2-17-1982

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Embry-Riddle Aeronautical University
Solar panels save energy

By Bo Albritton
Avion Staff Reporter

Five years ago E-RAU with help from the National Science Foundation's "Advancing Urban Development" grant set out to see how fuel and practical large-scale solar water heating system could be. The estimated cost of the project is $180,000 with the EUDS grant allocating $80,000 towards the goal.

This experimental system was designed by Sumon Snagg and Associates, engineers and architects from locally built by D.W. Brown

S. Swaim. The system has only been in place for two weeks, as it is intended for monitoring systems to provide concrete cost-saving figures.

The system has been designed to the expectations of the Physical Plant. There have been a few minor breakdowns of the pumping and valve systems but it has had no major problems which could not be handled by the staff. During this past Christmas break the system was modified to show more information about its operation. Even 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 potential should be done by next year.

The system was set up on campus by Gull Thermal Corp. from Bradenton, Fla., in conjunction with the energy USES boilers. When the solar heater system was not functioning, it used enough power for 2081 Press Engraving's circulation through the panels and the hot water is stored in a 1,000 gallon tank next to the mechanical building by the tennis courts. The solar panels have also shown a temperature gain of approximately 70 degrees Fahrenheit. When there is no significant solar energy gain the gas boilers are used to make up the complete hot water needs.

In our report on the students and university down the Physical Plant's director, Phil Bird, is looking for energy saving alternatives for existing systems. Solar water heating for the academic and office buildings are among the other studies to be held.

(See SOLAR page 12)

SGA positions to be decided in March

By Bruce Meredith
Avion Staff Reporter

It’s 9:30 that special time of year when banners wave and speeches fill the air. Debate is brought forth promise of some sound and some silly, and voters rush to the polls. It’s election time, and it is indeed a very special time on campus.

Last March 11th, we experienced the largest campaign ever in the history of E-RAU, as both turnover and candidate participation reached record highs. When the polls were closed at 5 p.m. that day, President/Executive candidate Dr. John O’Neill was re-elected as the Student Government president. Hence, what is available: President and Vice-President, Council Chairperson, and Five Representative-at-Large positions.

“Each of these officials serves on the Student Administration Council as well as perform individual duties on University Committee meetings, SGA projects, student organization aid for special approval from the Election Committee. Such approvals have been made in past election cycles.”

Candidates will be offered help in their campaign in the form of brochures, ideas to the student body. Students may run for elected positions in the Student Government.

Another office to be controlled by each President/Vice-President is as well as President. The SGA will hold 15 hours of poster hours, with the University Council in the book. On Wednesday, March 10, a Student Government meeting will be held at 6 p.m. The meeting will be open to all those interested in attending.

This is a paragraph about the SGA office, rank by the SGA as soon as possible and pick up the forms. If you don’t run for office, be sure to vote for one of your own candidates.

Nominees may run for an SGA office, rank by the SGA as soon as possible and pick up the forms. If you don’t run for office, be sure to vote for one of your own candidates.

Reno

By Jeff Gazzari
Avion Staff Reporter

Last Wednesday evening at 8:00, world renowned space physicist Dr. Gerald K. O'Neill spoke to the U.C. He was assigned the addresses of the "Human Future" and was well received by a surprisingly moderate crowd of about 200 students and faculty.

Dr. O'Neill is a Professor of Physics at Principia College and is the President of the Space Studies Institute. He is a member of the meeting committee for NASA's space materials program and has contributed successful inventions to those fields such as particle accelerators and aurora traffic safety.

Dr. O'Neill is also an experienced mathematician and pilot pilot. He is a writer and author, and the originator of the idea of constructing space colonies and utilizing the vast resources of the earth.

Dr. O'Neill discussed in depth what he termed the five drivers of change: physics, automation, space colonies, energy, and 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 aircraft could be safely and accurately landed in any airfield or sea port in the world.

