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## Avion 1982-02-03

Embry-Riddle Aeronautical University

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The Award-Winning Newspaper of College Aviation

## Research Center to complete pilot program

By Max Corneau  
Business Manager

During the Fall of 1981, the Avion reported on the Activities taking place at the Aviation Research Center. Because the story was positively received and in part due to significant changes in the center, an update on the Aviation Research Center is forthcoming.

Leadership at the center has gone through the greatest upheaval since the Fall. Formerly, Dr. Jerome Berlin was Research Center Director, followed in the

chain of command by Peter Denlea, associate director.

Dr. Berlin was promoted to the position of Provost, International Campus. Upon his appointment Peter Denlea was to become the next director. Denlea however, took an outside job offer, and is not longer with the research center. For nearly two weeks, Dr. Charles (or Chuck as he is known to his students)Holmes, former senior research scientist has been at the helm of Embry-Riddle's aviation research center.

Beyond changes in the research

center's leadership there have also been developments in the center's ongoing research in the field of aviation. For instance, as part of a human factors task contracted from the FAA, the center has developed a list of those pilot skills which are most easily forgotten.

The list is a result of research conducted in Atlantic City, N.J. and here at Embry-Riddle. The center is very helpful in developing pilot training programs.

At the time of this writing the research center had just completed

phase two of a pilot judgement program. Not under human factors, this program is also funded by the FAA. The center was responsible for the development of curricula which would teach pilot judgement.

Dr. Holmes pointed out the three phases of the program. "Phase one consisted of defining pilot judgement, this was accomplished by the University of Illinois. Phase two was our part, in effect, we developed the program to teach pilots judgement. The final phase is yet to be contracted,

it consists of evaluating and validating the E-RAU training curriculum." Dr. Holmes, admittedly, was very excited about the judgement program. "We used FA162 students as subjects, and every single one scored higher on judgement tests than those who had not received the special training.

A final major progression taking place at the center is correlated with the current evaluation of the 200 hour instrument rating prerequisite. The research center con-

cluded that 200 hours of flight time have no relative bearing on the quality of the instrument pilot.

Working with Dr. Tom Connolly, of the flight department, three groups of pilots were tested. Those with the greatest amount of hours were not at all the most proficient at instrument work.

Thus, according to Dr. Holmes, "We have recommended the 200 hour limitation is unnecessary, hopefully, the FAA will take our advice into consideration."



## Porsche turbo sets record pace

The winning team of the 20th 24 hours of Daytona Pepsi Challenge race celebrate in the winners circle (above) following the race. The team consisted of (from left to right) John Paul Sr., Rolf Stommelen, and John Paul Jr. This was the fourth win for Rolf Stommelen who last won in 1980. The Porsche Turbo (right) completed 719 laps, a big turn around from last year when they only completed 53 laps. Sixty-nine cars started the race and only 33 were left racing at the 24 hour mark. See sports page for more information. (Photos courtesy of Daytona Speedway)



## Underground radio station operates in Daytona Beach

By Max Corneau  
Business Manager

For the past several weeks a young man named Bruno, has been operating an underground radio station out of the downtown Daytona area. The term "underground" in this text means

that Bruno is operating without a Federal Communications Commission license. Thus, the nature of this radio station is totally outside the bounds of the law.

Bruno's self imposed call letters are WNMX, from these, he derives the stations' nickname Radio X.

There is a story behind the derivation of WNMX as call letters for Bruno's station. Since the station falls completely under his authority, Bruno decides what is to be played.

As he says, "the music I like to play, some people think is eccentric."

Actually, WNMX is a mostly New Wave and obscure album oriented music station.

Bruno designated his call letters WNMX after hearing WNMF, a New Wave station operating out of Tampa.

Radio X consists of whatever equipment Bruno was able to purchase from WOLD, a now defunct radio station. Bruno came upon WOLD and occasionally spun discs. Soon, however, WOLD which played mostly oldies music went out of business. As Bruno explained, "I had the chance to buy this stuff for a really good price, so I jumped at it."

WNMX consists of: two turntables, several inoperative equalizers and amplifiers, two speakers, one twenty watt amplifier, one mixer, and a microphone. The entire contents of WNMX are housed at Bruno's residence, more specifically inside his bedroom.

The station's album library consists mostly of new wave albums, while most of the obscure music is implanted on old vinyl 45's.

Bruno has been operating for 23 days as of this writing (1/29/82). The frequency utilized by WNMX is 103.5 FM, this frequency is well into the commercial FM band.

While there are no "legal" radio stations which operate on this wavelength out of the Daytona area, the University of Florida at Gainesville does broadcast on 103.5. Since the Gainesville station can be received in the Daytona area only in the evening, Bruno restricts his operation to the hours of 12 p.m. - 6 p.m.

When questioned as to why he has begun such an illegal radio operation, Bruno had an immediate response. "Around here, radio is played like background music; it's everywhere but no one pays attention to it."

Another of Bruno's points of view came about when questioned as to what authority allows him to broadcast. "My right to go on the air is right here (points to turntables) until someone stops me, I'm going to keep playing music for the people who want to listen."

As far as profiting from his adventure into underground radio is concerned, Bruno has no sponsors and does no advertising. WNMX does have a request line though; it is also Bruno's personal telephone.

In the future, Bruno has no plans of making himself into a legal radio man. When queried as to his thoughts on broadcasting

schools and FCC licensing, Bruno snapped back, "Disc jockey schools are a waste of money. They train you to talk coherently, then fill your voice with milk and honey." The FCC license, or lack thereof does not bother Radio X's

(see WNMX, page 12)

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Bruno

(Photo by D. Frost)

Editorial

Proposed rules to affect students

by R. K. Smithley  
Avion News Editor

Now that the grumbling and complaints about the tuition increase are dying to a muffled roar, E-RAU administration appears to be mounting another monetary rule-making objective. Though details are sketchy, enough is known to form a completely biased and negative attitude, before the proverbial you know what hits the fan.

Apparently, several folks in the upper echelon have determined we are riding along too comfortably. Therefore it's time once again for them to create division and rebellion among the troops.

The records and registration group [among others], has decided that too many students sign up for 18 credit-hours each trimester. When the final days for dropping courses roll around, students have a tendency to drop the class with the lowest grade to avoid an "F" at the end of the trimester. Many students deliberately sign up for 18 hours with the intention of dropping one at some time during the tri. [I thought everybody did that!]

To alleviate this, proposals are being discussed to limit students to 15 credits for the lump sum you pay at the beginning of each trimester. Anything over 15 will be charged a set rate for each additional credit.

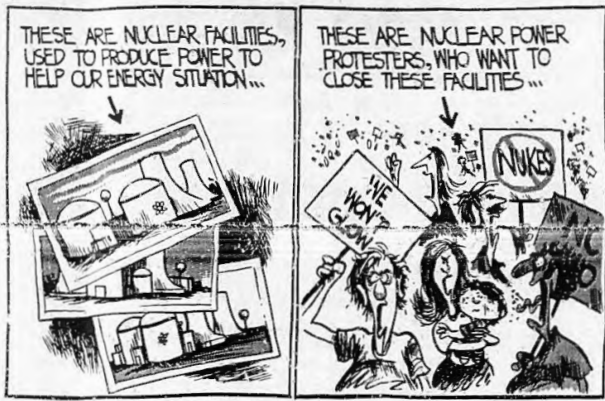
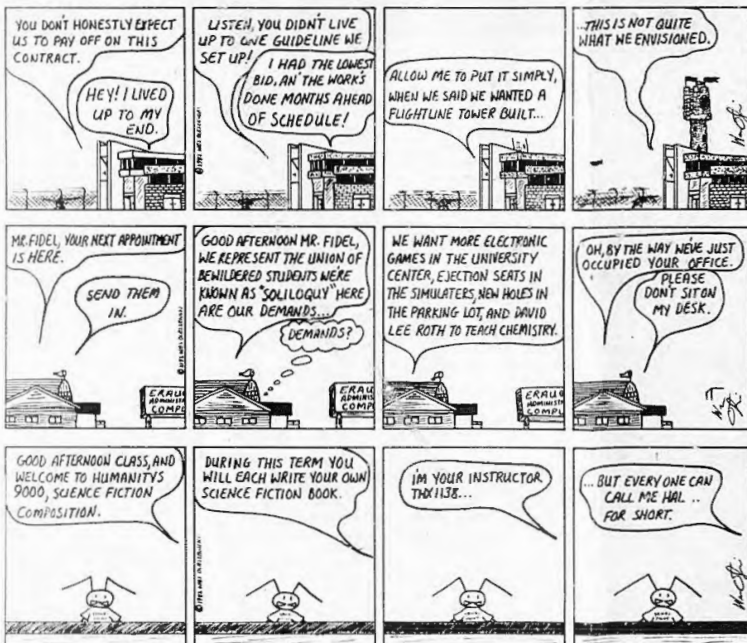
We here at the Avion feel this is not a justifiable move. We all pay a high price already for our education without idiotic rules limiting us further. Students with similar feelings are encouraged to air their views at the upcoming SGA sponsored forum.

To all students:

The Avion wants your opinion. We would appreciate any type of letter to the editor pertaining to Embry-Riddle, the community, or other matters which are of concern to the students. With your help, we can inform and serve this university better than ever.

Thank you  
The Avion

Klyde Morris



Letters

Incompetent??

To the Editor:  
There is a breed of instructor that exists at this university that does more damage than good to the students. These are the instructors that have a tremendous track record in the professional world, but regrettably, as instructors they fall short of the mark.

Their technical competence that is sought in the professional world is oftentimes what hinders the teacher's instructional ability. Technical savvy provides for a good background to teaching but it does not in any way guarantee instructional know-how.

This lack of teaching know-how is manifested by incredibly difficult classes and tests that often cover petty topics. The negative attitude on the part of the teacher, in turn spawns a resentment and mistrust by the students that furthers the problems. And so it goes, on and on...

I'm not suggesting that courses be made easier, far from it. Any AS404 student knows that a challenge is probably the best motivator for a student. But a challenge is not the same thing as incredibly difficult.

My only hope is that come the end of the trimester, students are really spending time on these Teacher Evaluations that we joke so much about, and are writing their true feelings about their instructors. If the division chairmen are reading those evaluations as they say they are, maybe we can weed these poor instructors out.

John Scribner  
B-102

Surprised!

To the Editor:  
During my final Riddle run-around at registration for this term, I discovered a serious breach of school policy by one Jill Warren of the Accounting Office. This tri, as in the past, I encountered difficulty in meeting tuition deadlines. I received the usual "go see so-and-so" and "who cares" attitudes from the various departments until finally arriving at Ms. Warren's desk. There I was handled quickly, efficiently, and to my surprise, with kindness and concern. I was appalled. Certainly this goes against the school policy for employees. She is the first in my 3 straight years her to ever do such a thing. I'd have reported her to her

superior, but I don't know who he is because I never had to go beyond her. Someone should do something about her! This attitude might spread and the school might become a friendlier place to be around.

But seriously - Thanks Jill!  
John S. Child  
Senior

would like to suggest and support a counter-petition for those persons wishing to oppose this military aircraft display. Anyone wishing to sign such a petition, please contact me. Perhaps we can keep Embry-Riddle a true aeronautical university and prevent it from becoming a giant R.O.T.C. detachment.

Kevin G. Mess  
Box 2623

F-4 Debated

To the Editor:  
It has come to my attention that the Air Force detachment here at Embry-Riddle has been petitioning signatures to obtain a military F-4 fighter aircraft here on campus. Has Riddle suddenly become a military academy? This is a civilian institution with quality education for those who wish it; it is supported by my tuition and yours - thankfully not the Department of Defense. Being a peace-loving civilian, and wishing to remain as such, I do not feel that a private university campus is the place for the military to make its stand. As it is now, when I walk to classes, enjoying life, I feel as though we are on the brink of war as I see Air Force and Army cadets marching around in uniforms, and even battle fatigues. I hardly feel that a fighter aircraft would lend anything more than an oppressing military outlook on our campus. Who needs it? Why not get a commercial aircraft on display that everyone, military people and civilians alike, could enjoy?

