Mobile on campus next week on January 27.

There will be many exhibits and presentations given about our space program. Then, on February 10, space physicist Gerard O'Neill will speak at the school.

Further activities include viewing the third launch of the Space Shuttle Columbia in March and we will probably tour Kennedy Space Center later on.

The L-5 Society consists of a group of students who have fun and promote the resources of space. We show NASA movies at every meeting and a fascinating and informative time is guaranteed for all. Dues for our club are \$5.00 for the entire trimester.

Remember, that's tonight at 6:00 in room A-208 above the library. Everyone welcome!

## AHP holds rush party

On Friday, January 15, Alpha Eta Rho held their Spring Rush party at Derbyshire Apartments and looks forward to a very promising pledge class. After losing some of our brothers to graduation in December, all of the members worked very hard the first week of classes to find students who are interested enough in aviation to join an international aviation fraternity.

Alpha Eta Rho stresses professionalism in the aviation industry and tries to associate its members with the leaders and executives in the industry. We believe that the success of aeronautics depends on the cooperation of educational institutions with the companies in the industry and hope to promote

more contacts between the school and aviation leaders.

AHP also enjoys participating in community functions that benefit people outside the aviation field. We hope to have a large pledge class this trimester and look forward to answering any questions students might have about us. Our meetings are in the Faculty/Staff Lounge at 7 p.m. on Thursdays and anyone who would like to attend is welcome.

AHP stresses brotherhood among its members, welcomes women as brothers, and would like to congratulate new pledgemaster Terry Kuegler on the fine job he is doing. To all pledges, BEST OF LUCK.

## Delta Chi initiates 7

By Karter Larson

Delta Chi started off on the right foot this tri with the initiation of seven new members. Andy Schmidt, Todd Nelson, Max Conner, Ken Swager, Sam Trueta, Geoff Murray, and Cary Ryan all look like promising new brothers with their great ambition and kinky ideas. Congratulations to all of you for making it to brotherhood.

As you all know, Spring Rush has already started here at Embury-Riddle which means you cannot miss the parties this time of the year. Delta Chi parties are usually the best.

## Chess Club holds open Tourney

Pete LaPiana is hosting an important chess tournament at Embury-Riddle on February 7, 1982.

Who can enter? Everyone is invited to match their skills against their opponents. No one will be restricted from entering the tournament. The entrance fee will be \$8.00 if recorded before the tournament and \$10.00 at the door. All you have to do is:

1. Report to the University Center February 7th at 8:15 a.m.
2. Play in competition.
3. If successful, win money!

The tournament will consist of

four Swiss-style rounds. The rounds of competition will be played at 9:30 a.m. - 12:30 p.m. and 3:30 p.m. - 7 p.m.

The prizes will be awarded as follows:

- 1st prize (rated) \$90
- 2nd prize (rated) \$50
- 3rd prize (rated) \$30
- A,B,C,D unrated winners will receive a cash prize of \$20.

There is cash that needs to be handed out! Why miss out on the opportunity to play chess for money?

The Daytona Tornado Tournament will be the biggest event to

strike the Daytona Beach area.

February 7, 1982 will give the opportunity for Riddle students or anyone else the chance to cash in on their skills. Where else do you know that it pays to play chess?

If there are any further questions concerning the tournament, please contact Pete LaPiana, Box 6100, or attend any Chess Club meeting on Thursday nights at 7 p.m. in the CPR.

All students are encouraged to join the Chess club. It will present the students with the experience required to become a master at the game of chess. Also, it's fun!

## E-RAU sports Math club

Mathematics as Webster defines it is: "The science of numbers and their operations, interrelations, combinations, generalizations, and abstractions and of space configurations and their structure, measurement, transformations, and generalizations."

However, Mathematics does not mean any of the above to most of us. It is rather peculiar to see how little we know about the most used science of all, the "queen of sciences": mathematics. What does it really mean to you?

Usually the first thing that comes to mind is how hard and meaningless it is. This is not true at all.

Mathematics has been developed to assist man in understanding the world, live better and more comfortably.

The Mathematics Club is forming this trimester. You do not have to know any fancy math to be able to join. Come and have fun. For more information, see Dr. Aggerwall in B-508 or leave a note in Box 7552.

## Daytona Beach flying Club Inc.

Cessna 152 IFR	\$26.00
Cessna 152 Aerobat	\$26.00
Cessna 172 IFR	\$34.00
Piper Arrow IFR	\$48.00

Private Pilot Package.  
\$1200.00

Aerobatic Course \$199.00

Located Next To Volusia Aviation

## Epicure Food Service & The Avion Proudly Announce

ERAU

BEAUTY

PAGEANT



Time: 6:00pm Thurs. Jan. 28  
Where: E-RAU U.C.