The Princetor Press then expressed his interest in flying and proposed that every family could own and operate an airplane in the near future. He called such

Reno's aircraft "primitive machines" and presented a slide of a small, turbo-fan, composite-built, computer-composed system that would be a Candida image with wings. He pointed to the slide as one of this type could be safely and efficiently operated by everyone.

With the involvement of several other slides, Dr. O'Neill pointed out the need for technology, and the future, we could work and live in the limitless, clean environment of space colonies, where we could harvest the energy of the sun via solar panels and satellites. The L-5 Association, an organization here on campus, is based on three assumptions.

With the involvement of several other slides, O'Neill pointed out that in the past, man could not build and live in the limitless, clean environment of space colonies, and harvest the bounded energy of the Sun via the panels and satellites. The L-5 Association, a space prop-
Bizjets at Daytona

By R. K. Smithley

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 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. Ronnie 26-13 is closed for the sole purpose of facilitating the influx of so many aircraft.

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

American Gullstream appeared to have the most family members present, with neatly-ensigned Cess and Cib. A new GIII, complete with windows to reduce windows and tuxedo far, was also evident. However, watch the left piston-powered Gullstream take-off brought back memories of excessive noise, smoke, Boeing 727. One of which was parked on the field main terminal, bearing American Trans Air colors.

I often felt想到, Satellites, a Jester and other jets created a somewhat reminiscence of a National Business Aircraft Association convention.

very almost impossible to single out the aircraft that drew the most attention, but there did appear to be a winner, a white Gulfstream Challenger. The Challenger took off and landed several times Sunday and Monday morning as if it's new design and multi-million dollar effort was part of its corporate/business market.

A new Wendish 2 was a close runner-up to the Cess, a sort of business aviation snap, the Worldwide's unique highlights and upgrades design was partially hidden from view.

Another popular attraction at the Falcon series is the Falcon. While the Falcon was in Daytona Beach for only a short time, it drew many comments and some from the corporate/business market. Look for the corporate/business market. Look for the corporate/business market. Look for the corporate/business market. Look for the corporate/business market. Look for the corporate/business market.

As an airline employee, the afforded view from the main terminal's windows was of many corporate jets starting and leaving for take-off, only to show up on an astronomical traffic jams was a sight to behold.

The F-4, which appeared to be a study in texture or variation from the Learjet 28, attracted a lot of corporate/business, as the Learjet 28's trunk was opened up to show its interior and its一款 arbitrary number of people.

To the Editor:

The people who enforce traffic laws are the same people who enforce all other our laws, namely our law enforcement agencies.

I don't know if anyone can be qualified to say what type orF-4 should be allowed to circulate in our society. Whether the weapon be a knife, rock, or gun. As a priest in excess of $400.00 with taxes, I certainly doubt Ulis would be literally in our society.

Cato Julin, Box 707

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 some of his letter was entirely improper and it appears to be a textbook example of emotionalism. On any sensitive issue, 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 an emblem. 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 the ROTC programs here has little substantive meaning.

"This is a sudden and unannounced" as my late mother would say. The major of the school, however, was also evident. However, what is his letter to the editor. In general, I feel that some of his letter was entirely improper and it appears to be a textbook example of emotionalism. On any sensitive issue, logic and discussion is a much better course of action.

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Tom’s Hairport
Styling Shop
Located in the University Center
$7.00 and $9.00 styles
Appointments & Walk ins
Monday thru Friday
9:00am to 5:00pm

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A true professional approach to your flight training should include a consideration for the type of Helicopter. For our flight training, we utilize the economical Robinson R22. Our Robinsons also make transition to larger equipment easier. Consideration should also be given to the qualifications of your instructor; our staff consists of only experienced instructors. For more information on training, call Daytona Beach Aviation Helicopter Flight School at 253-0471 or the 24 hour message phone at 253-9800.