As you may have surmised, I strongly oppose the military turning E-RAU into what someday might be Embry-Riddle Military Training Detachment No. 666. I

Guns smoke!

To the Editor:

I am appalled by one of the latest advertisements in the Avion. I'm referring to the advertising in a semi-automatic weapon in a university publication, Soldier of Fortune, maybe, but the Avion?

My question is what kind of person would buy a gun like this? Obviously, it is not used to hunt deer, it is for humans.

To buy this machine gun you need be a mere 21 years of age with no past criminal record. This allows you to use it in designated areas only, not to carry or conceal it in any way. Who enforces this regulation? Or is it just scout's honor?

I am not against the right to bear arms. But after spending the past five years as a military policeman, and carrying my own weapon daily, I feel that I am qualified to say that there is no need for this type of weapon to be set loose in our society.

Barbara L. Greenwald

the avion

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# Correct racquet grip improves game



By Doc Horwitz

Don't Buy Travel Insurance At Airports: Coverage is much more expensive and rates vary from city to city. Better: Buy directly from insurance company.

CHOOSING A TENNIS RACQUET:

If racket grip is too small, the racquet will twist on off-center hits. Too large, racquet can't be held firmly enough. Right grip: Hold racquet as if you're shaking hands (thumb at about a 45 degree angle to edge of handle). Index finger of other hand should fit snugly into space between fingertips and heel of hand. Thumb and index finger of grip hand should almost touch.

**BEST GAMBLING:**

Craps and baccarat offer the best shot that Las Vegas casinos give. They take the smallest percentage and are easiest to play. Blackjack is the game for those with a sharp eye and a good memory. Worst best: Keno, roulette, and slot machines (in that order). Atlantic City roulette odds are better than Nevada houses but not as good as Florida's. The best blackjack is in Las Vegas, worst in Atlantic City. Best craps rules are in Great Britain.

**TEST FOR LOADED DICE:**

Fill a tall glass with water, drop each die in gently. Repeat several times, with different number on top each time. If die turns when sinking so that same two or three numbers always show up, it's loaded. Less obvious test: Hold die loosely between thumb and forefinger at diagonally opposite corners. Loaded die will pivot when weighted side is on top. The movement is unmistakable.

**WHAT CAR RENTAL AGENCIES DON'T TELL YOU:**

If you damage a rented car, it can cost you more than you expect. The first \$250 is now on you. Deductible will be \$100, but most chains quietly raised it recently. And you can't take a tax deduc-

tion for a \$250 casualty loss, because it's not your car. Best bet: Avoid the increased risk by paying a \$2-\$3-a-day fee. Or get your car from a dealer who rents as a sideline. His rates are lower. The deductible is usually still \$100.

Pay traffic tickets you get when driving a rented car. Many rental companies give the police your state license number if the car you rented gets a ticket. You risk being picked up as a scofflaw back home.

Liability insurance: Be wary if the car rental agency asks for the name of your auto insurance company. Chances are they're giving you only secondary liability insurance coverage. That means their insurance company won't pay until your own insurance is exhausted (and your own premiums will go up).

**TRAVEL TIPS:**

Preventing Montezuma's Revenge: University of Texas Medical School researchers have discovered that the primary ingredient in Pepto-Bismol (bismuth subsalicylate) can help to prevent the most common traveler's ailment. A group of new students in Mexico received four tablespoons

of the medication four times a day (for 21 days). Others were given a placebo. Diarrhea developed in 14 of 62 students on medication versus 40 of 66 students on the placebo.

Don't take the night Train Channel Crossing to Paris: it is very uncomfortable and travelers just do not get much sleep or rest. Better: Cross the channel by plane or try the enjoyable risk by boat (cruel) during the day.

Boarding Wrong Plane: Airline regulations allow for reimbursement of air fare to passengers who accidentally board wrong flight. The refund also covers the return flight. Note: Passenger may have to pay the round-trip price and then later apply for what the airlines and a futile flight refund. Don't fly within 12 hours after domestic work. The change in atmospheric pressure can cause

severe pain. You shouldn't pay the \$8 federal tax on air fare if you're flying from one U.S. city to another U.S. city to another U.S. city in order to catch a flight to another country. You may have to show the agent the foreign ticket. DUE CARE WITH A CAR:

Automobiles are responsible for the bulk of the claims and suits involving negligence law, plus rates have risen in many states of due care on the road. Here are some worthy of note.

- 1) The fact that you reach an intersection first and have the technical right of way does not necessarily mean the other driver is liable if an accident occurs.
- 2) Where both drivers have failed to do something they should, or have done something they shouldn't, and the neglect of each contributes to the accident, neither can recover. A fairly frequent ex-

ample is where one fails to signal for a left turn, just as the other is attempting to pass at an intersection. Both are wrong, both lose. This is known as contributory negligence and is discussed below.

3. Don't wave another driver on to pass you. If he gets into trouble in the process, you may be held to blame. Make room and let him decide whether he wants to pass.

4. If your driving causes two other cars to collide, you may be held liable to both. Cutting in and out would be an instance of the kind of negligence this rule envisions.

5. The back seat driver has a place. If he or she sees a danger and the driver doesn't the passenger has a duty to speak.

6. On the other hand, if the driver is reckless, a passenger who fails to protest may lose his right to recover for injuries.

## Mooney's becoming the "in" Airplane

Not quite gone, and certainly not forgotten, are those remarkable Mooney Rangers which we all used to fly, not only on our local flights in Central Florida, but also on those more exotic flights to the Bahamas, the Mardi Gras in New Orleans, or the Ski slopes in Colorado.

Sounds great doesn't it? The best part of all is that those Mooney's are still around for you to fly and are also getting more popular every day with the general aviation public. The scheduling responsibility has merely shifted from the ramp at E-RAU to the ramp of Daytona Beach Aviation.

In this day and age of a tight economy, DBA has come up with an imaginative and ingenious proposal which should be of interest to all of us, especially if you like to fly for fun and at the same time,

improve your professional expertise.

Try this on for size. How about a free check-out for those with ten hours of complex time — don't forget, the Seminole falls in this category. The only stipulation is that you have an ardent desire to fly at least three hours either locally, or to any other destination within the continental United States or the Bahama Islands.

Just think, unlimited horizons, flying in a fun airplane at an affordable price that comes to approximately \$12 per person if split four ways. Hard to beat? Check comparative prices of Greyhound or the airlines.

While Mooney's have always had an edge in the efficiency department, the rising cost of fuel has made them the "in" airplane,

that seem to sell as fast as they appear on the used plane market.

Now you can have the opportunity to fly one of the best single engine, fully instrument equipped aircraft on the market; and at the speed that makes your trip enjoyable. With this in mind, the opportunity and challenge are yours for the asking at Daytona Beach Aviation.

**Pick a Cowboy**  
**Straw Hat**  
(For \$3.99)  
With Purchase of Jeans or Shirts  
**World of Jeans**  
198 S. Atlantic Ave.  
Ormond Beach

## Coordinator position filled

By Max Corneau  
Business Manager

During the Christmas break, Tamara Sane was hired to fill the void in the housing staff. Tamara's credentials include undergraduate studies at the University of North Carolina at Charlotte where she majored in Criminal Justice and Psychology.

Tamara's graduate studies were conducted at Appalachian State University where counseling and educational research were her major courses studied. At Appalachian State, Tamara served in a position very similar to that of Resident Life Coordinator. As a Resident Director at Appalachian, Tamara was in charge of 250 freshmen women.

Her views concerning Embry-Riddle and its Housing department consist of the following: "The

University is very different from Appalachian State and UNCC due to the technical nature of the University." Concerning housing, Tamara said, "Embry-Riddle is smaller than the state schools. I have attended and therefore is better able to deal with housing problems.

The position of RLC consists of actually living in one of the four university-sponsored housing facilities. The coordinator is directly responsible for the resident advisors in his or her complex, as well as supervising the activities in the specific complex.

## Self study nears end

By Jack A. Fridef, Provost  
Daytona Beach Campus  
For the past two years this campus has been involved in a comprehensive self-study of its organization and operations. This process is entering its final stages: all reports have been written and reviewed; many recommendations made by self-study committees have been

implemented; and the University is seeking solutions to the problems discussed in the self-study reports.

In order to evaluate our self-study efforts and the general operation of E-RAU, the Southern Association of Colleges and Schools has appointed a reaffirma-

(see EVALUATION, page 12)

## Student Government Elections

# ELECTIONS

★ March 17, 1982 ★

Positions to be Filled:  
President/Vice President  
Chief Justice  
10 Student Representatives.

Entry Deadline:  
4:00pm Friday, Feb. 26, 1982

For Details Contact: **Brian Finnegan**  
Chairman, S.G.A. Election Committee  
In S.G.A. Office behind Pub in U.C.

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# Mesmerizing visit by Tom DeLuca

By Louis M. Kady  
Avion Staff Reporter

For those of you who missed the mesmerizing exhibition by hypnotist Tom DeLuca in the University Center on Tuesday night, the 26th, you probably missed one of the most intriguing shows of the whole school year.

Shortly after 8 p.m., DeLuca was introduced and began, claiming to have the power to transfer bits of information between individual's brains. He proceeded to prove his claim (or so it seemed he did).

DeLuca always seemed to have the audience captured as he performed unbelievable feats of what appeared to be ESP (extra sensory perception). On the contrary, DeLuca claimed it wasn't ESP he demonstrated, but that it was BSP (left for one's own interpretation).

The performer who has been into hypnosis since 1975, and has done shows since 1977, kept the show alive with jokes and insults to some deserving people. He knew

how to handle this audience well. One of the most outstanding and fascinating demonstrations that DeLuca did, was to place a handful of volunteers into deep hypnosis. Within minutes after they sat down on stage, most of the students were falling under the hypnotist's spell.

For the next two hours, he would play around with the subjects making them imagine practically any situation he wanted them to.

Some of the most remarkable scenarios DeLuca provided the subjects with include making them believe they were viewing an X-rated movie with their friends staring in it, seeing the entire audience naked, seeing themselves naked, and being very "high on some marijuana. At one point the subjects really believed they were all back in first grade, after DeLuca commanded them to imagine they were five years old again.

From time to time an individual

would be forced to forget his/her name or possess a different name. Meanwhile the audience was spellbound, as they laughed uncontrollably at their schoolmates' reactions.

Toward the end of the show a few of the subjects were back in the audience believing the show was over, but after a few verbal cues by the hypnotist, they were back on stage for some encore acts.

One individual was made to think that he had an extensive knowledge about everything, another would think she had to tell everyone something but could only speak in some strange, made-up

language, and four others were made to believe they were professional strip tease performers. Afterwards, DeLuca finally snapped the volunteers out of hypnosis for good.

A question that now comes to mind is whether or not these volunteers could remember such an exotic and astounding experience. Apparently some of them did not forget.

"I remember everything that went on but I really didn't care," commented Jane McCaffery, one of the subjects. "I thought it was good, except for the last part."

One individual claimed that DeLuca made a point of not making the subjects forget the events just for the sake of remembering.

"The more that people were telling me what was going on, the more I remember," said Margann Falluca, another hypnotee.

Margann recalled the moment right before she was to perform the "exotic strip tease. "I didn't feel like I was hypnotized at all. The next thing I know, I jumped and was running, the next thing I knew, I woke up with my shoes off."

# New wing design tested

Arnold AFS, Tenn.

In an Arnold Engineering Development Center wind tunnel, a unique aircraft design has been tested as part of a study aimed at exploring advanced aerodynamic concepts.

Called the double parasol wing, the new design was tested in the 40-inch supersonic wind tunnel. The sweptback wings curve upward from the streamlined body and droop at the tips. This takes advantage of shock waves created as the airflow passes around engine nacelles located under each wing. The high pressure field generated behind the shock wave is captured by the wing, giving the aircraft additional lift.

The "favorable interference" concept was tested with the engine nacelles in a variety of positions under the wings, at simulated speeds ranging from 1,000 to 2,000 mph. Data were taken as the model was rolled and pitched in the test section, simulating normal and maneuvering flight conditions.

