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Embry-Riddle Aeronautical University

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SOLAR PANELS SAVE ENERGY

By Bo Altenrist

Avion Staff Reporter

Five years ago E-RAU with help from the School of Space and Urban Development grant set out to see how fuel and practical a large scale solar water heating system could be. The estimated cost of the project is $100,000 with the BSDI grant allocating $89,000 towards the goal.

This experimental system was designed by Steven Nickell and Associates, inc. and engineers and architects from locally built by D.W. Brown- ing. It was the first large scale use of solar power for water heating in the area. The system has also gained interest in other institutions which are looking for energy and water savings. Most of the bugs have been worked out and it is currently operating with monitoring systems to provide concrete cost savings figures.

The system has been designed as an optimization of our Physical Plant. There have been a few minor breakdowns of the pumping and valve systems but this has had no major problems which couldn't be handled by the staff. During this past Christmas break the system was modified to obtain more information about its operations. Two monitoring systems, which sound data on magnetic tapes for computer interpretation, are to be installed in the future. The results will be translated into cost efficiency and savings. A definite report on the savings produced should be done by next year.

The system uses solar panels built by Gulf Thermal Corp. from Bradenton, Florida in conjunction with the existing gas boiler. When the solar heated water returning from the rooftop is hot enough a pump provides circulation through the panels and the hot water is stored in a 1000 gallon tank next to the mechanical building by the tennis courts. The solar panels allow a temperature gain of approximately 70 degrees Fahrenheit. When there is not enough solar energy gain the gas boilers are used to make up the the complete hot water needs.

In two weeks the Student and University offices, the Physical Plant, director, Phil Redd, is looking into energy saving alternatives for existing systems. Solar water heating for the academic and office buildings is being planned for the future. New Mike Nickell, superintendent of the solar system.

(BSee SOLAR page 12)

Renowned author and physicist lectures at University

By Jeff Guazzetti

Avion Staff Reporter

Last Wednesday evening at 8:00, world renowned space physicist Dr. Gerard K. O'Neill spoke to the University.

His presentation was entitled "500: A Hopeful View of the Human Future and what was well received by a surprisingly modish crowd of about 200 students and faculty.

Dr. O'Neill is a Professor of Physics at Princeton University and is the President of the Space Studies Institute. He is a member of the steering committee for NASA's space materials program and has contributed successful inventions to these fields such as particle accelerators and air traffic safety.

Dr. O'Neill is also an experienced multi-writer and gifted pilot.

He is a world winning author and the originator of the idea of constructing space colonies and utilizing the vast resources of space. He wrote "The High Frontier" and has recently completed his latest book entitled "500," which was the topic of his presentation.

O'Neill's lecturing lecture was presented in an informal, informal, and insightful manner and was supported by many visual aids. His scholastic delves into the multi-disciplinary developments that have occurred and will occur in the next century. He explained that these developments will allow the lives of people of all nations and will benefit them immensely.

Dr. O'Neill discussed in depth each of what he terms the five drivers of the "500," the colonists, automation, space colonies, energy, and communications. The famous physicist went on to explain how technological developments could make aviation a more practical, efficient, and safe means of commercial and personal transportation. He introduced the idea of using satellites to accurately guide aircraft in all aspects of flight. With this radical, yet scientifically sound system, any airplane could be safely and accurately landed in any airfield or over water in the future.

The Princeton physics professor also expressed his interest in flying and proposed that every family could own and operate an airplane in the non-so distant future. He called such a plane's "primitive machine" and presented a slide of a small, turbo-fan, composite-built, computer controlled "machine" that would be a canned image with wings. He pictured the plane as the only one of this type could be safely and efficiently operated by everyone.

With the assistance of several other slides, Dr. O'Neill pointed out that in the future, we could work and live in the limitless clean environment of space colonies, where we could harvest the boundless energy of the sun via solar panels and satellites. The L-5 Aerospace Corporation, an organization based here on campus, is based on these ideas.