The Avion with the help from Epicure foods have selected 7 beautiful girls on campus to vie for the title "Miss ERAU". The pageant will be judged by the audience so be there!

# E-RAU sports fifth largest AFROTC detachment

By Cadet 1st Lt. Dennis Granger  
Information Division

After the final tally, it has been decided that E-RAU ranks fifth in the nation—Congratulations!! Number 5 in what, you ask? Could it be football? No, where is the football team? Could it be the cheerleaders? Probably not, because where are all the girls? We rank 5th in the number of cadets in an AFROTC

detachment.

Excluding The Citadel and Norwich University where AFROTC is compulsory, the totals are Texas A&M (782), University of Puerto Rico at Mayaguez (431), University of Puerto Rico at Rio Piedras (395), Ohio State University (373), and our own Embury-Riddle Aeronautical University Detachment No. 157 with 356 cadets.

However, it must be understood that these polls rated the quantity

not the quality. Who knows? Had it been according to the latter, we may have had to settle for a first place rating—but we shouldn't boast—until we move up the scale. Are we going to move up? Of

course we are! Captain Thorhauer recently expressed his ambitions about moving up, and if he wants us to move up, then we'll move up. Now for all you people who are

considering joining the AFROTC 2-year program, you better hurry up and decide, because the deadline for applications is rapidly closing in. For more information about the program, just stop by the AFROTC trailer in back of Dorm 1 and talk to a staff member; they'll be glad to help you all they can.

Good news from the Air Force Institute of Technology. AFIT has just approved Aircraft Engineering Technology (A/CET) for Scholarships. The scholarship pays for the tuition and books plus an added \$100 a month living allowance.

To be in the scholarship pro-

gram, the cadet must complete all the requirements for his specific degree program, plus enroll in the AFROTC academic classes and lab. Scholarships are awarded to those cadets showing a degree of academic excellence, good physical fitness, and a well rounded, good attitude and character. Scholarship competition is tough, so a sure way to be ahead in the game is to get involved.

Join the Arnold Air Society, the ROA, or the Drill Team. Be willing to volunteer for a number of activities in the cadet corps. If you really want it, you can get it. Scholarships are available for

Aeronautical Engineering, Computer Science, and Aircraft Engineering technology majors. We also have Navigator (technical) and Missile (technical and non-technical) scholarships available.

Why not drop over today to see us? We in the Information Division would like to take this time to welcome everyone back. We're excited to have you all back this semester as we strive to put out the most important information at the most opportune times. If you have any information you think is interesting or important, let us know and we'll do our best to fulfill our obligations to the corps.

## Arnold Air plans activities

GEORGE HARRISON AND PAUL MCCARTNEY will not be at Arnold Air Society's dining-out this trimester. Fortunately, AAS is pursuing other big names. AAS is back in business for the Spring '82 trimester and has many projects planned. A few include a March of Dimes Walkathon, helping host a Special Olympics with the Duval

Home in Deland, and of course our world famous parties and "lil- quid lectures" are high on our list of priorities.

What is AAST? It is a group of highly motivated AFROTC cadets, dedicated to helping those around us. Our goals are many. One of them is to aid in the development of Air Force officers by enabling our members to take positions of authority and responsibility within the organization. We create a more efficient and closer relationship within the cadet corps by allowing underclassmen and upperclassmen to interact on a personal level,

which normally is not available due to the structure of the cadet corps. We also further the purposes, traditions, and concepts of the USAF, as well as furthering the advance of air and space age citizenship.

This Friday, Jan. 22, AAS will be having its annual RUSH PARTY at Derbyshire Apts. Clubhouse. FREE beer, soda, chips, dip, games, fun, and enjoyment will be provided. All interested cadets are invited. The fun starts at 8:00, so be there! Any transportation problems can be brought to any AAS member.

## Christian Club welcomes all

By Emerol Lewis  
Welcome back brothers and sisters. As the Spring '82 term is on its way we ask God's blessing and guidance for the remaining part of the term. Our first meeting of this term was fairly simple and informal. It was a group discussion where everyone got an opportunity to say what the Lord did for them over the holidays. The discussion was very interesting and enlightening to those present.

This term we are planning to have pastors and guest speakers visit the club. However, I must say that we were blessed last term by studying acting upon the word of God.

For new students who are not familiar with the club, we are a see CHRISTIAN page 11

## S.P.D.'s recognized

By Glenn Martin  
Sigma Phi Delta is an international fraternity of engineers founded at USC on April 11, 1924. Membership is restricted to engineering students, so it is a professional social fraternity.

Each chapter maintains its own social program to meet the needs of members. The professional program, which is required, can include forum discussions, field trips and symposiums. Often guest speakers, sometimes of considerable prominence, participate.