The double parasol wing concept, designed by Boeing, follows a test of a single parasol wing configuration conducted at the center in 1980. These studies are part of a continuing series of advanced technology programs being sponsored by the Air Force Flight Dynamics Laboratory.

# WDAT top ten 1380 AM

1. Gover Washington Jr. - Come Morning
  2. George Benson-George Benson Collection
  3. Al Jarreau - Breaking Away
  4. Earl Klugh - Crazy For You
  5. Angela Morfili - Something About You
  6. Tom Browne - Yours Truly
  7. Gil Scott Heron - Reflections
  8. Patty Austin - Every Home Should Have One
  9. Ronnie Laws - Solid Ground
  10. Crusaders - Standing Tall
- BEST BET: Grover Washington, Jr.
- TOP TEN courtesy of Steve Kable and the WDAT Jazz Society.

**Coming next week**  
**Wednesday, Feb. 10**

**Dr. Gerard O'Neill**  
**8:00pm in the U.C.**

Speech Topic  
**2081-Hope for Mankind in the Future**

Dr. O'Neill is a renowned physicist whose insights into the utilization of space resources and concepts for improving life in the future through science have brought him world wide recognition

Farewell My Lovely

BLUETT BAUTNER  
KATHLEEN TURNER and RICHARD CRUICKSHANK  
Written and Directed by LAWRENCE KASDAN  
Produced by FRED D. GALEY  
A STARBUCKS PICTURES PRESENTATION  
A STARBUCKS PICTURES PRODUCTION

It's a hot summer. Ned Racine is seeking for something special to happen. And when it does... He won't be ready for the consequences.

**BODY HEAT**  
As the temperature rises, the suspense begins.

BLUETT BAUTNER  
KATHLEEN TURNER and RICHARD CRUICKSHANK  
Written and Directed by LAWRENCE KASDAN  
Produced by FRED D. GALEY  
A STARBUCKS PICTURES PRESENTATION  
A STARBUCKS PICTURES PRODUCTION

# Steppen out...

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

By Tony Pinto  
Entertainment Editor

This week Steppen Out takes a right turn on A1A and heads south for Traders Aku Tiki Lounge. Located in the lower lounge of the best Western, the Aku Tiki is an excellent medium for some good entertainment.

With live music from the Better Way Monday through Saturday, they really put their best foot forward on Wednesday evenings. Featuring one of the oldest and well received groups around, the Better Way go out of their way to provide one of the best sociable atmospheres in Daytona Beach. It really should be considered as a full evening with a local talent contest starting things off around 9 p.m.

With a mix of novel and accomplished talent, it is best to arrive early for some choice seating. The fact that the show is a weekly happening enables it a premium mix of fresh and refined attempts at first place. Surely an excellent evening for some good times, it has high survivability for a return visit.

Other evenings, music leans toward the top 40 spectrum and does well bringing you some of the radio's best through a good group. They go beyond music making and put on a production limited only by space.

So if you find yourself one of those people who slave all week to get on the weekend, the Aku Tiki is the place to take the edge off your mid-week's activities.

**HOURS:** Monday thru Saturday, 8:30 p.m. until 3:00 a.m.  
**HAPPY HOUR:** None.  
**PRICES:** Not available but commensurate with live entertainment lounges. Slight increase with music.  
**COVER CHARGE:** None presently.\*  
**MUSIC:** Better Way from 9:30 p.m. until 2:00 a.m.  
**OUT OF A POSSIBLE 10:** 8.8 (Where's the dance floor?)

\*There will be a one or two dollar cover charge once the tourist season starts, but your E-RAU ID at the door gets you in for free!

# Diner's Choice...

A look inside the area restaurants

By Julie R. Rankin  
Arthur Eyzaguirre, Jr.

This week's Diner's Choice takes you to H.P. Cassidy's Good Times Eating and Drinking Parlour, located on North Nova Road in the Trails Shopping Center just north of Granada in Ormond Beach.

Working your way through the maze of wood and glass specialty stores, camouflaged by their naturalistic surroundings, one may find himself tempted to browse. Passing over temptation into the center of the maze, one will come upon a bridge, which leads into a warm, spacious environment, complete with hospitable employees, a comfortable bar/lounge area and plenty of dining space. This leaves you with the most woosy feeling man can create.

Catering to an older, more demanding crowd, prices are moderately high, but well worth it for the atmosphere alone. Most of the dinners are of a beef or seafood theme, and they do have house specialties. New England Clam Chowder and Shrimp Scampi are both good bets (the house dressing was a nice treat, too).

Drinks are also a little on the steep side, so try to catch their happy hour (4-7 daily) when most drinks are either two-for-one or reduced in price. Happy Hour on Friday is crowded, but that is true of all establishments like H.P. Cassidy's.

A pleasant surprise is the service. Quite unusual for the Daytona area, Cassidy's personnel are pleasant competent people who are efficient when you want them to be, yet don't yank your plate out from under you the second you put your fork down.

All in all, H.P. Cassidy's is one of the finest dining experiences around. On our Diners Choice five-star rating scale, we give it a 4 1/2.

# Entertainment announces movies in the U.C. February 11, at 8:00pm

- Wednesday, Feb. 3**
- OPEN FORUM, 12 p.m. - U.C.
  - Lambda Chi Alpha, 8 p.m. - CPR
  - L-5 Aerospace Society, 6 p.m. - A-208
  - Scuba Club, 6 p.m. - CPR
- Thursday, Feb. 4**
- Marital Arts Demo, 8 p.m. - U.C.
  - Sailing Club, 6 p.m. - CPR
  - Cheer Club, 7 p.m. - CPR
  - AHP, 7 p.m. - F/5 Lounge
  - Racquetball, 4 p.m. - DBCC courts
- Friday, Feb. 5**
- Vets Club, 7 p.m., F/5 Lounge
  - Christian Fellowship Club, 7 p.m. - E-611
  - Saturday, Feb. 6
  - Upward Bound Talent Show, 8 p.m. - U.C.
  - Management Club Constitution rewrite, 9 a.m. - CPR
  - Sunday, Feb. 7
  - Screening Eagles Model Airplane Club, 7 p.m. - F/5 Lounge
  - Chess Tourney, Registration begins 8:30 a.m. - U.C.
- Saturday, Feb. 6**
- Soccer Intramurals
  - Brothers of the Wind, 6 p.m. - F/5 Lounge
- Monday, Feb. 8**
- Racquetball, 4 p.m. - DBCC courts
  - ODK, 6 p.m. - CPR
- Tuesday, Feb. 9**
- Management Club Meeting, 7:30 p.m. - CPR
  - Stress Management and Natural Healing Seminar, 6 p.m.
  - Co-op Advisory Committee, 5 p.m. - F/5 Lounge



# E-RAU pageant a success



### AND THE WINNER IS...

Last Thursday's E-RAU Beauty Pageant was one of the closest competition oriented events ever held here at school. With seven of Riddle's loveliest ladies in hot pursuit of the coveted "Miss Embry-Riddle Aeronautical University" crown, it was an evening to remember.

Representatives from each division competed in the finals. When the audience finally made its decision, Babette Beechcraft was declared the winner. Lucy Lockhead presented a close second followed by Cindy Cesna in third place. Others competing

for the crown were Mary Management, Nancy Nav-Com, Prissy Piper, and Peggy Program.

Having to select from among the most beautiful women at this school, the judges had no easy task selecting the winner. It took several rounds of evening gown, swimsuit, and talent competition for the judges to arrive at a final decision.

Co-sponsored by Epicure Food Service and the Avion, the First Annual E-RAU Beauty Pageant should go down in the annals of time for its decadence.



## L-5 welcomes Dr. O'Neill

The L-5 Aerospace Society would like to apologize for the NASA Space Mobile which was supposed to be in the CPI last Wednesday. The driver had had an accident that morning. We will try to reschedule the NAS's Mobile for a later date.

Tonight's meeting will be at 6:00 pm in room A208. Our movie will be "Zero-G". We will be collecting semester dues which are \$5.00 and national dues which are

\$15.00, also we will be taking orders for L-5 T-Shirts.

Space Physicist Gerard O'Neill will be speaking at the school next week and we plan on visiting with him. Other events upcoming are: The satellite launches which we plan on viewing from Ponce inlet, and of course, the third Shuttle launch. We will try to secure a bus pass for the launch.

If you have not realized L-5 is a group of space enthusiasts who promote the peaceful development of outer space. Please join us tonight.

**AEROSPACE SOCIETY**

**Meeting every Wednesday**

**6:00 p.m.**

ROOM A208

Tonight's NASA movie:

**"Zero-g"**

Everyone Welcome!

## Review, "Sharky's Machine" stalls

By Jeff Guzzetti  
Avion Staff Reporter

Murder, drugs, and prostitution in the city of Atlanta is the scene for "Sharky's Machine," a recent Orion Pictures release that stars Burt Reynolds as a vice-squad lieutenant who seems to take on his old role as "Dan August." Except this film is just a bit more violent. "Sharky's Machine" reminded me of a rehash of past detective movies and TV shows all rolled into one. For instance, in the very first scene, a crazed drug dealer jumps on a bus full of kids in a shoot-out with Burt Reynolds...just like at the end of the classic detective film "Dirty Harry."

The plot of "Sharky's Machine" is somewhat interesting but is hard to follow at times. It incorporates detective drama, graphic gun fights, and, of course, a romance. The film pits Burt Reynolds (Sharky) and his squad (machine) against a wealthy French drug trafficking kingpin (reminiscent of "The French Connection") who buys and sells beautiful women and corrupt politicians. Also, a sometimes laughable psycho is placed running through the film killing-off the actors and actresses, which adds more to the already confused plot.

The cast of "Sharky's Machine" consists of a lot of excellent veteran actors, but these actors seem to be thrown into stereotyped roles and given a below average script. Earl Holliman (of "Police Woman" fame) plays the puppet politician who is running as the governor of Georgia. Holliman has very few lines in the film. Reynolds himself doesn't talk too much in the film, either, and when he does, it's usually tough-guy one-liners. Charles Durning and Brian Keith play Reynolds' fellow detectives and their true acting abilities don't seem to shine

through. "Sharky's Machine" also includes a romantic relationship between Reynolds and the very, very beautiful Rachel Ward, who plays the puppet prostitute and resident damsel-in-distress. Ward's performance is good, but the love relationship she is thrown into is poorly developed and seems to drag through the film.

There are some good points to "Sharky's Machine" though. The film does strive for realism and has some excellent shots of the Atlanta skyscrapers and sunsets and street scenes. Even real Atlanta newscasters are used when a television newscast is shown. The soundtrack of the film contains some excellent progressive jazz cuts. And if you like graphic "cops and robbers" gunfights,

"Sharky's Machine" is packed with that kind of action.

"Sharky's Machine" strives toward becoming a good detective drama, but it falls short of its goal mainly because of an over-dramatized, confused and under-developed screenplay.

"Sharky's Machine" may be worth watching once, but that's the limit for this film.

"Sharky's Machine" is presently being shown at the Daytona 6 Theatres in the Daytona Mall. "The Seduction," "On Any Sunday II," "Taps," "Modena Problems," and "Raiders of the Lost Ark" are also being shown. Special thanks to Mr. Morford for making this review possible. There will be more to follow in later issues.

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**Sports editorial**

**Last weekend:  
24 hours of racing fun**

By David Frost  
Sports Editor

Do you know what lasts 24 hours, has lots of noise and drinking, and a lot of people? You probably said a party. That's partly right; it is the 24 hour Pepsi Challenge Race which was held this past weekend in Daytona. I had never been to a race before and I decided to experience this one with some of my fellow Avion staff members.

My first impression as I drove out of the tunnel into the infield was that a town was erected inside the race stadium. There were cars and campers everywhere. I was supposed to find my friends on turn 2 and that was the direction I headed. The traffic in there was almost at a standstill. I finally parked by car on the east end of the infield and headed west on foot towards turn 2. I was amazed at what I saw in the infield upon closer examination. First there were some people with a big fire and they were cooking a side of beef. I wished I could have been there for the sacrificial offering ceremony. Next there was an outdoor living room complete with lazy boy rocker and a reading lamp. They had a fire and blue shag carpet.