With the enhancement of several other slides, O'Neill pointed out that in the future, man could move and live in the limitless, clean environment of space colonies and harvest the boundless energy of the Sun for the panels and satellites. The L-5 Aerospace Corporation, a space organization here on campus, is based on these very ideas. These ideas are far from the state of the art as Dr. O'Neill presented with a hopeful attitude. The noted physicist also discussed fun, safety and efficiency in the "500," the role of automation.

(See O'NEILL page 12)
Bizjets at Daytona

By R. K. Smithley, News Editor

Every year at this time for the past 24 years, the annual Daytona 500 automobile race is held. Thousands flock to Daytona Beach by various means of transportation, be it by car, bus, boat or airplane.

As you might expect, Daytona Beach Regional Airport becomes a sea of airplanes, from small, privately-owned aircraft to giant airliners. Everywhere you look there are airplanes. Runway 16-34 is closed for the sole purpose of facilitating the influx of so many aircraft.

Sunday, the main center of aircraft attractions was at the base of the FAA control tower and Daytona Beach Aviation's ramp, where some of the corporate/business jets were parked. The upper echelon of the big boys heavy iron seemed poised and ready to show off its multi-million dollar airflotillas. And the mínimoos were many. If one didn't know any better he may have thought White Plains, New York had been moved south for the season. For those who don't know, White Plains is the busiest corporate airport in the U.S.

American Airlines appeared to have the most family members present, with roughly 50 FAL and CIB. A new Gill, complete with sleeping bags for 10,000 $50,000 caliber M-16s. And the maneuvers were many.

I learned, as is the case, that a number of bizjet pilots, with Cessnas and jets, created a number of stunt pilots of the National Business Aircraft Association, flown by about twenty different pilots.

There was almost nothing to stop out the aircraft that drew the most attention, but there did appear to be a winner, a white FAL-Cessna Citation. The challenger took off and headed several miles east Sunday and Monday morning as if to flaunt its new design and multi-million dollar corporate/business market.

A new Weasland 2 was a close runner-up to the Cessna. Painted in a series of the Business Aviation Avionics logo, the Weasland's unique weights and centers design was partially hidden from view.

Another regular appearance was the Falcon series. Despite its age, the Falcon was in Daytona Beach for the first time, it drew constant comment and stares from all of us.

As an airline employee, the afforded view from the main terminals' windows were filled with corporate jets starting here and taking off, only to line up on the ever growing traffic jams a way for takeoff.

For those who worked as crew members at jet fuel stations, I saw them develop a unique method of take-offs.

The crews all arrived in a similar style by lifting, lowering manually to build speed, recording landing gear and rotating to an impressive climb-out angle.

The crews, be it corporate or airline pilot, can only dream of a day when command of one of the various turbine aircraft is handed over to the corporation pilot as should be possible. It took Nasa's near death and look forward to next year '50' and the entrainment of bizjets in some.

Klyde Morris

PRO F-4

To the Editor:

I am writing in response to the Letter to the Editor, by Kevin D. Men, which appeared in last week's Avion. Concerning the proposed gift of an F-4 aircraft to this area, Mr. Men opposes such an acquisition because he feels that it is a military installation and a military aircraft has no place here. He felt it was bad enough to see off the Air Force and Ames KOSOT codes wearing their red, white and blue.

The implied connection between the two puzzles me. What does a highly sophisticated, highly maneuverable, supersonic, modern aircraft do with上有Emery-Riddle's ROTC detections. Correct me if I am mistaken but I was under the impression that this is an Aeronautical University. As an engineering student I find this F-4 much more impressive than a C-172 and would like to be able to say that our school has an F-4 on display.

To call the anomalies of those familiar a military station at Emery-Riddle, the plan will have no military markings or color schemes. It is a multi-national aircraft which is being offered to us at no cost. All that I am asking is that this letter be looked at for what it really is, rather than in terms of the phobias of a few people. Laurie Ann Green, Box 4085

GUN CONTROL

To the Editor:

The people who enforce firearm laws are the same people who enforce all our other laws, namely our law enforcement agencies. I don't know if anyone can be qualified to say what type or numbers should be allowed to circulate in our society. Whether the weapon be a black, red, or green. At a price in excess of $400.00 with taxes, I seriously doubt OG's will be formally legal in our society.

