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"The Spirit of America" established a new world class performance record by circumnavigating the world in 47:38:41 hours. The Gulfstream III, manufactured at the Gulfstream American Corporation's facilities in Savannah, Georgia, beat the previous around-the-world record for a business jet by approximately 10 hours. (Photo courtesy of Gulfstream Corporation)

Racquetball courts moved

By Seth Tzitzik
Avion Staff Reporter

Construction of the racquetball courts has been halted due to design and site location changes deemed necessary. Apparently if the courts had been constructed at the site previously picked, they would have prevented sunlight and breezes from reaching the swimming pool area during certain times of the day. In addition to the latter problems, another unforeseeable predicament arose.

Administrative offices were incorporated into the original design of the building to be situated above the courts. There was some concern, however, that because of the probable continuous use of the courts and the noise associated with them, it would discourage productivity in the offices above.

Changes that were handed back to the engineer to be worked into a revised design are as follows: elimination of the second story offices; re-positioning of the construction site on the west side of the barbecue pit; an addition of a

structural overhang to provide for shade and raincover.

Plans are now for six courts to be constructed. Utilization of the courts includes four courts to be used strictly for racquetball, two other courts will also be constructed but tentative plans call for one to be used as a weightlifting room and the other as a meeting room or common purpose room for campus clubs and organizations. The last administration of the Student Government Association had set aside \$5,000.00 to be used in order to outfit these two rooms. Input is requested from clubs and organizations in order for the SGA to spend this money to fit the needs and wishes of a majority of the students.

The Department of Recreation Services has racquets that may be borrowed in exchange for a student I.D. Students must provide their own balls, as these have a very short lifespan.

A users fee will be required each time students want to use the courts. The low fee will cover the cost for the use of the lights on the court. A coin operated meter will regulate the lights on each court. Dean of Student Affairs, Robert Rockett commented, "It seems fair we put a users fee on this project."

The estimated cost of the courts is \$150,000.00. This cost is subject to change due to modifications or alterations.

Construction will be started during the summer and the project should be finished before the beginning of the fall trimester.

SGA workshop stresses University relationships

By Jeff Guzzetti
Avion Staff Reporter

Last weekend, May 21-23, E-RAU Student Activities held an SGA Leadership Workshop at Embry-Riddle's main campus in Bunnell. Student Government representatives and division chairmen attended the annual event.

The workshop is aimed at familiarizing the newly elected SGA members with the tasks that await them in office. The agenda included several "mini-seminars" and guest speakers including Provost Jack Fidel, Dean Robert Rockett, Dean Sara Fogle, and Dr.

Jeffrey Ledewitz, E-RAU Vice-President and Chancellor.

The workshop began on Friday night, when the members got to know one another through a "Life Lines" exercise, which was followed by another seminar entitled "Values." The workshop facilitator was Donna Cornell, Director of Student Activities.

The next morning, May 22, the workshop was highlighted by informal presentations by four E-RAU administrators. Their objective was to give a general overview of the university.

The first speaker was Jack Fidel, Provost of the Daytona Beach

Campus. Provost Fidel discussed the physical changes of the campus slated for the months ahead.

One of the changes is the movement of campus security out of the U.C. and into the newly-built Service Park in order to provide more space for the Career Center. Provost Fidel also announced that parking lots will begin to be constructed in the near future behind the Academic Complex and behind the Flight Line.

The provost stated that construction for the proposed racquetball courts will begin shortly, and

the storage room above the Engineering Building will be converted into an electronics lab for engineering students.

Provost Fidel went on to state that money has been budgeted for the design phase of a new library. This project will be given top priority, but completion of the library will depend on when all the funds can be raised. In conclusion, Fidel expressed that he would like to see student feedback for the Campus Council via active participation on the various committees on campus.

Robert Rockett, Dean of Student Affairs, was next on the agenda. He discussed the relationships and attitudes of the students toward the university. He suggested that the SGA directs its energies towards pertinent issues as opposed to petty disputes. Dean Rockett stressed the importance of listening skills and the freedom to choose.

The next presentation was given by Dr. Jeffrey Ledewitz, Vice President and Chancellor of E-RAU. Dr. Ledewitz explained that the members of the SGA are "student educators" and provide a vital link to the administration.

Dr. Ledewitz stated that the students here are not apathetic, but merely have different inherent interests. He went on to explain that Embry-Riddle should be viewed as a whole, not as separate campuses. This is the way all universities

receive accreditation, and therefore this must be kept in mind when evaluating E-RAU.