Daytona’s 500 results and purses

OFFICIAL RESULTS OF 1982 DAYTONA 500
NASCAR / FIA WINTON CUP
SNOW CAR RACE — Daytona International Speedway, Feb. 14, 1982

Starting Position 7

Bobby Allison, Hampton, VA

Stirling Price

6.25

Money: $251,000

Car Number 27

Cane Elledge, Timmins, ON, Team: Woodland Buick, 25 laps, race: Money: $70,725

Stirling Price 3

Car Number 3

Leslie Whitman, Lipton, CA, Team: J.D. Stacy Buick, laps: 250, Money: $14,260

Starting Position 4

Car Number 1

Bill Elliott, Dawsonville, GA, Team: Melton and C. Ford, laps: 250, Money: $10,435

Time of race: 3 hours, 14 minutes, 39 seconds

Average Speed: 153.991

Mark of Victory: 22.87 seconds

Red flag requests: 7 laps

Time of race: 3 hours, 14 minutes, 39 seconds

Speed Week’s racing cars have barely left the mammoth grounds of Daytona International Speedway as баllislists begin to grasp the挝eir tremendous portion of the Speedway to create the Superbowl course for its March 4 competition.

The magnitude of the fast is in constructing the tremendous course is demonstrated by the 100,000 yard-sized track; it is 12 miles in circumference and a 315-yard track that leads 12 laps of the Speedway Superbowl. The racing surface is a 10% grade. Rain has shown 24 laps. Then, the starting grid is placed, the course lined and then Bailey hops aboard his Honda to double check that none of the obstacles are unsafely dangerous or simply impossible.

Inevitably some additional modifications are made before the Daytona Superbowl by Honda for the teams of the Wrangler Superbowl. The entire process requires five days from beginning to end and the work of the Speedway’s crew is only half-over.

Bobbo Allisons’ pit crew demonstrates peak efficiency during last Sunday’s race. Allison won the Bath Point Clean the week before his 500 victory. Both victories gave him a NASCAR record check of $120,000. (Photo courtesy of Daytona Speedway)

Snowblind moves up fast

By Laurie Randin

Vice President


Womens high series was won by Suzanne McKenzie with a 495. Julie Rabin held second with a 478. Laurie Rabin held third in 472.

Mens high game was taken by Frank Libba with a great 223. Brian Campens placed second with a 212 and also took first with his 217 game.

Their job is to have the pits filled, the laps boarded prior to the start of Sunday’s Daytona 200 Classic.

Working through the night under the glare of porcelain lights, the job is fateful just as the first of the thousands of fans began to pour into the Speedway.

The 50 k rich loops of limestone are jolted from the front to rear of the Speedway work area behind the back straight and in only then that the 11th annual Daytona Superbowl by Honda is truly completed.

Their standarad is as follows: Heat 1; They’re Dead. 12-4, Shalow Blind. 11-4, 7646

Outlaw. 11-4, 7618

Cold Squad. 11-4, 6786

ERAU Flame. 10-7, 7618

HI. 10-4, 7625

Copper. 10-4, 7625

Orthodox. 5-3, 5118

7% promise. 6-7, 6624

WWW/W. 6-7, 7618

No Name. 5-4, 6800

Los Angeles. 8-6, 6718

Brothers of the Wind. 6-7, 6069

Dela Cava. 6-10, 6818

No Name. 5-11, 4826

The Phantoms. 4-12, 6896

Vanilla Fudge. 6-12, 6160

Management Club. 5-3, 6160

Lambada Chi Alpha. 3-12, 6000

Mens High Game: Brian Campens. 223

Bryan Campens 222, 171

Mens High Series: Brian Campens. 601

Cary Adams. 587

Frank Wiegert. 580

Womens High Game: Suzanne McKenzie. 224

Leather. 175

Julie Rabin. 158

Womens High Series: Suzanne McKenzie. 495

Julie Rabin. 478

Laurie Rabin. 472

Sports editorial

A quick glance around sportsland

I thought I could just take a look around the sports world this week and see what’s going on. This time of year is usually slow and that’s what I had in mind. Now there’s something to look forward to next week. Even more so for those of us who are fans of sports fans.