Copp Juliano, Box 7077

Emotionalism...

To the Editor:

I take considerable exception to many of the comments made by Mr. Men in his letter to the editor. In general, I feel that the tone of his letter was entirely inappropriate and it appears to be an attempt to exude emotionalism. On many sensitive issues, logic and discussion is a much better course of action.

From the outset, let it be understood that "the Air Force detachment here" is not sponsoring the petition for signatures. The F-4 is being made available to the university and students here is proving its acquisition. Whether or not these students are members of any of ROTC programs here has only a small substantive meaning. "This Riddle suddenly become a military academy?" I ask not. Men, Adams, and please do not beg the issue.

As for being easy loving, a rare emotion of those who attended Emery-Riddle a few years ago. I regret that Mr. Men misses the point by mentioning that being in the military makes one see some sort of demagogue. If that was the case (and it certainly was not), Mr. Men would have undoubtedly presented the argument of some of our most distinguished and respected faculty members.

Mr. Brown (Air Science), Mr. Heath (Mechanics), Mr. Neust (Engineering), Mr. Roughfield (Engineering), and others have made outstanding military careers. And then there are the above points that the same of us over at Nasa. Nearly four percent of the pilots bled by Emery-Riddle last year were military pilots.

Furthermore, the F-4 is not being kept to be displayed in remembrance of its military prowess. It has significant technical and historical value, much as the M622 engine on display at the Smithsonian ART CAMP. The F-4 has a rear, without the use of an engine, numerous time-to-climb and speed records. It is essentially, a National Aeronautical University.

"Why not get a commercial air-

craft that everyone would enjoy?" Mr. Men apparently does not realize that general aviation and commercial aircraft from the Cessna 150, Beechcraft King Air, and Lockheed Skylab to the DC-9, DC-10, and 747, are all in use today for the military. In regard to the enjoyment that Mr. Men speaks of, compare the number of people who stand in awe at the sight of a F-4 plus all the number of people who turned out for the F-4 demonstration last Spri

ing. My point is that no one can not enjoy a sight like that by those who attended Emery-Riddle a few years ago. I regret that Mr. Men misses the point by mentioning that being in the military makes one see some sort of demagogue. If that was the case (and it certainly was not), Mr. Men would have undoubtedly presented the argument of some of our most distinguished and respected faculty members.

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**Sports editorial**

_A quick glance around sportsland_

I thought I would just take a look back to the sports world this week and see what has been going on. This time of year is usually slow and that's why an enterprising sports writer is always welcoming of more material from the sports front.

**OFFICIAL RESULTS OF 1982 DAYTONA 500 NASCAR FLORIDA WINTER CUP STOCK CAR RACE—Daytona International Speedway, Feb. 14, 1982, 2:00 P.M. EDT.**

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**Starting Position** | **Final Position** | **Driver** | **Team** | **Car** | **Laps Run** | **Wages** |
--- | --- | --- | --- | --- | --- | --- |
88 | 88 | Bobby Allison | Huyton, Al | X-11 | 500 | $50,000 |
2 | 2 | Cale Yarborough | Timmons, NC | 98Y | 500 | $70,725 |
3 | 3 | Darrell Waltrip | Kansas, KS | 99 | 500 | $42,420 |
4 | 4 | Bill Elliott | Dawsett, GA | 99 | 500 | $30,632 |
5 | 5 | Joe Nemechek | Lindal, CA | 91 | 500 | $22,370 |
6 | 6 | Bill Jenkins | Lanche, CA | 90 | 500 | $17,570 |
7 | 7 | Wilson Fittipaldi | Brazil | 90 | 500 | $14,070 |
8 | 8 | John Andretti | Indiana | 90 | 500 | $12,570 |
9 | 9 | Allen Kulwicki | Wisconsin | 90 | 500 | $11,070 |
10 | 10 | Darrell Waltrip | Arkansas | 90 | 500 | $9,570 |
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Bobby Allison's pit crew demonstrates peak efficiency during last Sunday's race. Allison won the Bush Point Clean the week before his 500 victory. Both victories gave him a NASCAR record check of $120,000.