The vice-president stated that the Prescott campus in Arizona is operating in the black and should be considered long term security. He also stated that the campus is a strong foothold in the western part of the country where many aerospace industries reside.

After Dr. Ledewitz presented some financial statistics on the university, Sara Fogle, Acting Dean of Academic Affairs, discussed how the students here have evolved into a much younger population as compared to ten years ago, and the curriculum modifications to benefit this population. Dean Fogle stated the university is moving towards more direct and well-defined goals through general education. In conclusion, she stated that her office will always attempt to make students more comfortable with the university and hopes that they will not hesitate to ask questions.

After the guest presentations and a leisure lunch, the SGA members went on with their workshop and participated in seminars concerning parliamentary procedure, communication and leadership skills, SGA responsibilities, and goal setting. The workshop ended at noon on Sunday, May 23. The SGA members learned the workshop a successful learning experience.

Career center compiles resumes

By Joy Coor

A "blue book" of Embry-Riddle graduates? That is what the Career Center is calling its compilation of students' resumes. These are the resumes of students who will be available for employment as of April, 1982, June, 1982, August, 1982, or December, 1982. The idea for the book first arose in November of last year and by January the Career Center had started taking resumes.

The book will be mailed to 256 businesses including airlines, aircraft manufacturers, and fixed-base operators. It will be used by these businesses to "assist in locating and recruiting candidates

and to help become more familiar with the academic programs at Embry-Riddle." The Career Center came up with an easy to read unique format including an index, an information page, and of course, resumes.

The index indicates majors, areas of concentration, any certificates held, and graduation dates.

The information page, which is given for each academic program, describes the general qualifications of a graduate. For example, the engineering program information page states that the program "provides the student with aircraft design skills, theory and modern

analysis, measurement, and communications and computational techniques." It goes on to emphasize that the baccalaureate programs are accredited by the Accreditation Board for Engineering Technology.

The resumes, which the Career Center began collecting January 18, 1982, were published exactly as they were submitted. The form was left up to the individual students.

Greg Patscheck of the Career Center said that the center hoped to be publishing yearly editions of the resume book. Students interested in this service should contact the Career Center.

AMT students gain experience through overhauls

By Brian F. Finnegan
Avion Staff Reporter

The Piper Seminoles are having their engines overhauled. Purchased new in the Fall 1980 and the Spring of 1981, Embry-Riddle's multi-engine Seminole trainers have started reaching the 2000 hour limit on their engines. According to the Federal Aviation Regulations - FAR 91 - aircraft engines that are used for commercial purposes must, at this time, be disassembled, thoroughly cleaned and closely inspected for fatigue and wear. However, during assembly, all parts used must

"conform to the production drawing tolerances and limits for new parts."

Unlike most flight schools, Embry-Riddle is also a school of Aviation Maintenance Technology and an FAA Certified Engine Repair station. This is a unique and desirable position to be in. With the students as its primary concern, the school can cater to their training needs. They can learn the operation of equipment purchased for inspection and testing in the Repair Station in the Advanced Powerplant phase of licensing.

This reduces the need for the specific purchase of some training aids. In many cases, a student can participate in actually "returning to service" an overhauled engine. This is an experience one may never get working in the industry or at another aviation maintenance school.

In an interview, Mr. Fred Mingle, Division Chairman of Aviation Maintenance Technology (AMT) and General Manager of Embry-Riddle's Engine Repair Station No. 708-55aid that the overhaul process takes approximately three weeks for each pair

of engines. How can the flight department afford the loss of an aircraft for that length of time? He explained that the school had purchased two "spare" engines and that the actual down time on each aircraft is only about one and one half days.

However, the right and left engines are not interchangeable. Unlike most twin-engine aircraft, the Seminole employs counter-rotating propellers. This eliminates what is known as the "critical engine" or the engine which, in the



Larry Cooper installs cam gear on crankshaft. (Photo by Roy Fisher)

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Editorial

Expensive error.

Julien P. Oleon
Avion Editor

The University's decision to move the construction site of the racquetball courts is in line with the previous decisions we have witnessed on campus. It started with the speed bumpers: too high and "shaved" after many complaints from the students.

The softball field was moved to a new location, and hopefully the new corners in the fall will please the University for its athletic facilities.

The last administration of the Student Government put all its energy to have the idea of the racquetball courts approved. After many discussions, inertia and petition they succeeded. The administration then asked contribution from the SGA to realize the project. The SAC - Student Administrative Council - approved \$5000 to be allocated for the equipment of the rooms supposed to be built alongside of the racquetball courts.

After a surprisingly fast start and promises that the courts would be operational by the end of the Spring, the project was stopped after the grounds had been made ready for construction.