On my way to turn 2, I stopped for a while and observed some of the race by the hairpin turn. I noticed that the cars looked just like cars you see on the street except that they sounded a lot louder and were painted with all kinds of different colors and decals. I also noticed that the Camaro shooting flames out the back had a crushed velvet interior with a Pioneer sound system.

After 2 hours of searching, I finally found my people. I could tell they had started a little before the race did by the grins and half-empty keg. I proceeded to grab a beer and climb on top of the truck to watch the race. The location we had was by the bank following the hairpin turn. The cars were very loud here because they were shifting up to gain speed after the turn. It appeared to me that the faster cars were shifting before the bank and the cars they were passing were shifting after the bank. The cars that were passing would swoop down from the top of the bank and overtake a car on the inside. It was almost like watching i-95 during rush hour in Miami. Car 18, which won the race, sounded like a winner. It purred as it passed us while a Camaro in the race sounded like a DC-9.

I took a stroll again around midnight and I noticed people were starting to go to sleep. I was wondering how they could possibly miss this fine race. It didn't take me long to find out after a few more beers. Sleeping by the track was like sleeping in a subway tunnel. The cars never stop toward the 24 hour mark. I awoke at daybreak and decided I had enough of the racing party. Driving out, I noticed that the hardcore race fans were up and still drinking beers. I certainly take my hat off to them.

I found my experience at the race quite interesting and exciting. Where else can you watch a sport, drink a lot of beer, pass out and wake up to see the event is still in progress? Why only at the 24 hour party called the 24 hour Pepsi Challenge race here in Daytona Beach.

**Record setting 24 hour race**

1. John Paul, Jr. and John Paul Sr., Lawrenceville, Ga.; Rolf Stommelen, Germany, Porsche Turbo 935, 719 laps.
2. Bob Akin, Ossining, N.Y.; Craig Siebert, Scarborough, N.Y.; Derel Bell, England, Porsche Turbo 935, 708 laps.
3. Mauricio DeNarvaez, Columbia; Jeff Wood, Wichita, Kan.; Bob Garretson, Sun Valley, Calif.; Porsche Turbo, 683 laps.
4. Yorio and Yorio, Terada, Japan, Mazda RX7, 644 laps.
5. Tico Almeida and Rene Rodriguez, Miami; Ernesto Soto, Venezuela, Porsche Carrera, 642 laps.
6. Lee Mueller, Westminster, Calif.; Kathy Rude, Seattle; Allan Moffat, Australia, Mazda RX7, 640 laps.
7. Walt Bohren, Flemington, N.J.; Ron Grable, Sun Valley, Calif.; Jim Mullen, Beverly Farms, Mass., Mazda RX7, 632 laps.
8. Tom Nehl, Nelson Silcox and Tom Riggins, of Jacksonville, Chevrolet Camaro, 626 laps.
9. Jack Refenning, Pompano Beach; Ken Tilton and Rusty Bond of Jensen Beach, Porsche 934, 618 laps.
10. Roger Manuevile, Spartanburg, S.C.; Amos Johnson, Raleigh, N.C.; Jeff Klein, Topanga, Calif., Mazda RX7, 615 laps.



Car 18, driven by John Paul, Sr., John Paul, Jr., and Rolf Stommelen, passes a Ferrari on turn 2. The team led from the 2 hour mark of the race and the only trouble they encountered was a bottle thrown on the track by a fan. They held an 11 lap lead over the second place car at the race's end, equal to about 42 miles. The Porsche Turbo drove a total of 719 laps and 2,760.95 miles, breaking the 3.84 mile track record of 715 laps and 2,745.96 miles set in 1980. (photo courtesy of Daytona Speedway)

**Junge and Rogers bowl high series**

By Laurie Ranfos  
Vice President  
On Monday, Jan. 25th, Slow Leak worked its way to first place along with the Quad Squad.  
Mens' high game went to Frantz Lilavo'; with a super 255. Doug McTye wasn't far behind with a 244 giving him second. Bob Junge came in third with a great 212.  
Womens' high game went to

Suzanne McKenny with a fantastic 203. Many Rogers took not only second with a 197, but her 186 gave her third as well.  
Mens' high series went to the league President Bob Junge with a 540. Carey Adams came in second with a 536 and Frantz held third with a 529.  
Womens' high series was won by Manye with a 549. Suzanne

McKenny's 505 gave her second place. Julie Rankin took third with a 427.  
Team standings are as follows: (Please note that 4 teams are excluded due to discrepancies).  
Slow Leak.....7-1-3832  
Quad Squad.....7-1-3387  
No Name.....6-2-3685  
Vets Club.....6-2-3517  
Conceived in Texas.....5-3-3640

BH's.....5-3-3636  
Merdle Mudballers.....5-3-3004  
Snow Blind.....4-4-3753  
No Name.....4-4-3669  
WWW!!.....4-4-3527  
Len's Angels.....3-5-3318  
Delta Chi I.....3-5-3000  
Management Club.....2-6-3317  
No Name.....1-7-3476  
Vanilla Fudge.....1-7-2988  
The Phantoms.....0-8-3414

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Organized Crime 2 FA, Q, 0  
Sigma Chi 1 Hellenic Club 1 (tie)  
Happy Hookers 5 FA Cues 1  
Delta Chi 3 P-dock Pools 1  
Orloles 2 P.F.M. 3  
Knucks 1 Comets 1 (tie)  
Puck Offs 2 E.M.O. 1  
Taste Buds 3 Vets 10



Outlaws-9 Army ROTC Raiders-1  
Soapfinger Woods People-8 Cantina-6  
Super Tomcats-0 Wolverines-3  
Alpha Eta Rho-Organized Crime-16  
Arnold Air-10 PFM-2  
Vets II-2 Wild Turkey-18  
Ball Jammers-6 Need a Team-15  
Combustion-11 M. Fuggers-7  
Delta Chi-15 Southern I.C.E.-2  
Greasers-13 Sigma Phi Delta-9  
Cast Raiders-17 Lambda Chi Alpha-3  
Nada 13 Pink Panthers-8  
Planzoms-4 Blue Max-24  
Destructive Youths-18 Misfits-69's-18  
Muppets-5  
Taste Buds-2 32 Specials-20  
Futpuckers-8 Air Force 1-6  
Cosmic Debris-19 Cuthouse Crazy's-3  
Megaton Man-2 Management Club-25  
Iron Fist-3 Brothers of the Wind-4  
Hurricanes-11 Carajo's Sluggers-9  
Destroyers-12 Orloles-11  
Derby Shires-6 The Leonards-1  
Tomcats-19 Our Gang-2

Leading scorer is Jay Sutorius with 3 goals from the Odballs. Other scorers with 2 goals each are: David Braun - Happy Hookers Jim Brandeberg - Happy Hookers Scott Granger - Delta Chi John Field - Speed Sticks Mark Pantelias - Speed Sticks Paul Kirk - Yukons

**ERAU SOFTBALL RESULTS**  
Tigers-2 Vets 1-15  
Nut Busters-16 Psyco Squadron-1

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When did a John Wooden coached U.C.L.A. basketball team last win a national championship, who did they beat?

IN 1972, at St. Louis, Missouri. The team was coached by John Wooden and his Bruins won their last of ten championships.



# Management club scholarship fund accumulates

By Cheri Hutson

Federal Express Corp., on behalf of Embry-Riddle graduates who are presently employed with the company, has donated \$1,000 to the Management Club Scholarship Fund. According to Jack Meyer, Manager of System Control, "Federal Express is a company that believes very strongly in education. I can speak for Federal Express in saying that we are quite proud of the things your organization is doing for education, particularly with your scholarship fund."

Rudy Knabe, E-RAU instructor and faculty advisor for the Management Club, contributed the first donation of \$100 to begin the fund in December 1980. Since then, E-RAU instructors William Brown and Irving Morrill, Dr. Webster Todd of Frontier Airlines, Meg Flannery of Eastern Airlines and William Birnback of Aer Lingus Airlines have donated to the fund. Added to the \$400 the club has raised, the Scholarship Fund totals \$2,244. The Scholarship Endowment Fund is currently in the money

market earning 12% interest. Only the interest will be awarded as grants to students so the scholarship will be continuous and evergrowing.

Three grants of \$50 each will be awarded to Management Club members beginning next fall. A scholarship committee will be formed in March to write qualification guidelines.

All students, faculty and staff are reminded that the Management Club is not limited to those directly enrolled or involved in the

management department. Membership in this club does not entail any outside work or devotion of time other than the monthly dinner meeting. Guest speakers address the club on topics from maintenance to flying to junior and senior management so the club has much to offer everyone. There is still time to join. Those interested are urged to send their membership dues to Pedro Febles, Box 5657, care of "The Management Club" by the second dinner meeting.

The next dinner meeting is scheduled for Feb. 19. Tony Verentia, NASA Deputy Manager of Program Planning for the Space Transport System, will address the club on "Management in the Space Age."

The second of five Investment Seminars will be held February 7 p.m. in the CPR. Mr. LaRosa of Embry-Riddle and Merrill Lynch will speak. The following three meetings are set for March 2, 16, and 30, same time and place. The cost is \$2 for non-members and is free for members.

The club is also sponsoring a tour of the Atlanta Hartsfield Airport in March. Presently, March 6

or March 27 have been offered as tentative dates. The club will probably charter a bus but we are still negotiating for a reduced rate with the airlines. If we travel by bus, we will leave Daytona early Friday afternoon and the price will include bus fare and motel expense, if we fly, we will depart and return the same Saturday. The price would then include only airfare. More information will be passed out at a later date.

Lastly, the club will be re-writing its Constitution this trimester. This meeting is set for Saturday, Feb. 6 at 9 a.m. in the CPR. Contact Todd Dawkins for copies of the Constitution.

# ICF discusses spring events

By Carlos Garcia

Greek Week, a community project and a fraternity judicial board were the topics of discussion when the Interfraternity Council (IFC) kicked off its first meeting for the

Spring trimester on January 21. The IFC, which is an organization made up of representatives from all the fraternities on campus, meet on a weekly basis to bring fraternities closer together and

discuss the common as well as individual problems affecting them. The two representatives from Alpha Eta Rho, Delta Chi, Lambda Chi Alpha, Sigma Chi, and Sigma Phi Delta joined forces to

revise a proposal for an IFC Judicial Board.

The IFC Judicial Board would be set up to hear any complaints or accusations against any of the fraternities, and base a disciplinary action recommendation to the school's judicial affairs coordinator.

Greek Week was another topic of lengthy discussion when the IFC found out that the Entertainment Committee had not definitely scheduled Spring Fling, and a possibility of dates conflict existed.

Suggestions were made to come up with a community project to be achieved by a joint-effort of all five fraternities this trimester. Further suggestions were made for the IFC to purchase and erect several three-sided bulletin board stands for the use of organizations.

The IFC representatives include Glen Martin, President; John Chugh, Vice President; Carlos Garcia, Secretary/Treasurer; Terry Claussen, Frank Giraldez, Peter LaPiana, Thomas Rohai, Glenn Sherwood, and Ken Winger.

# SPD holds annual smoke

Do you know what engineering is all about? Have you ever wondered why you are studying engineering? Are you looking to get ahead professionally? If so then Sigma Phi Delta International Professional Engineering Fraternity can help you. One object is to promote the advancement of engineering education and profession. We provide various professional activities related to the engineering field and curriculum (i.e. study sessions), as well as social and athletic activities for

those times when you want to relax and unwind.

Why should you rush SPD? Well, engineering is the most demanding and time consuming curriculum here at E-RAU and can get difficult and frustrating at times. Sigma Phi Delta can help you advance in your studies while we offer you leadership opportunities in a professional-social organization where you can get around to meet the right kind of people.

If you are interested or have any questions, we ask that you come to our Annual Smoker this Friday night, Feb. 5 at 8 p.m. Location: 519 and 525 S. Ridgewood Ave.

If you are looking for the brotherhood and spirit of engineering, come by and let us show you what engineering is all about.