(Photograph courtesy of Daytona Speedway)

**Daytona speedway readiness for motorcycles**

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**Snowblind moves up fast**

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**Daytona 500 results and purses**

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**Sports**

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_SALON-BILLIARDS_  

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_EUR A ID will get you 35' draft beer!_  

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_BACKGAMMON TOURNAMENT_  

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**Humanities department awards honors**

By Bert Kaufmann

The Humanities Department has announced that six students have been awarded the graduation distinction of "Honors" in English based on their work during the Fall and Summer semesters. Each of the students submitted an extensive research paper on a literary topic in addition to completing the other requirements of their Humanities course and had their work selected by the English Honors Committee as exhibiting excellence. In their selection by this committee, the students are eligible to participate in the Emlen-Riddle chapter of Sigma Tau Delta, the national English Honors Society.

**L-5 to tour planetarium**

L-5 Astrophoto Society will be presented by the Society at the Planetarium after tonight’s screening of "Galaxia." The program is titled "The Universe," and admissions of $1.00 are still $75 cents.

This is the last place for the Saturns (March 9th) on Thursday, February 18.

Following our screening of "Galaxia" Thursday evening, following Gordon O’Nell’s waltz was a success. We were able to talk with him in a relaxed atmosphere. This March we will be participating in Spring Fling, the selling of Pop and posters. At the end of the Saturns, we will return the Showdown Space Center, and will have a speaker and dinner stand-up.

Now, if you are interested in our society and want to help promote our space program, we urge you to attend our meeting tonight. We will be meeting at 8:00pm in the Riddle Theater in C Building. The show today is an offer "Flight in Tomorrow." All are welcome.

**Solo sailor addresses sailing club**

By Chen Hutson

Secretary

Jack Black will address the Solo sailor in the first game speaker February 25, Smith, a member of the solo sailing class, will speak on "Single-Handed Sailing" at the East Yacht Club at 7:30 p.m. There will be an open bar there but no liquor is to be drunk. All students, faculty and staff who club numbers or are welcome to attend. There are to be some fascinating "sea stories.

J. R. Adams is scheduled to be the next guest speaker for the "sailing" of March. He is a 7-year veteran on the "Manchester." The Admills Club in England. Payment will be made for more details.

The next regular meeting is Thursday, February 18, at 8 P. M. in the Riddle Theater. New members are welcome. Members are required to bring their boats. This meeting will be important for the more experienced sailor. We will discuss seminars for the advanced sailor and potentially a list of people who wish to crew as local teams. Those who wish to crew in our sailing will be invited to join the MacMillan Yacht Club of Flushing. The captain will be the one who shows interest and will contact the steering committee. The club will also be interested in recruiting members for this year’s racing season.

**Vets club roller skates**

The Vets club worked hard at the race this past Sunday. As far as we know the total income from running the track, I’d have no information on that next week.

We had a Roller Skate party in honor of all the club members that are supposed to be in February.

The New Executive Board has been accomplishing quite a bit since the last report. Our officers have certainly been very busy and productive for the club.

Ourselves are apprehensive about the A-Team, we won, lost the last couple of games, and are 8-1 in the league. For the week 7-5 we won by 2 and 2, lost the last three. Am I competing to say "We’re on for one for us.