I do not question the reasons of the Administration for moving the project to the other side of the barbecue pit. These reasons are certainly valid but may be they should have been thought of before!

This mishap is expensive and I am sure the students will be the ones paying for it.

This extra cost probably explains the reason why the administration, without consulting the student body, decided to apply a users fee for the courts. The rationale is: it is not fair to penalize the majority of the students if only a minority use the racquetball courts. O.K., but let me ask you a question: How much of the Daytona Beach students tuition "leaks" into Prescott, Twine & Co. or any other E-RAU venture?

We are probably one of the only colleges in the nation without a gymnasium. I know, there are other priorities: ROTC building, library. But physical activities are part of the education process. I forgot who said, "An healthy mind in a healthy body," but I figure this is not among our school leaders policies.

We, the students, all participate in the growth of this university. We should not be penalized for the management errors of the decisions makers. Will the salary of the President be reduced to make up for the loss? Certainly not, the tab is ours.

Co-op for pilots?

Bert Kaufmann

Once again, the Career Center is beginning its periodic campaign to encourage students to participate in the co-operative education program. Students who have previously been involved in the program and who are members of the campus Co-op Advisory Council are attempting to make the students in their classes aware of the numerous advantages which the co-op program offers.

They point out that the students have the opportunity to gain practical experience within the industry which will be beneficial once they graduate. Additionally, they restate that students who co-op are frequently employed by the company with which they co-oped. They also cite statistics which indicate that students with co-op experience are more successful in finding a job and receive a higher starting salary on the average than those who have not participated in the co-op program.

While it is readily recognized that there are several advantages of the co-op program for the individual students who participate in it, I believe that the fact that Embry-Riddle has a co-op program benefits all of the students. The program provides the school with exposure within the industry and permits corporations to evaluate the potential caliber of Embry-Riddle graduates. It is probably the most effective service performed by the Career Center toward assisting students to obtain employment.

Despite these advantages, I believe that there are a few limitations to the program which must be recognized before a substantial amount of money is wasted in an attempt to expand a worthwhile program in a manner which will exceed its capabilities. While the program is of particular benefit to engineering, computer technology, administration, management and maintenance majors, very few aeronautical science majors co-op. I believe that they don't see the co-op program as an opportunity which is practical for them.

Although the Career Center would be quick to point out that there are aeronautical science majors who co-op, and there have even been a few of them who have done so in a flight position, the nature of their degree program imposes severe limitations on the aeronautical science major who desires to co-op in a flight position. First, by the time that most flight students have obtained their commercial license with instrument and multi-engine ratings and are qualified for such a position, they are usually seniors and about to graduate. Taking off a few months from school to co-op and postponing graduation they do not consider appealing or advantageous. They also recognize the uselessness of second-in-command time, especially to an extremely low-time, highly trained pilot.

While I believe that the co-op program is beneficial to all students and that the administration should recognize its capability to promote Embry-Riddle through the continued expansion of this program, I believe that they should consider the practical limitations of the program as it involves aeronautical science majors and devote their efforts to expand and enhance this program in the area of those majors where their efforts can be effective.

IF THEY PUT
PRAYER BACK
IN SCHOOL, ARE
YOU GONNA PRAY?



ARE YOU KIDDING?
I'M AFRAID TO
CLOSE MY EYES...



letters

Note
All letters are published as submitted to the Editor

Private club?

To the Editor:

On Wednesday, May 19, I read in the Avion that four Representative-at-Large positions were available for "any interested student." That very same day, I went to the SGA office to apply for one of the positions. When I arrived, I was informed that only ONE Representative position was still available. Not to be discouraged, I applied for the position.

At the SAC meeting on Tuesday, May 25, I came to present myself. I fulfilled all requirements for the position as set forth in the SGA constitution: I am a full-time undergraduate student, not on probation, with a GPA over 2.00, and able to spend a minimum of five hours per week in the SGA office. At the meeting, I discovered that only two individuals had applied for the remaining one Representative position. Although both of us met every qualification applicable to the position, neither of us was accepted. Apparently, we had both been judged by some unwritten, unconstitutional criteria, and found unacceptable to the members of the SAC.

My first question lies in the fact that three of the four positions had been filled before the position had been announced to the student body. The only way that these people who became Representatives could have known of the openings would be through personal contact, possibly friendly associations, with SAC members. Why were these positions filled before the announcement went out to the student body? Obviously, the position was not available to "any interested student", because the students were not informed far enough in advance to allow active participation by the ENTIRE student body.