Since members are pursuing a similar course of study (engineering) we can aid each other to a greater extent than is possible in the social fraternities. Many times the scholarship average of a professional fraternity is slightly

see SIGMA PHI page 11

## Color guard lists events

The Color Guard not only promotes the Army ROTC, but also gives recognition to Embury-Riddle. The Color Guard had a demanding schedule last trimester and this trimester is even more demanding.

A few of the upcoming events of the Color Guard will include the Pops Challenge-24 Hours, the Daytona 500, Sportsman, and motorcycle week.

The Color Guard is again coordinated by Cadet Captain Griffin. Along with his responsibilities as color guard commander, he also is senior cadet tactical officer for the Raiders, and chief cadet instructor of the M.S. III's. Any questions you may have concerning the Army ROTC program, please stop by glass office No. 10 or call ext. 1127.

## notices

### AAUW EDUCATION FUND SPONSORS FILM SERIES

The Daytona Beach branch of the American Association of University Women is sponsoring a "Southern Film Festival" on the four Thursdays in February. Each showing will be at 7:30 p.m. at the Halifax Twin Theatres, Riverside Drive, Holly Hill.

The four films, all classics mirroring life in the south, will be "Cat On A Hot Tin Roof," "Where the Lilies Bloom," "To Kill A Mockingbird," and "Gal Young 'un."

Donation of \$11 for the series will go to the AAUW Educational Foundation, which for almost 100 years has been awarding fellowships and grants in higher education for women.

Series tickets may be obtained by sending a self-addressed stamped envelope with check or money order to Southern Film Festival, P.O. Box 2144, Ormond Beach 32074, or by phoning 252-5883 or 672-0058.

### AMT GRADUATION CERTIFICATES

Effective Spring trimester, 1982, there is a change in the policy dealing with the awarding of the AMT graduation certificate. As of Spring, 82, the student must meet the following requirements in order to receive the graduation certificate:

1. The student must successfully complete all the required AMT courses of the applicable Airframe or Powerplant curriculum.
2. The student must pass all sections of the applicable school final examination with a score of 77 percent or higher.
3. The applicable school final examination may be taken during the last trimester of either the Airframe or Powerplant curriculum. The student must successfully complete both examinations no later than 2 years after the last AMT course.

All students completing either the Airframe or Powerplant curriculum after Jan. 7th, 1982, must now complete the school finals with a minimum grade of 77 percent in order to receive the Graduation Certificate. Students who completed a phase prior to Jan. 7th, 1982, still fall under the old system of Graduation Certificate issuance.

During each trimester, school final exams will be given four (4) times. In order to receive the graduation certificate at the end of the trimester, or mid-term if applicable, each eligible student must take and pass the school finals during one of these four (4) testing sessions. It would be advisable for everyone to test during one of the early sessions to allow for a re-test later, if necessary.

The dates for the school finals in Spring, 1982, are as follows:  
TEST SESSION 1 - Friday, February 26th  
TEST SESSION 2 - Saturday, April 3rd  
TEST SESSION 3 - Saturday, April 17th  
TEST SESSION 4 - Tuesday, April 20th

### ALL FLIGHT STUDENTS

Flight students registered for FA 102, FA 103, FA 203, FA 204-2, FA 313-2, or FA 313-2 must check in with the Flight Simulator Course Monitor to confirm availability for Flight Simulator Labs and Ground Labs as scheduling permits. This check in must be accomplished at the Flight Simulator office, upstairs in D Building, between the hours of 0900-1100 and 1300-1500 on Thursday, Jan. 21 or Friday, Jan. 22. Please bring a copy of your academic schedule with you. If you have checked in and are now active in your flight course or awaiting assignment, it is not necessary to check in again.

### CHIEF JUSTICE POSITION VACANT

The position of Chief Justice was vacated at the end of the Fall '81 trimester. Any full-time undergraduate student may seek to fill this post. Interested applicants must submit their names to the SGA office in the U.C. Additional information and responsibilities can be obtained at the Student Government office on weekdays between 8 a.m. and 5 p.m.

## Registration and records operates Annex

### Save Time and Energy

Use the Registration and Records Office Sub-Station at the Academic Complex, Glass Office No. 2. The operating hours are 8:30-4:30, closed for lunch from noon to 1 p.m. on Tuesdays and Thursdays only. You may process the following forms at this office: Evaluation (Request forms) Transcript (Request forms) Advance Standing (Request forms) Course Substitution Address Changes Petition to take courses at other institutions Enrollment Verifications Add/ Drop forms ID Validations

Student permanent records may not be viewed in this office also graduation request forms and course equivalency exam forms must be processed at the Registration and Records Office at the Ad-

### ministration Building.

Use the Registration and Records Office Sub-Station at the Academic Complex, Glass Office No. 2. The operating hours are 8:30-4:30, closed for lunch from noon to 1 p.m. on Tuesdays and Thursdays only. You may process the following forms at this office: Evaluation (Request forms) Transcript (Request forms) Advance Standing (Request forms) Course Substitution Address Changes Petition to take courses at other institutions Enrollment Verifications Add/ Drop forms ID Validations

### All Spring and Summer Grads?

According to the University calendar, students anticipating April 1982 graduation are required to fill out Graduation Applications no later than Friday, Feb. 18, 1982. Please be advised that No Diploma will be ordered if this application form is not processed by the Registration and Records office.