The College Bowl this Saturday morning and trying to make their win the annual game. The players who were connected with the Daily News. It’s a big game that’s been in the making for three years. It’s a pretty bare breast sentence but he was probably made for the players who are doing it. He just seems that kind of player.

A quick glance around sportsland

Sports

A quick glance around sportsland

Gerry Auletta, Sports Editor

Finally what would you think of a car that we didn’t do. This time 01 year is about a nation. I think they have set the bar high and changed the line in half a minute in some instances. Can you imagine if they had had one of our real racers working at the head name station? I wouldn’t mind hearing a nice tip.

I noticed there was a 16-year old driver in the Speedwek race last Saturday. He was Darrell Sage of Muroc, Calif. He was the youngest driver in the race and crashed on turn one during lap 42 of the race. I wonder if this was the course insurance rates are being up goes again.

The then-carrace series’ program has been going very smoothly so far this Spring. Leslie Whitman and the rest of the racing staff have been doing a fine job, now if I could only get on a winning team.

The NFL, its yelling strike unless management can get together on the nation’s new contract demands. The main issue is not fair agency but salary structure. The players say that their average salary is below football and basketball players by a wide margin. The average salary for a football player is $180,000 $18,147 while the average salaries for basketball and baseball players are $414,000 and $420,000 respectively. The NFL is prepared for professional owners to cut off July if something doesn’t work out.

The Baseball Club has been, game tomorrow. They have really been working hard and have arrived on a game team. They deserve all the support we can give them. If anyone is free, please try and get out to see them in action.

Finally I have this quote from-friend Roger Jackson. "I was reminded that when we lose and I quote a billion people in China don’t care..."

Just wanted to share the quote with you guys. David Frost, Sports Editor
Vets club roller skates

The Vets club worked hard at this one over the past Sunday. As far as our total income from running the bath, I'll have more information on that next week. We are all glad to have a Roller Skating party in honor of all the club members. Please join us in February.

The new Executive Board has been accomplishing quite a bit since taking office. The most current news is that we should buy a very good and productive skater for the club. Our newest silent team are presently "A Team" - won 3, lost 2. "B Team" is the World Safety group with 1 game won and 2 lost. The last silent team to win was a Club 1 won by one for 2 Team.

As far as the Bowling League teams are concerned, Los Angeles is now in 1st place with 10 wins and 2 lost. Team 1A, Los Angeles is the leader on 12, a few places ahead of the next closest. The Games will continue at their regular pace.
By Chen Houston
Public Relations Chairperson
Dr. Tony Venerucci, Deputy Man-ager of the Fisc Study Program for NASA's Johnson Space Center, in his session, "The New Fellowship Program for NASA's Johnson Space Center." Christian fellowship holds elections.

By Emily Thomas
On Friday February 19, the Christian Fellowship held a dinner meeting with Edward Askel, an intern from Bearstall State, New York. In addition to being a pastor in the aeronautical engineering program and having been a stay-in for three consecutive terms, Mr. Askel is in the fermentor's Students Association, AIA, and has currently been accepted into Delaware State's aeronautical engineering program. Before the election began, our president, Robert Semmer, went to the Bible study. He looked at Matthew 24 in the main scripture and had other verses in the Bible to back up. The study added the group in realizing what the Lord has planned and the rights to look for.

The Angel flight plans beach party

By Karen Schneider
Angel Flight, Inc. is held ready and ready for another lifter. It had many activities planned ideas for this spring. Our Ruth Fury was in January and would like to have planned a possible flight. As still moments, we have our new for those who are still interested we have an ever once door.