As far as the Bowling League teams are concerned, Los Angeles are 1-0 in their place with 1 win and 1 loss. Team No. 2, Yves Club, are they 4-5 in their place and 2-1 in their place on their recent progress next week.
By Chris Heaton  
Red Wht-Blue 166 pk  1.49  
Blitz pak  1.99  
Lower 889  
Bach  1.85  
St. Pauli  3.89  
Old Milwaukee 6-pk  1.69  
Budweiser  2.09  
Budweiser 6-pk  2.35  
Miller Lite  2.35  
Michelob  2.79  
Michelob 6-pk  2.79  
Heineken  3.89  

\textbf{SPECIALS & MINIS:}  
- All Pati Wines 3-ltr (Same Vintages as last year)  4.20  
- All Carlo Rossi 3-ltr  4.99  
- Oregon Chardonnay 1.5-ltr  3.19  
- All Runite 1-5 Mag  4.99  

\textbf{CANADIAN WINES:}  
- Canadian Leaf-ltr  5.25  
- Windstar  6.25  
- Walkers-1.75 ltr  9.79  
- Canadian Mist  6.79  
-  
\textbf{VODKA SPECIALS:}  
- Stoli Grad-ltr  3.99  
- 17% ltr  4.45  
- Seagrams Blackwatch  4.80  
- Smirnoff  4.41  
- Smirnoff 1.75 ltr McaAll Grain  3.79  
- Smirnoff Wolf Jug  8.36  
- Smirnoff Wolf Schmidt  4.95  
- Tanka ltr  4.99  
- Firestone-Mars-7.5 ltr  8.79  

\textbf{WHEAT SPECIALS:}  
- Jim Beam  4.99  
- Buehner Watch-6 ltr  4.95  
- Tim Thompson-6 ltr  4.95  
- Miller Lite 6 ltr  6.99  
- Grain Alcohol 19075m  7.99  

\textbf{SQUORD SPECIALS:}  
- Jim Beam-1.75 ltr  10.99  
- Jack Daniels-750 ml  7.09  
- Jack Daniels-Jug  18.69  
- Andersonville (17% ltr. old)  10.99  
- Andersonville Apricot  17% ltr  10.99  
- Proof of age required  
- Hours 8:00-7:00 Mon-Sat  
- Closed Sunday  

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ROTC holds formal dinner

The Army ROTC Detachment of John B. Stetson University will be holding their annual military ball in Daytona Beach on Saturday, February 6, 1982. School deans, honor participants in this contest, and guests from the Stetson University, University of Central Florida and Embry-Riddle College will be attending.

This military ball is an annual formal dinner dance. During the dinner, members of the ROTC will be given the opportunity to dress and dance in formal attire. A dance will also be held for non-military personnel.

The dinner will be held at the University Center.

INTERVIEWS FOR CAREER CENTER

Feb 24

NAVAL CIVILIAN PERSONNEL- C.G. COSMAID - Aeronautics Engineer - Project engineering, research and development, test and evaluation, design. Job opportunities available in several divisions throughout the U.S. Must be U.S. citizens.

SING APEROSE AND MARINE SYSTEMS, INC.

DIVISION, Houston, Texas - Aeronautics Engineers and Aeronautics Computer Technicians - Must be U.S. citizens.

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Ft. Lauderdale, Beach, California - Aeronautics

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CO-PHYSICIAN, AIRCRAFT ENGINEERING TECHNOLOGY - Area of acoustics, aerodynamics, air-

SITCRAFT, St. Louis, Missouri - Aeronautics

ENGINEERING, AIRCRAFT ENGINEERING COM-

PUTER TECHNOLOGY, AIRCRAFT ENGINEERING TECHNOLOGY - Area of acoustics, aerodynamics, air-

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February 17, 1982

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Student Deaths; Motorcycle major cause

By Jeff Guzzi

Avlon tallied a total of 473 fatalities last season at Daytona Beach. Of all those killed, roughly 90 percent were young men and were involved in automobile accidents. Of the total, 127 individuals were involved in motorcycle accidents.

Motorcycle safety has become a concern to many parents, but not yet by enough. The number of fatalities, however, has continued to rise, despite efforts to educate young men about the dangers of the sport.

Motorcycle safety is a concern to many parents, but not yet by enough. The number of fatalities, however, has continued to rise, despite efforts to educate young men about the dangers of the sport.

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