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

Writing short stories, your forte?  
CREATIONS - what more can we say.  
Deadline is Feb. 21

Nova Flite Center is pleased to announce that from now until the end of the year we will offer a 10% discount on any aircraft checkout to all ERAU students.

Come and checkout in our brand new turbo powered Saratoga SP with luxurious cabin seating, arrangement and 170 knot true air speed. This speedy and heavy hauling airplane with six seating capacity can take you and your friends to the Bahamas or destination of your desire for as little as \$16.00 per hour per passenger. Call Nova today and schedule your checkout to an exciting adventure trip. Or come and checkout in our roomy 4 place air conditioned Arrow IV with 140 knot true airspeed. We are still offering our low cost multi-engine training program in the Piper Seminole for only \$1010. This special dual block time rate includes 10 hours of flight instruction and if you act today you will receive free of charge Piper's exclusive and unique self-study, audio-visual beta max multi-engine program. Actual training movies of the Seminole. Still the lowest priced P50 in Daytona. Check for yourself.



## NOVA FLITE CENTER

1624 Bellevue ave.  
255 6459



NEEDED- Ride home on MWP at 5:30 p.m. to Main St. area (Leashade). Will chip in for gas. Contact Bruce Hamilton Box 4056.

FLYING LESSONS- Are you interested in learning to fly at a reasonable rate? Call Doc for details at 767-0787 or 768-2971.

FLIGHT STUDENTS WANTED- Private through commercial/instrument in modern Piper aircraft. Low instructor's fee. Contact Philip at 253-8747 or Box 7030.

FLIGHT INSTRUCTION for private and commercial pilot certificates and instrument rating. Dual instruction in Cessna 172 for \$42 per hour (\$32 for private pilot and \$120 for instrument). Two schools of instruction. No hassles, no no-shows, no jitters. Just professional flight training. Call 252-5995 before 1300 or after 1800 or write Box 1448.

QUESTU Experienced Dungeon Master is looking for fighters, Magic Users, Clerics, Monks, Thieves, and any other interested parties who would like to go on a bold quest and possibly become rich or die! Reply Box 7132 or call 761-5062. Ask for Lord Winston.

LOW COST FLYING- C-172 full IFR \$32 per hour. Call 258-0919 or Box 7317.

HELP WANTED- Pilot for Commuter operations (Daytona Beach area) experience preferred. Phone (703) 684-7400. Vasilias

HELP WANTED- Director of maintenance for DAB commuter operations- preferred IA with trouble experience. Phone (703) 684-7400.

GUITAR WANTED- 6 or 12 string acoustic. Must be in good condition. Will buy or trade for my guitar. Drop note in Box 2735.

Typing Service- Class Papers and Manuscripts typed \$1.25 per page double spaced on 20 LB Bond paper. Have IBM Selectric II Copying Typewriter. Contact Miss Paul 767-2664.

NEED YOUR CAR PAINTED? Call 673-1065 evenings and ask for Lee Adams

- CALENDAR OF EVENTS**  
By Cheryl Hutson
- Avion Staff Reporter
  - Wednesday, Jan. 20
  - Softball Captain's Meeting, 5 p.m. - CPR
  - Thursday, Jan. 21
  - Writer's Workshop, Facilitator, Jean Snyder, Publications Coordinator - 5 p.m., F/S Lounge
  - Floor Hockey Captain's Meeting, 5 p.m. - CPR
  - Friday, Jan. 22
  - Management Club Dinner Meeting, 7 p.m. - Treasure Island Inn
  - Pickin' Party, 8 p.m. - UC
  - Saturday, Jan. 23
  - Pickin' Party Part 2, 8 p.m. - U.C.
  - Sunday, Jan. 24
  - Softball Intraurals
  - Monday, Jan. 25
  - Sharp Shoot Basketball Contest, 5 p.m.
  - Bowling League, 9 p.m. - LaPaloma Lanes
  - Tennis Singles Signup Deadline
  - Basketball Signup Deadline
  - Tuesday, Jan. 26
  - Racquetball Signup Deadline
  - Wednesday, Jan. 27
  - Racquetball Captain's Meeting, 5 p.m., CPR.