March 21-22: Angel Flight and Annual Airfield at the Cape Canaveral. The board and music were great and we all had a wonderful time. Last weekend, while everyone was at the "500", the Angel's and AAI were in Greenville for the Area Convention. We come back with lots of ideas for improvements and future actions for our flight. Some memorial items scheduled for the rest of the month and March will include a showing of the Flight at the Greater Beach Plac-ter show on May 21, and a trip to the beach at the same party. For the 21st, for the Air Force's "500," we'll have something we've planned a visit to children's area! We plan to have a community event. This Angel Flight promises to be our most exciting event of the year. The community will really enjoy this evening. The board and music were great and we all had a wonderful time. Last weekend, while everyone was at the "500", the Angel's and AAI were in Greenville for the Area Convention. We come back with lots of ideas for improvements and future actions for our flight. Some memorial items scheduled for the rest of the month and March will include a showing of the Flight at the Greater Beach Plac-ter show on May 21, and a trip to the beach at the same party. For the 21st, for the Air Force's "500," we'll have something we've planned a visit to children's area! We plan to have a community event. This Angel Flight promises to be our most exciting event of the year. The community will really enjoy this evening. This Angel Flight promises to be our most exciting event of the year. The community will really enjoy this evening. The Angel Flight promises to be our most exciting event of the year. The community will really enjoy this evening. The Angel Flight promises to be our most exciting event of the year. The community will really enjoy this even
By Proctor, R. Jackson

Saturday, March 12th, at 8 p.m., the Brothers of the Wind will sponsor a Marathon Dance on the March of Dimes. Sponsor sheets will be available in the UC by the 20th or any member of the ROTC. There will be an entry fee of $1.20 and the proceeds (the shutdown of $1.42) will be divided evenly between the Brothers of the Wind and the March of Dimes. The fee will be paid at the door. Couples are required to pay $2.00 and have $2.00 worth of sponsorship upon entrance.

As for last week's meeting, it was decided that the Brothers of the Wind community, will be held March 19th in the U.C. Further information will be given at next week's meeting.

Membership dues are payable through February 21st. A Membership Termination Policy has been established. This policy requires that all members must attend Sunday's meetings; all active members will be considered associate members after three (3) unanswered notices. As a final note, these will be a meeting Sunday, March 19th, at 3 p.m. in the Facility's Staff Lounge.

By Fly Guy Brown

The brothers had a hard time in action this week. Brothers of the Wind joined the five fine basketball tournament, and locked in a tie for second place. The first score was 64-46. The high man of the team was Dan Johnson, who scored 20 points in the championship game.

The second game, however, was a different story. The brothers lost to the Shockers, led by Mr. Bridges. The Shockers led Kevin Parker to work. Parker and Chuck David combined for 24 points. Then we put an ace in the brothers' back. Teddy Oliver scored an uncharacterist 18 points. The rest of the shooters were loose with another 13 points in the second half. One of the members of the brothers explained that "the Shockers shocked, and Advoc stood, and made a play."

ROTC holds formal dinner

The Army ROTC Detachments of John B. Stetson University will be holding their annual military ball on Daytona Beach. This event, held in bloom at Stetson Daytona Beach on Saturday, February 15, 1982, School Detachments participating in this event are: The United States Army, the United States Navy, the United States Central Florida and Fairchild-Ridley Air Force.

This military ball is an annual formal dance with dress uniform, for awards, for ROTC cues and others. The formal dinner gathering brings the officers and cadet members in uniform to the unit in the members of the members get to know each other better.

Three years' distinguished guest speaker will be Major General Carl W. Cowart, in Command of the U.S. Army Aviation Center, Fort Rucker, Alabama. General McAlar, upon graduation from New Point Military Academy, in 1944, was commissioned into the Infantry Branch.

During his 36 years of Army service, General McAlar has held assignments throughout the world, including command of the XVIII Corps, in Vietnam, and command of the XVIII Corps, in Korea.

The program is divided into the following:

1. Professor of Military Science and Command of the U.S. Army Aviation Center, Fort Rucker, Alabama.

2. Engineering, Aviation and Management, Aviation, Military Aviation and Aircraft Manufacturing.

3. Put together, the Army Aviation Center, Fort Rucker, Alabama.

4. Engineering, Aviation and Management, Aviation, Military Aviation and Aircraft Manufacturing.

5. Put to together, the Army Aviation Center, Fort Rucker, Alabama.


7. Put to together, the Army Aviation Center, Fort Rucker, Alabama.

8. Engineering, Aviation and Management, Aviation, Military Aviation and Aircraft Manufacturing.

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15. Put to together, the Army Aviation Center, Fort Rucker, Alabama.