Need a ride? Call 252-9374 or 258-7973. THE FLUIDS LAB WILL BE OPEN.

# Sigma Chi recalls events

By Jim Dillon

Two eventful weeks have elapsed between Winged Sig Avion articles. Let me recall the great times that have transpired.

On the sports scene, our hockey and softball teams seem to be on ice. The hockey team tied their first game 1-1. The softball team now has a one win, one loss record. I am sure things will start cookin' as soon as they thaw out.

The 24 Hours of Daytona saw Sigma Chi brothers, pledges and little sigmas show up in force. We were there for the spectacle, as well as the monetary compensation we received for contracting our services. The chapter extends sincere gratitude to the brothers who

worked for mutual rather than personal benefit. I trust a good time was enjoyed by all.

Sigma Chi Spring '82' rush ended Saturday with our formal rush party. This concluded a series of four outstanding rush events. Included were two attitude adjustment functions, each on Wednesday night, one beer bust and the formal party. Tom Robbins was rush chairman. For a job well done Tom certainly deserves the brother of the week award, the second highest honor a chapter editor can bestow any brother.

At the conclusion of rush, the brothers of Eta Iota selected the men who should receive pledges bids. The bids went out Monday.

Everyone who received a bid and wishes to accept it, will be formally pledged tonight.

The appearance of the Sigma Chi chapter house has been looking up these days. It seems the extortion tactics employed by Big Daddy Shroeder have been greatly effective in keeping the place in good shape. Keep it up Big Daddy you'll be making mice out of men soon!

Finally, my choice for brother of the month, the highest honor a chapter editor can bestow any brother is Greg Chase. His efforts and success as the past Magister shall not be soon forgotten. Thank you Greg.

# Dry spells broken at 500

If the history of recent Daytona 500 winners is any indication, then 1980 Winston Cup Champion Dale Earnhardt, 1980 Southern 500 winner Terry Labonte and habitual second place finisher Harry Gant can take heart in the 1982 Daytona 500.

In recent years, the winner of stock car racing's most prestigious event has broken long, dry spells of one sort or another.

—When Bobby Allison won in 1978, it was the first time that Allison had visited victory lane since the Southern 500 in 1975, a string of 67 races.

—When Richard Petty won in 1979, it ended the longest winless streak of his career, 45 races, dating back to the 1977 Firecracker 400 at Daytona.

—When Bubby Baker won in 1980, it was his first Winston Cup victory at Daytona in 35 races, including Daytona 500's and Firecracker 400's. "That's encouraging news," said Earnhardt, whose 1981 season was a model of frustration following a Cinderella year in 1980. "I feel real good about our chances for the 500, and its good to know that guys like Allison, Petty and Baker have ended their frustration

at Daytona."

Earnhardt is with a new team for 1982, driving Bud Moore's Thunderbird. His sponsor will continue to be Wrangler.

Labonte's winless streak has reached 39 after his big win at Darlington, and he is ready for another trip to victory lane.

"We came so close on a couple of occasions last year, like Talladega, (where he finished third, two feet behind the winner), and I feel like we will be a threat to win at Daytona," stated Labonte. "I sure wouldn't mind winning the Daytona 500, and pocketing around \$100,000 at the same time."

# Graduate receives honors

Army Second Lieutenant Ronald A. Woods, a 1980 graduate from E-RAU has been designated the Distinguished Graduate of the Officer Rotary Wing Aviator Class of 1981-82 at Fort Rucker, Alabama.

Second Lt. Woods graduated from E-RAU with a degree in Air Science and also completed the Army ROTC training program. He was awarded a flight slot while in

Labonte will be driving the Buick owned by Billy Hagan's Stratagraph team, and sponsored by J.D. Stacy Enterprises.

Gant's situation is a bit different in that he has never won a Winston Cup event. But he has come so close so often, he has to be one of the favorites. Gant has finished second 10 times in his 99 race career, seven times in 1981.

"If Daytona is the place to break losing streaks, then I'm all for it. The sooner the better, and I guess I'd rather it be at Daytona than anywhere else. That's where the money and glory are," said Gant.

ROTC, and after graduation began the nine month Rotary Wing Aviator Course.

Woods, son of retired Col. and Mrs. Robert P. Woods of Merrimack, N.H. has been assigned to Fort Rucker, Alabama as a Rotary Wing Flight Instructor. Congratulations Lt. Woods. E-RAU is again recognized for turning out the best aviators!

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# Aviation industry will face "wrenching and sore changes"

By Chori Hutson

Stephen Ridzon, an Airline Consultant for the Touche Ross firm in New York and a former Airline Financial Analyst for TWA, addressed the Management Club last Friday night as the first guest speaker of the Spring trimester. As a financial analyst, Ridzon deals with budgets and forecasts, and a profit posture from one to five years.

With the forced decrease in flying levels from the PATCO strike and the need to lower operating expenses to maintain financial stability because of the state of the economy, Ridzon feels that an increase in strategic planning is the most important for the aviation industry. He feels that the industry must be able to change with the environment to promote growth and profits so its

strategic condition concerning quality and productivity must be determined.

Ridzon compared the industry to an athlete highlighting strong competition and a good reputation. Companies need to compete to keep growing and increase their profits and they need a favorable reputation to attract the best quality, the best price, the best service and quality service. With quality and productivity, says Ridzon, profitability, success and growth will be the reward.

One pitfall of strategy implementation is that strategic planning can be strange and threatening, it is a new concept in a field where short-term plans have been the rule. Other pitfalls Ridzon mentions are the difficulty of objective self-evaluation and the openness and creativity, necessary

for planning, is hard to create and maintain. Before deregulation, companies were forced to operate under a rigid structure. Emphasis was placed more on punishing a bad idea than rewarding a good idea.

As far as the aviation industry in general is concerned, Mr. Ridzon sees a bright future for the industry in the long-term but in the near future there will be "wrenching and sore changes" to the point where some carriers will disappear. He feels that the market demand is not large enough to support the 11 or 12 carriers existing today.

Within 10 years, this transportation system will not be as segmented as it is now because of deregulation, according to Ridzon. It is a valuable resource that will soon tailor itself to the customer's

needs through better management and strategic planning.

Ridzon also stresses that the industry is a "people business." Fulfilling the customer's needs is the number one goal leading to sustained earnings and profits. For this reason, the current trend of eliminating baggage and food service is not viewed by Ridzon as a

trend of the future. Carriers like New York Air have recognized a need of a small market segment only. He sees carriers in the future operating with a lower cost structure while emphasizing high service levels.

When asked what he would look for in a potential employer, Ridzon answered that he would hire

someone willing to devote the time necessary for the job and someone with an aviation background and a commitment to the industry. Ridzon perceives "moving up through the ranks" very important. The employee would have a better understanding of how the company ticks and how senior management thinks.

## Dr. Wheeler speaks at fellowship club

By Emerol Lewis

On Friday, January 22nd we had the pleasure of hearing Dr. John Wheeler speak at our club meeting on our walk with Christ. He spoke of Enoch in Genesis 5:22 and showed how he walked with the Lord for a very long time. Dr. Wheeler is a very effective speaker and gets his point across not on personal feelings but on what the Bible says.

For those of you who do not know Dr. Wheeler, I will give you some background about him. He received his Bachelor of Arts degree at Stetson University. Later, he went on to the University

of Edinburgh in Edinburgh, Scotland for 4½ years where he received his Ph.D. degree. While he was attending the University of Edinburgh he studied at the University of Bristol in Bristol, England for one year and the University of Oxford in Oxford, England for one year.

In addition, Dr. Wheeler was a student and an associate professor at the University of Zurich in Zurich, Switzerland. Moreover, he was a professor at the University of Heidelberg in Heidelberg, Germany.

Dr. Wheeler was also a pastor of two churches in Kentucky, three in Florida, and one in Scotland. He is currently a professor of the Humanities Department and a chaplain here at ERAU. Furthermore, he is the faculty advisor for the Christian Fellowship Club and is an important "seed" in helping our club to grow.

We will be electing our new vice president on Friday Feb. 5th. Also, we will be putting up posters soon around campus so please submit any ideas at our next meeting which will be on Friday, Feb. 5th at 7 p.m. in Room E-611.

## Chess club organizes tournament

By Kenneth Barrett

The Chess Club welcomes nine new members to the club this week. Many of them are beginners or semi-accomplished players (that haven't played in about five years) that want to benefit from the demonstrations of the 2,304 square inch chess board. On this board we demonstrate good opening, poor openings, traps, etc. that will help you improve your game.

For the person who likes good mind competition, we have a ladder tournament. In this tournament a person can work his way up the ladder by winning games. We'll be looking forward to the Roger Kayser-Pete La Piana rematch for the one-two spots on the ladder. If sometimes you may not feel like strong competition, you can grab

your coke or beer, sit back and relax, and jump into one of the many just-for-fun games we have.

And then there's the big one. For the person who likes that little extra challenge, there's the quadrachess. After you see the game played you may think it should be named whatamess. This game pits four armies (2 or 4 people usually) on an extra large chess board (three times the area of a regular chess board). Have you ever nudged a bishop out into the action and suddenly it was attacked by three queens, six rooks, six knights, six bishops, and 24 pawns?

On Sunday, Feb. 7 we are having a USCF (United States Chess Federation) recognized tournament.

For those of you that don't have a USCF national rating, you can get one by entering this tournament. Those of you who already have one, here's your chance to raise it. Cash prizes based on 35 entries will be...

- 1st place (overall).....\$90
- 2nd place (overall).....\$50
- 3rd place (overall).....\$30
- \*\*\*\*\*
- 1st place (class A).....\$20
- 1st place (class B).....\$20
- 1st place (class C).....\$20
- 1st place (class D).....\$20

For more tournament information contact Pete LaPiana, tournament director, E-RAU Box 6100 or stop by one of our club meetings, Thursdays at 7 p.m. in the Common Purpose Room.

## AAS introduces pledges

By AAS 1st Lt. Paul R. Fardelmann

OUTSTANDING. The word that best describes the turnout for the first Arnold Air Society pledge meeting of the 1982 Spring trimester. In all, there were 24 pledges present. All the candidates participated in casual introductions, and learned who their fellow pledges are and where their interests lie.

The Arnold Air Society would like to introduce the AAS pledges

for Spring 1982, they are: Larry Buckmaster, Chris Butler, Joseph Dell "Aciprete", Joseph DeLai, Scott Finch, Keith Firsching, Kenneth Frost, George Gil, Leighton Gray, Ric Hamel, John Hozey, Kathy Kinstle, Dave Koltermann, Sandy Krigel, Kimberly Landon, Colin Marks, Chuck Menza, Paul Meyer, Andy Mukk, Steven Scherl, Kenneth Smith, Raymond Stuermer, James Wright, and Annette Wrubleski.

AAS Pledgemaster Phil Black

and Alex Franco, Assn. Pledgemaster, told the pledges the basic requirements for becoming members of Arnold Air Society. All of the Air Force cadets mentioned above must have at least a 3.0 GPA in AFROTC and a cumulative GPA of at least a 2.5 in the university. Other decisive factors are considered of course, that determines the pledges acceptability into Arnold Air.

On a different note, the AAS softball team deserves a pat on the back for their 15-13 victory over AHP. Both teams played exceptional ball, as the score may indicate. The contest was like a seesaw up to the final inning.

Arnold Air displayed a rusty defense by giving up a few ER-RORS. However, the AAS offense exhibited some real power hitting. Both Kelly Brown and John Sweezy hit homers, while AAS Commander Jeff Barath hit a triple and double. Doing the hurting for the Arnies was none other than Steve Meyers. Good job guys and keep it up.

To the pledges we wish you all the best of luck during your pledge period, and also advise you all to stay tuned to this column for pertinent pledge information. Such as the Arnold Air Society motto, "The warrior who cultivates his mind, polishes his arms," written by Du de Bouffler.

As a final note to all of you who may not know, a member of Arnold Air Society, Michael Dillon, was involved in a motorcycle accident on Jan. 24th. All of us at AAS pray and hope for Mike's speedy recovery.