**LETTERS**

To the Editor:  
It is very hard to have pride in the University when its parking lot looks like a snap shot of the moon. After coming back from vacation, it was a pleasant surprise to see the parking lot re-paved. It made a big difference in the appearance of the school. It will also make a big difference on the front end of my car.  
GOOD JOB!  
Concerned Student  
Box 3278

**CHRISTIAN**

non-denominational group that meets on Friday, at 7 p.m. in Room E-611.

**SIGMA PHI**

higher than that of the social fraternity.  
So if you are in the AE or the ACET program consider the Sigma Phi Delta. Our annual Spring Rush party is on Friday, Jan. 22 at 8:30 p.m. Our main house is located at 519 S. Ridgewood Ave. Beverages will be served and any questions can be answered at that time. Need a ride phone: 252-9374.

**lost and found**

LOGBOOK MISSING- Lost in flight line area sometime around Dec. 5th. Its no good or anyone else, so just give me a call at 761-1999, ask for Saane.

FOUND- Reading glass in W-306. Can pick up to A-215/F.

LOST- Thin brown leather wallet, only local ID was ERAU's student ID. If found, please leave note in Box 7999 or call 258-6721. Dean. Reward if found!

LOST OR STOLEN- Army ammo box with tools. Reward offered. See Cart, Dorm 1 room 113.

**personals**

Nancy Topping: I really love your new hairstyle. You're a great sight to see in the morning. Maybe we can get together in the near future. Regards, The sports editor  
Lauree H.: The cold winter nights are colder without you. I really enjoyed the time we had together over the holidays. It would be great if you can visit me. I loved the card and phone call. You certainly know how to brighten a cloudy day. Sincerely, Bill from Smerzet

Betty Jo: Remember the time we last shared, learn from it. For if we forget the past we're destined to repeat it. I love you very deeply, forever yours, Max

Hellenic Society- ICAROS, Welcome back to the REAL Greeks! Vasilias

TO ALL PHOENIXIANS.  
Really great to be able to work with all of you. If you people don't put out a good book this year, I'm gonna come back and kick your butts! If anyone wants to get in touch with me, ask Empress or Jeanette. I'll miss all of you!  
Bear

CONGRATULATIONS!  
Yes, Carol Menzies means you!! Well, how does it feel to finally be a citizen of the United States? Good luck at all the standards! Good luck at the swearing-in ceremony! Once again, congratulations to you!  
All your American friends!  
Bear & Gil

Some people have a good shock treatment, others are less fortunate. Hi Indy.  
Empress

Lois,  
From lunch in the UC to never getting work done in the computer lab. We've got to stop meeting like this. How about a "real" date?  
Until then...

To Barb: I miss you, the mountains and playing ping-pong with you. I'm looking forward to seeing you over Easter vacation. Just love, R.K.

To Lisa B. and Michele L. and Kim T., I am glad that I have had the opportunity to live below some wild and crazy gals like you. Happy hour will be in 235 room. Love, Decadent Dave

**CHIEF**

"I'm a firm believer in that if something works well - don't change it. I haven't been here long enough really to go through the entire operation, but all the preliminary indications that I have are that the relationships between the people in the tower and the people who operate on this airport are excellent. Assuming that everything continues in that manner, I don't foresee any major changes."  
Suter further expressed his views of his new assignment by commenting that "the air traffic control segment of the FAA is entirely a service oriented organization. Our primary function and responsibility is to provide safe and top notch service to the users whether they be air carriers, general aviation, or whatever, and that will be and always has been our goal."

who are in the FAA today are extremely dedicated, extremely interested in providing good service. They're very talented in what they do and they enjoy doing what they do.  
We're going to make every attempt to improve service in Daytona Beach. There's no question that it's good, but it can always be better. And whatever I can do and whatever the people who work in the tower can do to improve the service that we provide, it will be done."  
Continued involvement with all of the FBO's and everyone who operates in and out of Daytona Beach is another common criterion of Suter and his staff.  
Suter is married and has six children. He said that he and his family are looking forward to Daytona Beach.  
He further said, "the people I think I'm going to really like this one (Daytona Beach). I think I'll stay here for a while," concluded Suter.

(continued from page 1)

are in the FAA today are extremely dedicated, extremely in-

**RAMP**

the ramp over vacation. Mr. William Grise, Director of Administrative Services asserted that 18 inches were added to the western end of the ramp to increase safety. "The increased safety-

(continued from page 1)

ty stems from the fact that aircraft have more room to taxi, allowing greater separation of wingtips." According to Dr. DiGirolamo, "the ramp resurfacing project was also under its estimated cost."

**GULFSTREAM**

imately 290 knots (336 mph), a maximum range, plus a 45-minute reserve, of 1950 nm (2246 sm) and, an operational ceiling of 1,000 ft.  
The 900's twin-engine rate-of-climb is projected to be approximately 2780 fpm (847 mpm) and 924 fpm (282 mpm) on one engine. The aircraft's pressurization can be maintained using either of its engines.