My second question lies in the fact that two qualified individuals applied for this position, and neither was accepted. No reason was given at the meeting. Does this mean that the SAC is picking who it does and does not want among its ranks? At the time of this writing, the position still remains open, and this means that approximately 250 students are presently unrepresented. How are the members able to leave these students who have paid their SGA fee unrepresented? My question is this: If a person fulfills all the requirements set forth in the SGA constitution, what would prevent him from becoming a Representative - besides personal biases on behalf of SAC members?

One has to wonder if any of the members who ran unopposed in the March elections could be accepted under the same criteria which people are subjected to under the present administration. Apparently, the old saying fits, "It's not what you know, but who you know." I believe that the student body deserves and should demand a full explanation by the SAC concerning their selection procedures. Obviously, we no longer are choosing who WE want to represent us. It's your right as well as mine to know how our SGA is operating.

Kevin G. Mess
Box 2623

Thanks!

To the Editor:

I have spent almost five years in the Division of Student Affairs at E-RAU and, as I leave this Division, I want to thank the students, faculty and staff for their support. My experiences with the bright, creative and high-spirited Embry-Riddle students will be remembered and treasured.

I have witnessed the evolution of many S.G.A. Administrations, Entertainment Committees, Avion/Phoenix Editors and club officers who have impressed me with their commitment and involvement in a growing institution.

I have also challenged those who would call E-RAU students "apathetic" when I have seen students volunteer long hours of their free time in order to provide a program, service or idea that improves the quality of student life. Granted, there was dissension and disappointment at times, but, in the long run, students have pulled it off with the best of intentions. I came to ERAU from a college of 5,000 students where on a good night you may see 100 students for a top-rated movie. Imagine my delight when my first ERAU program yielded an enthusiastic, well-behaved audience of 1,000.

I am moving from the Dean of Students position to become the Aviation Education Design Coordinator. I look forward to being a part of the process that creates and delivers the very best educational programs to students who really deserve and revel in the opportunity.

Thanks, again, for the good times.

Nena Backer

Tragic loss

To the Editor:

On Tuesday, April 27, 1982, the family and friends of Bradley John Moore suffered a tragic loss. On that day, scarcely two hours after Brad crashed his federally registered experimental aircraft (N29826) at DeLand Airport, he perished as a result of injuries that he had sustained in the crash. The exact cause of the catastrophe is known only to Brad.

The Daytona Beach Morning Journal printed a story the very next day which quoted a "police spokesman" as saying that the aircraft "failed to respond" to control inputs by Brad. What disturbs me is that this story was reprinted, almost word for word, in the latest issue of The Avion. It is not based on fact, but also because of the pure fact that if it is not plagiaristic, it is the very closest thing that I have seen in the recent past.

There were several of us at E-RAU whose lives were touched by this warm and intelligent pilot, engineer, builder, musician, motorcycleist, and all-around great guy. We bid you farewell B.J., and look forward to joining you on the other side when our time comes...

Stephen R. Nagy
Box 5157

Surprised?

To the Editor:

When I picked up the school newspaper to see what news the first issue of The Avion contained, I got a bit of a surprise. The editor had written an article about me. But that wasn't the only surprise. While reading through the article, I found information that was misleading or just plain incorrect.

The first thing that struck me as odd was the fact that the editor said he had spent a few minutes among students that were waiting to go before Student Court. I fail to see how he managed to do this or find the students to talk with.

(See LETTERS, page 3)

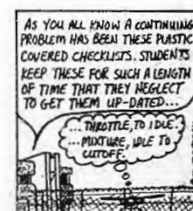
the avion

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Doc Horwitz on corporate charter costs

BIFOCAL. Soft Contact lenses are being produced. They correct both close-up and distant vision. Source: New Scientist, 205 E. 42 St., New York 10017, weekly, \$86.00/yr.

PRICE TAGS NOW ON CORPORATE PLANES AND CHARTERS. The ultimate executive perk - access to a company plane - is undoubtedly even more valuable now with airline service cutbacks. But it is also getting rarer as high fuel costs cut back on company purchases of planes. Re's of thumb: Unless executives spend more than 250 hours a year flying on company business, do not even think about buying a company plane. But if the company has extensive operations in areas hit hard by the recent airline service cutbacks, charters could be more attractive than ever.