## Color guard performs at speedway

The Pepsi Challenge 24-Hour was held at the Daytona Speedway on Saturday and Sunday, and the Army ROTC Color Guard was there to perform the opening and closing ceremonies.

The Color Guard is commanded by Cadet Captain Griffin and coordinated by Sgt. Maj. Davidson. The expertise of the group is on demand around the community for performing traditional ceremonies during such events.

Army ROTC also encourages participation throughout the community, and this is only one of the many ways we do. The Color Guard will be performing at next week's Daytona race, don't miss it. If you have any questions concerning Army ROTC, please stop by glass office number 10 or call Capt. Arvai at Ext. 1125.

## Shampoo, Haircut, and Blowdry - \$10

with ERAU I.D.



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## AHP plans future activities

With the 24 Hour race behind us and the Daytona 500 race just around the corner, Alpha Eta Rho looks forward to running the beer concession at the race.

We are proud that the Daytona Race track managers have enough confidence in us to let us have all nine booths on the track. We plan to do an excellent job and make them proud of us. The race should be a big fund raiser for the fraternity and we plan to use it for Aviation-related projects such as an Aviation Expo we have been planning for with the administra-

tion for over a year.

Through activities such as these, we hope to broaden the reputation of the fraternity and the university.

Other plans in the works for February is the possibility of our Melbourne brothers from the Alpha Eta Rho chapter at the Florida Institute of Technology coming up to the school for a visit. We are also planning on touring the Orlando International Airport on February 22 and have many activities planned for the pledges. February should be a month filled with activities, learning and fun.

★ UNCLE WALDO'S ★

SALOON-BILLIARDS

Mon.- **COLLEGE NIGHT** 9:00pm  
ERAU ID will get you 35¢ draft beer!

Wed.- **POOL TOURNAMENT** 9:00pm

Thurs.- **BACKGAMMON TOURNAMENT** 9:00pm

½ price pool for 2 couples on same table.

★ BEER ★ WINE ★ PIZZA ★ SANDWICHES ★  
122 N. OLUSIA AVE, DAYTONA BEACH  
252-3699

Open 7 days, 11am - 3am

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

## Classifieds are a free service to the student body

## autos for sale

73 FORMULA FIREBIRD-400 cu. in. turbo 400 trans. Fiberglass air hood, dual exhaust, factory mags. Eng. & trans. in excellent shape, body needs work. A steal at \$325 FIRM. Contact Tim Box 3805.

1971 FORD GALAXIE-PS, PB, Air cond. Excellent mech. condition. \$500 or best offer. 253-0263 or Box 6978.

1972 OPEL GT for sale. 51,000 miles. Call 755-4871 or Box 6068.

FOR SALE-1973 Plymouth Duster, 85,000 miles. 3 speed manual, dependable. One owner. Call 761-7994 after 6 p.m.

MONTE CARLO 1972. 76,000 miles. A/C, PS, PB, AM/FM cassette, buckers, console, Crager, L. 60s, air shocks. Asking \$725. Call 255-9813.

1970 DODGE SHOW VAN- Fully customized, bed, TV, sink, refrig., cabinets, AM/FM, digital cassette, 8-track, equalizer, 6 speakers, 3 alarm systems, carpeting, paneling, button tuft, mag. side pipes, sunroof, electric doors, windows, mirrors, cost over \$10,000 to build. Need money to continue at this shrine. Asking \$3000. All work done by professional. Call 788-4779 after 1 p.m.

1971 FORD GALAXIE-PS, PB, Air cond. Excellent mech. condition. \$500 or best offer. 253-0263 or Box 6978.

1978 PONTIAC LEMANS, PS, PB, cruise control, cloth seats, good condition, V6, call 677-2655 after 5 p.m. Ormond Beach.

1971 OLDS CUTLASS, 150 engine, VERY DEPENDABLE. \$300. Wallace, 255-2305.

73 GRAN TORINO, 351 cu. in., A/C, PS, PB, AM/FM stereo, back window defroster, super gas mileage, excellent condition. Must see. 788-3874 after 5:30 p.m. \$590.

1972 VW 411-2 door, 4 speed, 4 cyl., AM/FM stereo, back window defroster, super gas mileage, excellent condition. Call 767-8737 after 5 p.m. or Box 6207.

\*DODGE OMNI-4 cyl, AM/FM, low miles, good gas mileage. Asking \$3000. Call 253-1594 after 6 p.m.

FOR SALE-1977 Triumph TR-7, white, 5 speed, AM/FM cassette excellent condition. Will talk about price. Call Jim 257-6555.

FOR SALE-1980 Ford Mustang, 35,000 miles. Just like new. For more info, Call 252-5348.

FOR SALE-1972 Corvete, 350 auto, PS, PB, Air, like new. 673-0132.

FOR SALE-1979 Firebird, yellow with black interior, AM/FM cassette, low mileage, excellent condition! Asking \$5500. Phone 252-6507 or Box 6743.

1980 CHEVETTE- beige 4 door, 4 speed, low mileage, excellent condition. \$3700 or best offer. Box 6206 or 672-2223 evenings.

SQUAREBACK VW- good body. Good condition. Negotiable on price. Leave a note in Box 6405.

1970 OLDS TORONADO- runs well, well cared for, easily driven. Some rust, 15-17 mpg. 375 hp 455 cid engine. Front wheel drive. Asking \$500. Call 252-9969 or Box 1448.

FOR SALE- 1981 Thunderbird, 59,000 original miles. Good condition, runs like a gem. Taking best offer. Call 672-4097 after 3 p.m. Ask for George or John.

1980 CHEVY LUV pick up. Long bed, rust proof, undercoating, 11,000 miles, Pioneer AM/FM cassette, 28 mpg. \$5400. 788-2163 or Box 7157.

FOR SALE- 73 Ford LTD. Runs good, needs some body work. \$850. Call 677-6630 and ask for Theresa.

FOR SALE- Mustang Turbo pace car, full equipment, sun roof, Recaro seats, Pioneer stereo, equalizer, air shocks, new wide mag and tires. \$7000 or best offer. Call Pablo 255-8550 after 5 p.m.

1971 CAPRI, new engine, good transportation. Asking \$600. Call 252-2277 ask for Tony.

1976 FORD PINTO COUPE, 4 cylinder, 4 speed, mechanically sound, easy on fuel. \$1660. 761-7424 or Box 2328.

1969 CORVETTE convertible with removable hardtop. Mechanically perfect. Very sharp! \$5000. 761-4734.

BUICK RIVERIA. Good engine and transmission, AM/FM, no rust. Contact Bob 3207.

1976 TOYOTA CELICA GT Liftback. 5 speed, air, power, stereo, 57,000 miles. \$2700. 767-5064.

1980 FIAT 124 Spider convertible. 25,000 miles. White with red interior, mag wheels. \$5200. 763-0964.

1981 TOYOTA Pick up. AM/FM stereo cassette, under 10,000 miles. 5 car warranty. ERAU Est. 1200 or 672-9583, \$6500.

## cycles for sale

1980 HONDA CM 400T. Excellent condition, low miles. \$1200. Box 4353.

FOR SALE- 1974 Honda 500 Four. Excellent condition. New clutch, new Continental tire on front. \$650. Call Bill at 761-9008 or leave a note in Box 6833.

79 HONDA 750K. Good condition. \$2000 or best offer. Call Bob 252-6679.

FOR SALE- 1977 Yamaha 650. Good condition. \$800 firm. Call Steve at 252-4297.

FOR SALE- 1980 Suzuki GS 250. Excellent condition. \$900. Call 257-1862, ask for Carl.

FOR SALE- Kawasaki ZIR 1000. Excellent condition, new black paint, 6 months old, many new parts and extras. \$2500 or best offer. Call Pablo 255-8550 or Box 6522.

1980 SUZUKI GS 450S Cafe Racer. 3,000 miles, 54 mpg, red with striping, full face helmet included. Must be seen. Showroom condition. \$1600. Call 788-4779 after 1 p.m.

1972 HONDA 350 ENDRUR. 1150 1000 miles on rebuilt engine. 1700. Needs tune-up. Must see fast, leaving town. \$900. Call 788-0968.

FOR SALE- 1979 Suzuki GS 850, luggage rack, back rest, Windjammer fairing, stereo. Excellent condition. \$2200. Phone 761-6665 or Box 4598.

FOR SALE- 1973 Honda CL-350, 10,850 miles, new exhaust system, fiberglass fairing, crash bars, luggage rack, back rest. Show room condition. Must see. \$900 or best offer. Scott, Box 7895 or 767-2709 before 2:30 p.m.

KAWASAKI 350 3 cylinder, 2 stroke, runs excellent. Includes Nova helmet and Show Jammer. \$500 or best offer. Contact Bob 1272.

1976 Suzuki GT 500. 9500 miles, 2 cycle, couch bike. Many new parts. Runs excellent. Asking \$650 or best offer. Contact John Box 8071.

FOR SALE- 1976 Suzuki GT 500. 9500 miles, 2 cycle, couch bike. Many new parts. Runs excellent. Asking \$650 or best offer. Contact John Box 8071.

FOR SALE- 79 "Daytona Special" 400. Show FM2, special pipes, excellent condition. \$1300. Leave a note in Box 7115, Odin.

1978 YAMAHA XS 500. Has less than 7000 miles, runs and looks great. Gets 50 mpg. Must see fast, need money for tuition. Asking \$1200, negotiable. Call 258-1127, ask for Mark.

1978 HONDA 750K Model Kerker header, \$1250. 767-5064.

FOR SALE- 1977 Kawasaki 100, good running condition. \$200. Call 788-3924.

1978 KAWASAKI KZ 650SR, mint condition. \$1600, lots deal.

1978 HONDA 750K. Showroom new, 2500 miles, always garaged. Must see to believe. \$1795. Phone 627-4049 evenings or ext. 1222 days.

FOR SALE- 1978 Kawasaki KZ 650, excellent condition. Oil cooler, Kerker header, quartz headlight, \$1400. Contact Dan Box 5468 or call 258-8513 after 7 p.m.

1981 SUZUKI GS 250- Rack and new tires, blue, 5000 miles. \$590. Call 253-4974.

KAWASAKI 750-1980, 10,000 miles, red, new rubber, recent tune-up, great sports bike. \$1800 or best offer. Also Kawasaki KH 60 2 stroke triple. 1975. New paint, needs some work. \$150 or best offer. Call Pat 673-0688 or leave a note in Box 3475.

SUZUKI TS 185. \$400. 788-4220 or Box 3285.

FOR SALE- 1978 ZIR 1000. Red with lots of chrome. 13,000 miles. \$2500. Bill Box 1103.

FOR SALE- 1977 RD 420, 9,000 miles, all stock and still quick. \$700. Bill Box 1103.

FOR SALE- 1978 Kawasaki KZ 650SR. Real clean, many extras, must see to appreciate. \$1400. 672-4853.

FOR SALE- Yamaha TX-500. Good shape, excellent condition. \$850 or best offer. 255-2823.

1972 HONDA 150CB twin in good condition. Runs, needs some work done to it. It was just tuned up, oil changed, new brakes, new wiring, and rings. Must see as soon as possible. Asking only \$300. Call 253-3457 after 5 p.m.

KAWASAKI 500- Put RDs to shame! Very fast. New tires, new clutch, new seat. \$400 or best offer. Call Keith at 258-0579 after 6 p.m. or drop a note in Box 4356 and tell me when you can drop by at 1008 100 St. in Holly Hill (Left off Nova).

1981 HONDA CR 125R, excellent condition. \$1000. 258-0542 evenings.

1981 SUZUKI GS 450S, 1700 miles, excellent condition. \$1350. 258-0542 evenings.

1975 KAWASAKI 900ZIR. 12,000 miles. Kerker header, new tires, excellent condition. \$1900. Box G 218.

1975 KAWASAKI 900ZIR. 12,000 miles. Kerker header, new tires, excellent condition. \$1900. Box G 218.

## audio for sale

FOR SALE- Yamaha YF-84 stereo tunable with Grado DB-60 cartridge, \$100 firm. Also Sharp black & white TV, 9" diagonal. \$50. Box 1075.