"Cooper concluded, "Our line of four new Gulfstream Commander Jetprocs for 1982 covers a broad spectrum of the business project market with two models, the Jetprocs 840 and 980, in the mid-cabin-size category and the 1000

(continued from page 2)

and 900 series in the large-cabin category. All four of our new Commander Jetprocs provide excellent, record setting performance and are highly fuel and mission efficient."  
Gulfstream American Corporation designs, manufactures and markets fanjet and jetprop business aircraft in its Georgia and Oklahoma facilities. The company provides worldwide, factory-sponsored and supervised product support for its customers around the world.

**notices**

**HOUSING CONTRACTS**

Any student interested in University Housing for the 1982-83 academic year MUST complete a Housing Contract between Jan. 18 and Feb. 19, 1982.

Contracts are available at the Housing Office, Residence Hall II, Room 278. A \$5.00 non-refundable prepayment must be submitted AT THE TIME OF APPLICATION. Guarantees of financial aid cannot be accepted in lieu of payment. Contracts submitted without the prepayment will not be considered.

Although individual room choice cannot be guaranteed, students who sign up at this time will be guaranteed an assignment in the facility of their choice.

Please be aware of the contract dates:  
Resident Hall I - Fall 1982 through Summer B 1983  
Resident Hall II - Fall 1982 through Summer B 1983  
Apartment Complex I - Fall 1982 through Spring 1983  
Apartment Complex II - Fall 1982 through Spring 1983

You are obligated to remain in University Housing for the entire contract period unless you are not enrolled at the university in a particular trimester. No requests for contract release will be granted, so please make certain of your desire for University Housing before committing yourself to a contract.

Should you have any questions, please feel free to contact the Housing Office.

**FAA EXAMS SET JAN. 30**

E-RAU will administer FAA Pilot Written exams on Jan. 30, Saturday at 0830, in Classrooms G-109 and 112.

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

**AAUW EDUCATION FUND SPONSORS FILM SERIES**

The Daytona Beach branch of the American Association of University Women is sponsoring a "Southern Film Festival" on the four Thursdays in February. Each showing will be at 7:30 p.m. at the Halifax Twin Theatres, Riverside Drive, Holly Hill.

The four films, all classics mirroring life in the south, will be "Cat On A Hot Tin Roof," "Where the Lilies Bloom," "To Kill A Mockingbird," and "Gal Young 'un."

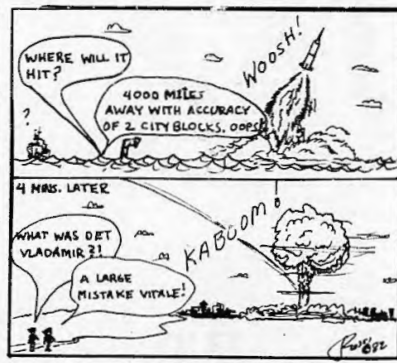
Donation of \$11 for the series will go to the AAUW Educational Foundation, which for almost 100 years has been awarding fellowships and grants in higher education for women.

Series tickets may be obtained by sending a self-addressed stamped envelope with check or money order to Southern Film Festival, P.O. Box 2144, Ormond Beach 32107, or by phoning 252-5883 or 872-0058.

Deep thinking what you do?  
CREATIONS has it all for you.

**scribbles**

joe rossi



**Engineers:**  
**Sigma Phi Delta!!!**  
Cordially Invites You  
To Our  
**Spring Rush Party**  
January 22, 1982  
At 8:30 P.M.  
519 So. Ridgewood Avenue  
For a ride call 252-9374



Catholic Masses 10 a.m., 7 & 10 p.m.  
Protestant Services 11:15 a.m.  
Common Purpose Room U.C.

# Pilots rely on keen memories for longevity

By James E. Crane, B.S., M.D., D.A.S. (Hon.), Stamford, Conn. THE PILOT'S MIND AND HIS MEMORY

The scope of this paper is to present to the pilot a clear and concise interpretation of the mind-memory complex. It is intended to impart a new understanding of memory, give information on how memory works and to improve the capability or power for retaining or reviewing in the mind past thoughts, images, ideas, etc. A good memory can enhance a pilot's life, give him peace of mind, culture greater confidence in himself, and improve interpersonal skills.

Incidents or tragedies in aviation in most cases occur as the result of: 1. Mind or memory dysfunction as a result of vulnerabilities in the normally functioning memory systems.

2. Psychological defects,
3. Brain malfunction, and
4. Brain failure.

The first item on the agenda: "Memory dysfunction as a result of vulnerabilities in the normally functioning memory systems," is illustrated by a glaring mistake made by a pilot on takeoff.