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18. Engineering, Aviation and Management, Aviation, Military Aviation and Aircraft Manufacturing.

19. Put to together, the Army Aviation Center, Fort Rucker, Alabama.

20. Engineering, Aviation and Management, Aviation, Military Aviation and Aircraft Manufacturing.

BOW hold marathon

Shampoo, Haircut, and Blowdry - $10 with ERAU I.D.

CO-OP ORIENTATION

Co-op orientations are held at 5:30 p.m. in the Facility's Staff Lounge.

By Fly Guy Brown

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Membership dues are payable through February 21st. A Membership Termination Policy has been established. This policy requires that all members must attend Sunday's meetings; all active members will be considered associate members after three (3) unanswered notices. As a final note, these will be a meeting Sunday, March 19th, at 3 p.m. in the Facility's Staff Lounge.
Classifieds are a free service to the student body.
Student Deaths; motorcycle major cause

By Jeff Guzann
Avion Staff Reporter

In the past three months, 11 Embry-Riddle students have died of various causes, all of them related to aircraft accidents. Many results of motorcycle accidents have been unusual in both their cause and in their form. But last Saturday, another unusual but apparently suicide. The cause of the first five have been: drowning, murder, cancer, auto accident, suicide, and death following a crash. All but three of these causes can be found at the end of this article.

The cause of the most recent deaths, however, has followed a very continuous and gristy pattern. With the exception of the last week’s death, the past four student fatalities were related to accidents involving motorcyclists. Vincent Soreano, Charles Trubinski, Robert Kramer, and Steven Huss are not here anymore to warn us of the dangers of motorcycle accidents.

There are only the facilities. In the last two years, Embry-Riddle students have been involved in reported severe motorcycle accidents.

Emily-Riddle contains a large number of people who own and operate motorcycles. Joe Chadock, the Campus Chief of Security, estimates that about 100 students possess a motorcycle. They represent about 8 percent of the student body.

Dean Backer, the Dean of Men, is very concerned with the motorcycle accidents. "The number is rather excessive when you consider the size of the campus," he said. "It is not unusual for me to meet the entrance of the U.S.C. just a few years ago. "Now we are about the overall picture," he concluded.

"We've had bike problems boil in the Agreements courtroom.

Dean Backer gave several reasons for the large number of motorcycles here on campus. Gas is expensive these days and motorcycles are cheap and economical compared to automobiles. Florida weather makes the bike a popular environment around campus and to a vast number of those who attend this school and technical universities, motorcycles are just plain fun, free, and cool.

"It's also dangerous," added Backer, "especially in this campus area." He went on to explain that many of the recent bike accidents occurred on Daytona Beach, which is a two-way, winding strip of divided highway that runs parallel and in the south of Volusia Avenue. This road is heavily traveled by motorcycle and it is extremely flanked by several commercial establishments.

The best brands and largest selection of motorcycles and accessories available anywhere at Hart’s. If you’re into sound and haven’t been into Hart’s, you’re not really into sound.

The brand's largest selection of high-quality stereo components and accessories available anywhere at Hart’s. If you’re into sound and haven’t been into Hart’s, you’re not really into sound.

SOLAR (continued from page 1)

Technical Services is experimenting with his own ideas, which would provide substantial advantages for student communities when perfected.

Services can be operated safely if the student rider is on a common vehicle of the environment around him and follows the posted speed limits," Beck stated.

"The 45 mph limit on Daytona Beach was obeyed, then that road would be used as safe as most other streets."

Solar power may be the major cause of bike accidents, but it is definitely not the only one. Motorcyclists are an unusually wide array of automobiles and motorcycles involving hazardous situations, driver error, or poor weather conditions, which will always result in a severe compensating injury. Motorcycle accidents can be controlled safely if the student rider is on a common vehicle of the environment around him and follows the posted speed limits," Beck stated.

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