FOR SALE- STA 85 Realistic stereo receiver and Realistic turntable. \$250 or best offer. \$500 value. Call 761-8893.

FOR SALE- Pioneer receiver, Sharp cassette deck, two Pripps speakers, excellent condition. Asking \$300. Also, 10 speed 28" bike, good condition. Asking \$40. Call 258-6447, both after 8 p.m.

FOR SALE- Panasonic stereo amplifier, dual tape input, four speaker output, etc. \$50. call 788-4391 after 5 p.m. or Box 7774.

SERIOUS BUYERS ONLY- High end stereo components for sale. SAE A-14 integrated amp. 156 w/ch. less than 95 percent distortion. Parameter equalizer and much more. Also, pair of KLH 13 computer controlled speakers. One of the best speakers under \$2500. Call Vito at 255-8799 for more info.

FOR SALE- Onkyo CP 1130 E D D. Computerized turntable. Onkyo 125 Quad system. Excellent tuner. Sanyo 8183 cassette. \$700. 255-8799.

FOR SALE- Sharp cassette deck with Dolby, metal capsules. With leads and all parts. Hardly used. Need money for rent. \$160. Call 255-9199.

FOR SALE- Atari video computer and seven game programs, including space invaders. \$175. Call 672-9583.

IF YOU NEED any brand car stereo, speaker, window tinting, with leads and all parts. \$175. Call 672-9583.

SAVE BIG ON CAR AUDIO! Jensen AM-FM cassettes from \$107. Pioneer AM-FM cassettes from \$64. Also, Lansing AL-1 speaker system \$209. Jensen 69 Triax III speaker \$99. Pioneer TS-69 speakers \$132. Equalizers and power boosters from Pioneer, Jensen, Clarion, and Audiosov. These items plus many more from Compud, Box and Blaupunkt! All new. Contact Peter at 788-5083 or Box 6024.

SAVE BIG ON HOME STEREO equipment! Pioneer receivers from \$189, tape decks from \$121, cassettes from \$98. Technics receivers from \$75, home III speakers \$249 pr, also systems from JVC, Onkyo, Awa and Sony. Personal sports stereos from Sony, Sanyo, Akai, and Aiwa. TV and video recorders from Sony and JVC. All new. Contact Peter at 788-5083 or Box 6024.

FOR SALE- Walkman stereo cassette recording and playback Model AWA TP-530, brand new. Dimensions: 13.9cm w, 8.6cm h, 2.2cm d. Price \$130 firm. Cheapest stereo price is \$175 plus tax. Contact Ian at Dorn II room 227 or Box 7758.

FOR SALE- Tovo 8-Track tape deck. Record and play level meters, phase, fast forward, channel settings, headphone and mike jacks. \$50 or best offer. Box A401.



## Free Mooney Check Out

Inquire about a free Mooney Check Out

at

Daytona Beach Aviation

Call 255-0471 and ask for  
Al or Diana - Ext 36  
Cliff - Ext 32





**ROOMMATE WANTED-** Have condo to share located on the yacht basin. Fully furnished, includes all kitchen ware and linens. HBO and cable TV. Laundry in complex. \$145 per month plus 1/2 electric. Drop a note in Box 763 or by Joe Kemp, 300 S. Beach St., Apt. 34.

**FOR SALE-** Take over Pine Lakes contract. Kitchen facilities, best included. Contact Mark Sullivan, flight operations at 788-2471 or Box 2104.

**FOR SALE-** I have a complex two contract for sale. Need to get out of contract. I'm off campus. No money involved. Contact effective through April only. Contact Dan at 788-6923 or Box 3488.

**LOOKING FOR ROOMMATE** to share beautiful house near school. Beautiful home. Rent \$133 per month, \$200 security deposit. Call Dan for details at 788-6923 or drop a note in Box 3488.

**HOUSE TO SHARE** in South Daytona \$100 per month, util. paid. Call 761-0893 after 4:30 p.m.

**FEMALE ROOMMATE WANTED-** Beautifully furnished two bedroom apartment only one mile from Embury-Riddle. Air conditioning, pool, etc. Only \$62.50 plus utilities. Check it out! Call Martha at 257-5132 now!

**PINE LAKES HOUSING CONTRACT-** Furnished. Contact Box 6886.

**FOR SALE-** Residence Hall 4 dorm space. Must sell soon, call Dave Phelps at 257-8284 or write to Box 6002.

**ROOMMATES NEEDED-** 1 female and 1 male to share with same in a duplex. Completely furnished. Must see. On North end of New Smyrna away from the Daytona jungle. \$100 plus util. Box 6529 or Dave or 428-3200 for Mary Ellen.

**FOR RENT-** 3 bedroom, 1 1/2 bath, family room, fireplace, fenced yard, pool. \$400 per month, \$400 security deposit. Holly Hill. 257-2522.

**miscellaneous**

**MECHANIC-** Need a good reliable mechanic? I am a Volkswagon specialist, but I work on American cars with equal results. I will do anything I am equipped for, including tune-ups, carbs, high performance, etc. I guarantee all work and rates are reasonable! Call Mark at 255-4393 or Box 7109 after 2:30 p.m. MW.

**QUALITY AEROBIC INSTRUCTION** in CAP-100 aircraft will be available Feb. 1st at New Smyrna Bch. airport. Gene Susey, Criteron Eagle aerobic team member will be instructing. For info, call John Hillerman at 253-4048.

**AVIATION JEWELRY-** Over 200 different types, past and present. Civilian aviation, airlines, military, and helicopters. Available at the racks, tie bars, or neck pins for the ladies. Excellent detail. Satisfaction guaranteed. \$6 each or two for \$11. See Phil Reeves, AMT office P-117. Call ERAU Ext. 1295 or 788-3389 after 6 p.m.

**DIVING INSTRUCTION-** Interested in private lessons from a FAA open water instructor? Contact Chip at 788-8914 or Box 5208.

**FLIGHT STUDENTS WANTED-** Competitive rates for beginner's to AT. Contact Nicky at ERAU Box H 120.

**ATTENTION NAVAL WARGAMERS!** Model collectors! For sale: Atanavo, "Superior" warline warship models in 1/1200 scale. All models cast pre-1974, heavy alloy construction. Discovered from original cast. For complete and price list contact Box 7199.

**Private tutoring in BASIC, COBOL, FORTRAN, and PASCAL.** Call 679-0848 and ask for Tom.

**NEED HELP MOVING?** I have a large pickup and for a reasonable price will help move anything locally. Call Bob at 788-5814.

**FLIGHT INSTRUCTION** for private and commercial pilot certificates and instrument rating. Dual instruction in Cessna 172 for \$42 per hour (\$32 for aircraft) and \$10 for instructor. Your choice of male or female. No hassles, no no-nos, no yelling, just professional flight training. Call 252-9989 before 1300 or after 1800 or write to Box 1448.

**QUEST!** Experienced Dungeon Master is looking for players. Magic Users, Clerics, Monks, Thieves, and any other interested parties who would like to go on a holy quest and possibly become rich or die! Reply to Box 7132 or call 761-5962. Ask for Lord Winson.

**LOW COST FLYING-** C-172 tail fly \$32 per hour. Call 258-0919 or Box 7317.

**NEEDED-** Ride home on MWF at 5:30 p.m. to Main St. area (beachside). Will chip in for gas. Contact Bruce Hamilton Box 6056.

**DOES YOUR CAR NEED PAINT?** Does your car need body work? If so, I can help. I can fix, paint, or customize your car! My work is guaranteed. All work is performed at the best around. Call Cliff at 258-1983.

**ATTENTION** freshmen and foreign students! English or Spanish tutoring available for reasonable rates. Contact Box 5810 or 255-7300. I can help with comm 1,2, and 3, Tech Report, Philosophy, Logic, Psychology, and most other humanities classes.

**NEED SOMETHING MOVED?** I have a flatbed car trailer and a van. If it needs to be moved, I can do it. Very reasonable rates! Contact Dennis Kidd through ERAU Box 7085 or call 258-8445.

**DRAMA CLUB-** If you're interested in the arts (acting, writing, directing...), please join our new Drama Club. Please drop a note in Box 6221. Moshie Yuda.

**STEREO REPAIR-** auto home, AM/FM, tapeplayers, amps, etc. Honest reasonable rates. Highest quality workmanship and parts. Contact Walt 253-5253.

**DRIVING TO ATHENS,** GA first or second weekend in February. If you live close to I-75 or Route 100, and want to go home for the weekend, give me a call. Todd at 257-4154.

**REWARD** for information leading to prosecution of person responsible for hit and run for maroon 78 Firebird. Incident occurred Saturday night, Jan. 9th between 11:30 p.m. and 3 a.m. A green car was involved. Call 767-4447 or drop a note in Box 4076. The incident occurred in the parking lot between Big Daddy's and Parabos.

**VOCALISTS NEEDED-** Male and female singer needed for the completion of a newly formed band. We are playing a wide variety of popular rock and roll. We rehearse on campus and already have gigs lined up. Our objectives are: 1. Have a good time. 2. Please the people. 3. Gain excellent experience, and 4. Make some money. Don't hesitate, time is a waste! We need some good singers. Call Jeff or Cyrus at 252-2083. Leave name and number. Espionians need not apply.

**WANTED-** Old, discontinued plastic model kit still in box. Any space model kit, esp. MPC. "Pegasus Observer," Aurora "2001 Clipper," Airfix Saturns. Price negotiable. Contact Box 7199.

**WANTED-** Benin press for reasonable price. Steve Box 767-3479.

**WANTED-** One Lester front end wheel to fit 77 Kawasaki KZ1000. If you know of one laying around, leave a note in Box 5400 or call 788-4831 after 6 p.m.

**WANT - D-Motorcycle helmet cheap.** Call Casey 761-6465.

**TYPING SERVICE-** Class Papers and Manuscripts typed \$1.25 per page double spaced on 20 LB Bond Paper. Have IBM Scientific Ink Copying Typewriter. Contact Miss Paul 767-2684.

**FLIGHT INSTRUCTION-** Private, Commercial, and Instrument flight instruction. Reasonable rates. C-152 or C-172. For information call Nick at 761-6109 after 1800.

**FLYING LESSONS-** Are you interested in learning to fly at a reasonable rate? Call Dan for details at 767-0787 or 788-2971.

**NEED YOUR CAR PAINTED?** Call 673-1067 evenings and ask for Leo Adams

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

**FLIGHT STUDENTS WANTED-** Private through commercial/instrument in modern Piper aircraft. Low instructor's fee. Contact Philip at 253-4747 or Box 7030.

**HELP WANTED-** Pilots for Commuter operations (Daytona Beach) DHC-6 experience preferred. Phone (703) 684-7400.

**HELP WANTED-** Director of maintenance for DAB commuter operation; preferred IA with traffic experience. Phone (703) 684-7400.

**lost and found**

**LOGBOOK MISSING-** Lost in flight line area sometime around Dec. 5th. No good for anyone else... just give me a call at 761-1999, ask for Stanz.

**FOUND-** Reading just in W-306. Can pick up in A-215 F.

**LOST-** Beecher's golfbag. Please contact Arthur Be in at 258-0243 or Box 1326.

**LOST-** Thin brown leather wallet, only local ID was MAU student ID. If found, please leave note in Box 7086 or call 258-6721. Dean. Reward if found!

**LOST ORSIC** EN-Army ammo box with tools. Reward offered. See Craig, Dorm 1 room 123.

**FOUND-** A trainer found outside the flight line. Contact Fran ext. 1338.

**LOST-** TI-55 calculator, can identify. Reward. Paul Box 2154 or 253-6455.

**LOST-** Chronograph watch, Black. Left in vicinity of flight line. Reward offered. Contact Paul Box 2154 or 253-6455.

**LOST-** A brown leather in-6-6-6 wallet in area of flight deck. This wallet contains my life! Reward for return. Contact Gary Box 5378.