A 707 crew was in position for takeoff when they were advised by the tower that there had been a runway change. Having completed their pre-takeoff check list, the flaps had been extended to their normal takeoff position of 15 degrees. In moving to the new run-

way it was necessary to taxi downwind. At this time the existing surface winds were in excess of 30 knots. With these conditions it would be normal operating procedure to retract the flaps to their zero position, thus preventing damage to the flaps from the excessive tail winds. This was done.

The procedure left a non-completed item on an already completed takeoff check list. During the confusion of the runway change, copying new departure clearances and rerouting, the crew forgot (didn't remember) to reposition the flaps to their original takeoff position. The ensuing takeoff resulted in a crash which was fatal to the entire crew. (The airplane crashed as a result of memory dysfunction; the flaps were not put in a normal takeoff position.)

Conclusion: Human factors were involved. Pilot error. Perhaps if the crew, singularly or collectively had a strong feeling and a better concept of the mind-memory complex this accident might not have happened.

The initial approach to this concept would be to differentiate first between the brain, the mind and memory; they are not the same.

The brain (an anatomical structure) is a chemo-electric computer, which generates about 1/6 volt of electricity. It is made up of at least 11 billion cells, which are known as "neurons". They are mortal, and

unfortunately there is a steady attrition of about 10,000 of these units of protoplasm that unavoidably die each day. They are never replaced, whereas other cells in the body have the ability to reproduce themselves. The gradual attrition involves the ability to remember events, and stunts the power to capture new events. Aging is on time's side: the downhill pattern in both physical and mental functioning is a one-way street.

The brain vibrates with an electrical rhythm; namely alpha waves: 8-12 per second. They are rhythmic; part of the body biological clock that gets mixed up in jet lag.

The Mind is defined as a faculty of function of the brain whereby the individual becomes aware of his surroundings and of their disposition in time and space, and thereby, he or she is able to experience feelings, emotions and desires and is able to attend, reason, remember and decide.

A unique information center, the mind, operates through the media of memory-systems which collectively scan, select, reject, sort, tag-label and store material. The ability to forget is one of its better qualities: as all material that is brought to the attention of the mind is not remembered. It couldn't be, or else it would be cluttered with endless trivia and the essential selection process would be turned off. The mind also has an overall self-monitoring process which sets goals and strategies.

In contrast to the brain and the mind is memory; it is a sub-structure which involves acquisition, storage and retrieval of facts, ideas and coordinates activities. The operative procedure is through

the media of three distinct active elements:

1. Flash - or sensory memory system,
2. The short term memory system, and
3. The long term memory system.

1. Flash - or sensory memory system.

The flash or sensory unit operates in milliseconds. It is like radar; it scans, selects, analyzes and rejects. These processes involve attention and filtering of the information which is passed on to the other remaining systems. Sensory scan is Human or Event related; it makes "Split second decisions"; recognizes fobleness, a familiar face and relates to the primary emergency emotions: anger, anxiety, and grief. Anxiety is universal; with certain levels it stimulates and improves our thinking and performance. High levels of anxiety definitely interfere with our thinking.

So important in flying is the sensory-flash memory system. It is the prioritizing psychological commander on take-off and landing; ready in a fraction of a second to deal with an in-cockpit human crisis, default in the aircraft structure, or a runway catastrophe. Substandard operation of the sensory-flash memory system is found in pilots who are fatigued, sick, have taken alcohol or drugs, etc.

The second system in the mechanics of memory is the short term bank. It operates in seconds, and has a capacity to handle 5-9 times at one time. It is the intermediate stage between sensory memory and long term memory. As contrasted with the large amount of information that is found in the long term memory system, the capacity of the short-term bank is relatively small (5-7 items). Scientists imply that some kind of coding, tagging and categorizing takes place in this unit.

The temporal span (period of operation) of the short term memory system is longer than the modus operandi of the sensory set of the sensory set of rules (0.54 seconds). The percentage of items recalled after time intervals of three seconds shows a loss of almost 90 percent after 18 seconds. We assume the mechanism that makes possible this astounding memory loss is the prevention of

rehearsal or repetition; hurry, distraction, intimidations, ill health, neglect, and incapacity. This is the most glaring example of vulnerability of all the memory systems. I repeat, 90 percent of the material entering the short term memory system is forgotten in 18 seconds.

## LONG TERM

Long term memory is the depository of material which has been retained from minutes to years. The capacity is voluminous. It includes all the things you know and remember. The material stored is strategic, marginal and non-strategic. No memory survives the instant it is passed into the non-strategic bin, while those impressions in the marginal area may last a few moments, hours or days. However, in the strategic area the impressions are indestructible and they can be recalled as long as mental life endures.

As this paper proceeds we encounter the second vulnerability in the normally functioning nervous system which can produce an incident or a disaster in flying. The vulnerability is located in what we call the Prime Mental State.

The prime mental state is a fluid and diverse state of the mind which ranges from the early stage of consciousness (arousal) to one of intense, focalized concentration. A luxury in the mechanism of the mind, it is directly related to intelligence, judgment, motivation, ambition, personality, knowledge and experience. The unity of the individual is represented as a tabula rosa (blank tablet) at conception, with the ever active nervous system programming the prime mental state into a fascinating, capable, judgment executive of the mind. Many stages make up the prime mental state which varies from arousal, to awareness, interest, attention, concentration, intensification and focalization.

Scattered along the line in the prime mental state (at the stage of attention) thinking is initiated. The quality of this operation is directly controlled by the individual. How is the problem solved, by uncontrolled autistic thinking, or the direct realistic approach?

Midirected and uncontrolled thinking is autistic. This type of cerebration is dominated by one's wants or feelings with little or no regard for reality. It is the land of fantasy and daydreaming; the easy way out. There is no room for this type of behavior in aviation.

Directed and controlled thinking

is realistic; the problem is appropriately solved by hard work and good judgment.

The third vulnerability in the normal functioning systems of the mind is Laird's List of Things We Most Forget. Analysis of the contents suggests that the ability to remember for one or more good reasons. Be whatever it may, some of the things we most forget are OUR FAILURE (for a good reason). Of course NAMES, NUMBERS and DATES are universal in 50 percent of the population. UNPLEASANT THINGS we consciously resist to

rid the mind of conflict. Things we DON'T UNDERSTAND only clutter the systems and create confusion. Cramping is fatiguing and generates anxiety. We forget what we try to REMEMBER when EMBARRASSED, FRUSTRATED, IN POOR HEALTH or FATIGUED.

To counter this vulnerability we advocate O'ERLEARNING and stress the need to be alert to the things we most forget.

The fourth vulnerability in the normal functioning memory-mind complex, is amnesia. Amnesia may be defined as a lack or loss of memory; especially the inability to remember past experiences. There are between 20 and 30 different types of this forgetfulness. The emotional variety is a convenient escape route in certain hysterical or dissociative states following intolerable emotional stress. It's an easy way out to avoid reality.

Recently discovered and of importance in flying is amnesia that is related to a virus. A small ulcer develops on the upper lip (cold sore), which is viral in nature. It has the capability of extending upward through the nose to the brain, where a lesion develops. It is capable of causing amnesia for a week or so. Pilots should be aware of this possibility.

The second general heading (psychological deficiencies) raises the question, why doesn't the individual respond properly to his environment and the changes that occur within it? His level of adaptation is influenced by the characteristics he brings to the environmental situation and the nature of the situation which he is confronted with.

The hazardous thought patterns often are found alone or in combination. Take for example the clipping from the Daily News, St. Louis. A pilot with nearly a dozen years of experience rejected the plea of an airport operator to turn back in bad weather. He then died along with his family in a crash of his small plane on their way to a Thanksgiving celebration.

John Doe, operator of the airport, said he radioed the pilot to turn back Wednesday night, but the pilot said he wanted to go ahead.

"We can teach a man to fly, but we can't give him good judgment. The worst of it was, he took his family with him."

The pilot, 48, was found dead in the wreckage with his daughter. His son, Bill Jr., 8, was pronounced dead on arrival at the hospital. The wife, 41, died at the hospital. Analysis of this tragedy: all five hazardous thought patterns were present. The pilot resented the airport manager who represented authority. He was impulsive. He thought he was invulnerable. He had macho. And lastly he was in outer-control. (This time it was bad luck.)

Brain malfunction accounts for aviation incidents or tragedies; it is a temporary pathological state that is reversible. Many factors are involved: jet lag, hypoxia, ozone intoxication, drug or alcohol poisoning, trauma, fatigue, all sorts of diseases, etc.

Emotions need a verbal outlet? CREATIONS is just that, we bet. Deadline is Feb. 2!



**FREE SUB**  
**Buy One Foot-long BMT**  
**Get One Free**

**BMT: Ham, Pepperoni, Salami, Bologna, Cheese, Lettuce, Tomatoes, Pickles, Peppers, Olives, Oil, Vinegar, Salt, Pepper, Mayo, Mustard.**

### Coupon

Buy One BMT get One Free  
Good for week of Jan 21-28  
Good only at 631 Volusia  
2241 S. Ridgewood S.D.

Limit One per Customer  
Open 10am-3am

- \* HOTEL RESERVATIONS
- \* AIRLINE TICKETS
- \* CHARTERS
- \* AUTO RESERVATIONS
- \* ESCORTED TOURS
- \* CRUISES

**FUN VACATIONS TRAVEL CENTER**



All major credit cards accepted

(904) 258-7774

FUN VACATIONS TRAVEL CENTER  
1700 Volusia Avenue/Daytona Beach, Florida