**persona's**

**CF:** Remember, two molecules cannot occupy the same space at the same time, let's get wise by side and test some relativity. Here's to evolution, religion, and looking for a solution. The Kidnapper

**Happy Birthday** Rose. Love you Your brother, Nicky.

**Miss Air Science,** I really think you should've won. A friend P.S. You had the best legs, too.

**Laura P. and Joel G.** P.S. though she is kinda shorta, she is one hell of a woman for you. Maybe she can keep you out of trouble. Good luck Laura! Kent, Bill and Russel

**CORRECTIONS FOR THE WEEK**

Raiders Ready for Trimester article last week did not have the writers' names in the by-line. We apologize. They are Corbet 1st Sgt. Alpa Stull and Cadet Staff Sgt. Chuck Hurdleston.

We are also sorry the wrong Management Club article was inserted in the Jan. 27th issue. The corrected articles are in this week's paper.

**notices**

**Advance Standing time limit**

Pages 21-25 of the 1981-82 catalog are of utmost importance to you. Regardless of what program you are now or change into in future all advanced standing for licensure, academic courses or life experience must be completed prior to the end of your FIRST trimester.

The licenses, transcripts and other training for the advanced standing must be completed before your matriculation date, and submitted during your first trimester. After the advanced standing is granted an evaluation will be sent to your mailbox, and if applicable will be put toward your degree requirements.

Request one at our substitution glass office no. 2 or the Registration and Records Office, Administration Building. During peak periods, prior to registration times requests are heavier, therefore it may take longer than two weeks to complete.

Please plan on this waiting period. Students may request an evaluation anytime and are encouraged to request one each academic year. If you have any academic questions regarding your degree program please contact an academic evaluator at the R & R office or call Ext. 1095.

**Graduate Admission Due**

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. Apply at the R & R 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.

February 12, 1982 is the last day to turn in your resume to the Career Center to be included in the resume book.

**Pilot written exams set**

Feb. 9 and 16th at 0830, in the Common Purpose Room and Feb. 27, at 0830 in Classrooms G-109 and 112, are the dates for ERAU's FAA Pilot Written Exams to be administered.

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

At the time of the exam, each student must present a Written Authorization form signed by an appropriate Aeronautical Science Division Ground Instructor, or the failed results of a previous FAA Written Exam and present as personal identification an Airman Certificate, driver's license, or other official document.


Explanation of application forms and procedures will be given at 0830. Immediately thereafter, testing will commence, and unless prior arrangements have been made, late examinees will not be permitted to enter the examining area while testing is in progress.

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		Old Thompson-1tr	4.99
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**WHO CAN LEARN TAE KWON-DO?**

Anyone, regardless of age or sex, can learn the art of Taekwon-Do.

# Parachutists, FAA and pilots cited by NTSB in mid-air collision

The mid-air collision in clear skies over Loveland, Colo., Jan. 17 that killed 15 persons was caused by a combination of circumstances, including the fact that a parachute-jumping flight climbed into controlled airspace above the airport.

The Board's investigation also noted that the FAA had routinely condoned such unauthorized operations, the National Transportation Safety Board has concluded.

The accident involved Air U.S. Flight 716 carrying 10 passengers and a crew of three on a Handley Page HP-137 and a Cessna TU-206 operated by Sky's West Parachute Center at the Fort Collins-Loveland Airport. Two of the Cessna's six occupants were killed by the collision, but four others, including the pilot, survived by parachuting to the ground.

The Board found that the Cessna pilot had failed to establish communications with the Denver Air Traffic Control Center, which was controlling the Air U.S. flight, and that the Cessna was not equipped with an altitude-encoding transponder, a device required for flight operations above 12,500 feet which indicates to air traffic controllers the aircraft altitude along with an identification of the flight.

The Cessna was using a transponder that did not provide altitude information, but had failed

to arrange for a code assignment that would have resulted in the air traffic control facility computer introducing a clearer identification of the flight on the controller's radar display.

Based on prior experience, the Board said, the pilot of the Cessna aircraft had come to believe that the transponder code of "12344" that he was using would identify the flight, regardless of whether he initiated communication with the controller to alert him of impending jump operations and to request assignment of a transponder code number. The Board found that this erroneous conclusion was understandable given the pilot's previous use of that transponder code and the routine controller acknowledgments during other similar flights.

The Board report noted that if the Sky's West aircraft had been equipped with a transponder having an altitude-encoding capability, it would have caused the Denver Center computer to identify the flight on the radar screen despite the absence of a code assignment.

The Safety Board reported that its investigators reconstructed the track of the two aircraft and their relative positions when they came together. Investigators then used a photographic technique to approximate the field of view available to the cockpit crews in the two craft and to gauge the time periods during which either crew could observe the other flight.

In the case of the Air U.S. crew, the Board found that the Cessna target traveled directly across their windshield and was capable of being seen for "at least a 45-second interval, beginning 120 seconds before the collision."

While the Cessna pilot also had an extended period some time

before the accident in which the Air U.S. flight could have been visible, he told the Safety Board he was not looking for traffic and was in a climbing left turn with his attention focused on the ground as he approached the areas in which his passengers could make their jump.

The turning and climbing Cessna was struck from behind as it passed in front of the Handley Page Jetstream, which was in level flight at 13,000 feet, the Board concluded. Because of the opportunity to sight one another, the Board said the cause of the accident included the "failure of pilots of both aircraft to 'see and avoid' each other."

The Safety Board found that the Denver Center "routinely" condoned Sky's West jump operations

above 12,500 without the altitude-encoding transponder required by the federal regulations. The Board recommended that the FAA "direct their ATC facilities to notify the appropriate General Aviation District Office when any of its control facilities become aware of violations of regulations or other safety issues involving parachute jumping."

The Board also recommended that the FAA establish a special transponder code and a readily identifiable radar display for parachute jump operations.

The FAA was also urged to prohibit jump operations on or near federal airways, and to determine an acceptable safe distance from such airways at which jump operations can be conducted without conflict with other air traffic. The

Air U.S. flight was regularly scheduled between Denver and Gillette, Wyo., and was operating with an altitude-encoding transponder on an instrument flight rules clearance, the report said.

The Board's investigation also noted that the FAA had given notice for aviators, or NOTAM, regarding the planned Sky's West jumping activity for that day was not forwarded to the Denver Center. It had been filed with the Denver Flight Service Station, the proper FAA facility, shortly before 2 p.m., which was less than the required 1-hour notice before the first jump-flight of the day. However, the fatal accident occurred two hours after the NOTAM was filed. The mishandling of the NOTAM by the FAA was criticized

by the Board. The Board urged the FAA to amend its rules and require that "a parachute jump aircraft contact the air traffic control facility having jurisdiction of the airspace in which the jump is to be initiated" and that the pilot be required to "file a NOTAM for the purpose of receiving traffic advisories."

In recommendations to the United States Parachute Association the Board urged that it immediately recommend to its members that they request traffic advisories from the appropriate ATC facility as soon as practicable after takeoff, and that the association make members aware of the value of altitude-encoding transponder equipment.

# T-birds still America's pride and joy

One of the prize possessions of our country is the Air Force Thunderbirds. Just recently, we were saddened to learn of the tragic death of four of the team's members while performing a maneuver. Many people wonder if this tragedy wasn't all the more terrible because four people lost their lives for a needless cause. Was it all in vain? Of course not. The Thunderbirds were and are a proud, vital symbol of this country, to this country, and of this country. They stand for the spirit, the splendor and the majesty of America. Even their name stands for the past heritage and the present beauty of this great nation.

The Thunderbirds - how was that name selected? The Thunderbird is a birdlike creature in ancient mythology widely mentioned

in Indian folklore from Mexico to Alaska. Legend says that thunder was caused by the flapping of its huge wings and lightning by the opening and closing of its eyes. Thunderstorms were said to be caused by battles between these great birds and predatory monsters. The Thunderbirds were busy riding the skies of evil to protect the people below, just as our Air Force protects the people below.

The Thunderbird was usually depicted as a huge eagle in the colors of red, white and blue; our American flag and the American Bald Eagle all rolled into one. Most Indian nations credited the Thunderbird with the power to grant success in war and a long, honorable life. What better reason

to be named the "Thunderbirds?"

Symbolic of American spirit and strength is the Thunderbirds' High Show Bomb Burst, the most spectacular of the team's maneuvers. The Thunderbirds can be seen performing this maneuver in the beautifully created mural done by Don Blaylock of our Air Force ROTC Detachment here at the Embury-Riddle University Center. The mural, displaying the last five types of Air Force jets used by the Thunderbirds can be seen hanging on the east wall of the cafeteria. They are the Republic F-84F Thunderstreak, the North American F-100D Super Sabre, the Republic F-105B Thunderchief, the McDonnell Douglas F-4E Phantom II with its distinctive black tail, exhaust stained because

of its number four "slot" position, and finally the Northrop T-38A Talon which is presently in use. The Thunderbirds will deserve to have such paintings created in their honor. "Thunderbirds," the name as well as the team is distinctly and undeniably American. What a great asset they are and have been to our country.

Will the Thunderbirds be reformed? Will we get to see them fly again? Of course we will. The American pride, spirit and determination demand it. Even in light of their recent setback, we still hold them as a precious asset to our country. We the cadets of Det. Embury-Riddle salute the Air Force Thunderbirds for their courage and dedication.

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# Soaring society sets record

The Soaring Society of America announced that the National Aeronautic Association has approved a U.S. National Soaring record for distance-to-goal set by Marston S. Griffith, Jr., of Dallas, Texas. Mr. Griffith, a Director of the Soaring Society of America, flew 645.6 miles (1039 km) from Reutugio, Texas to Liberal, Kansas, on July 25, 1981 in his Glasflugel 604 sailplane.

"The flight was begun at 9:45 a.m. by being towed a few miles south of the airport under cumulus clouds streets having bases about 2,200 feet above the ground," said Griffith. "Lift under the streets

was closely spaced and aligned so that straight flight was possible by pulling up in the lift areas and flying straight on course."

Griffith was able to achieve groundspeeds of over 60 mph for

the first two hours of his flight. Nine and a half hours after takeoff, he landed his sailplane at his previously-announced goal of Liberal Municipal Airport.

# Sailing club offers lessons

The Sailing Club is now official. The club constitution was ratified last Tuesday and the membership drive is ready to be launched. A president, treasurer and secretary will soon be elected. Nominations and advertising will be discussed at the next meeting on Thursday.

February 4 at 6 p.m. in the CPR. The club is presently a recreational organization, but its members hope to enter competition sometime within the next two years. Primary instruction will be offered to all interested students this trimester. Students will be instructed in a Sunfish or a dinghy on either Lake Cunningham or the Halifax River.

Instruction will cost \$40 for 24 hours of boat time with a Red Cross certified instructor. Those interested are urged to leave their names and box numbers in the Sailing Club mailbox in Student Activities.

# WNMX

(continued from page 1)

owner in the least bit. This time I've been on the air for over three weeks, when they catch me I'll just move on."

Currently, Bruno is trying to change frequencies, for fear of getting in the way of the University of Florida's radio station. The frequency desired is 88.7 however, Bruno has, so far, not been able to locate an appropriate crystal which would allow him to utilize this lower end of the FM band.

As an example of Radio X's operation, while conducting this interview, Bruno signed off the air. While new stations have favorite

sign off songs, and still others play the national anthem, Bruno also has a peculiar sign off technique. A 1955 German waltz of unknown origin is played by Bruno, it's title, "The End Of Time."

[Writer's Comments: The idea of underground radio has been around since the fifties when rock and roll stations could find no other way to play music. Such stations have long since been associated with peace movements and radicalism. In this case, a young, unemployed man of 18 takes pleasure out of broadcasting over Daytona's radio waves.]

# Evaluation

(continued from page 3)

tion of accreditation committee (called the Visiting Committee).

The Visiting Committee has 14 members and is made up of teachers and administrators from higher education throughout the United States. They will visit the Daytona Beach Campus on Monday, February 14, 1982 and Tuesday, February 15, 1982. While on campus, committee members will examine files, tour our facilities, and interview students, faculty and staff.

Your assistance is needed by the Visiting Committee in obtaining the fact and opinion it must have to carry out an effective evaluation of Embury-Riddle. Each member of the faculty and administrative staff should be ready to give directions, answer questions, and offer any help possible to the Visiting Committee.

Thank you for your assistance.

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