Typical charter costs: \$3,500 per hour for a 12-passenger jet with transcontinental range. These planes have swivel chairs and conference tables for in-flight meetings: \$1,350 per hour for a smaller Lear jet that can carry eight passengers: Also \$1,350 per hour for a five-passenger helicopter. Even though

helicopters use less fuel than planes, they require two pilots. Hence, the cost is the same as for a Lear jet. If the company's executives fly a great deal and the lure of buying a corporate plane is high, be aware of the current price tags and operating costs for 50 hours of flying per month: \$10 million - \$15 million for a 12-passenger jet with transcontinental range. Figure \$800,000-\$1 million for yearly maintenance, fuel, pilot, hangar rental and catering: \$4 million - \$5 million for an eight-passenger Lear jet. Add \$500,000 - \$600,000 per year for operating expenses: \$2 million for a five-passenger helicopter with a 500-mile non-stop range. Operating costs are about the same as for the eight-passenger Lear jet. Helicopters are more efficient for firms that make frequent short hops in a limited area. Tax advantage of ownership: The new tax law permits a five-year write-off for most of the purchase price.

Credit-card saving: Frequent international travelers can save money by using their American Express cards more than other cards. The company generally takes longer than others to process

foreign bills. In effect, that is an interest-free loan to you.

An electric clothes dryer can give a dangerous shock if it is touching the washing machine and the grounding system becomes disconnected. Keep the two machines separate.

1979 Bordeaux wines are nearly as good as the classic 1978 vintage, but should be 10 to 25 percent cheaper when they arrive from France in the spring. They could be the best premium wine value on the market.

Buy art unframed when traveling outside the country, to avoid customs duty. Most art intended for personal use is duty-free. But if it is framed, customs agents may dispute a claim that it is personal and collect the duty. Also, get a receipt when buying the work.

TALKING SALARY: Guidelines for salary negotiations when job discussions get down to the nitty-gritty: Try not to specify a figure. (It will inevitably be lowered.) Get the other person to mention one first. Evade the question. If you are asked what you made at your last job, say: That salary is not especially relevant because the job I was doing was

very different from what I'll be doing now. Perhaps if you could tell me what the salary range is, I could say whether it seems appropriate. Ask the salary range of workers reporting to you if the company has not established salary range. Establish the value of benefits before agreeing on a salary figure. Ask for a performance and cost-of-living review in 6 months.

SECRETS ABOUT YOUR HEALTH THAT THE INSURANCE INDUSTRY KNOWS: Actuarial tables prepared by the life insurance industry to predict mortality ranges also show that: A larger abdomen than chest (when expanded) is the most dangerous type of obesity. Death rates at all ages are more than twice as high among smokers. The death of both parents before they reach age 60 increases the mortality risk in children up to one-third. Overweight people have a markedly lower suicide rate. But being underweight generally leads to a longer life. It is much more dangerous to live alone than in a stable relationship. The wealthy live longer, in large part because they get the best medical care, hygiene and nutrition. A stroke

before age 60 occurs less and less of a mortality factor the longer the person lives uneventfully after it. Getting insurance is virtually impossible for those who have a stroke after 60. The nearsighted are unusually prone to anxiety. Obsessive personality types (compulsively neat and thorough) are ed and kill themselves in later life. Severe drunkenness once a month doubles the risk of mortality. So does getting boisterously drunk

every weekend. Those involved in kinky sex are much more likely to die violently or to kill themselves. Susceptibility to fear seems to correlate with blood coagulation associated with phlebitis. Only about one insurance applicant in 10,000 is denied coverage because of a hazardous occupation. Only about one in 250 has to pay a surcharge because of occupation. Farmers, college teachers and Anglican ministers are extremely good risks.

notices

Attention Summer Grads

SUMMER GRADUATION applications are being accepted in the Registration and Records Office for those students anticipating Summer (June or August) degree completion. Students are required to fill out Graduation Applications no later than Friday, July 2, 1982. If you are going to apply for more than one degree, make sure you fill out an application for each degree. Please be advised that NO DIPLOMA will be ordered if this application form is not processed by the Registration and Records Office.

FALL GRADUATION????? Submit your application one trimester ahead for Graduation so that we can help you prepare for a smooth completion. Check with the Registration and Records Office if you have any questions!

The Palestine question

All interested persons are invited to attend a slide presentation and discussion on the Palestinian Question to take place Friday, June 11th at 4pm in the Common Purpose Room. This global issue forum is co-sponsored by the Muslim Student Association and the Department of International Student Affairs.

FAA private pilot exams

Fisher-Riddle Aeronautical University will administer FAA Pilot Written Examinations on the following dates: Tuesdays, June 8 and 15 at 0830 in the Common Purpose Room, University Center; and Thursday, June 26 at 0830 in classrooms G-109 and G-112.

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

At the time of the examination, 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 Examination 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.

letters

(continued from page 2)

since at the time the article was written the Student Court had not even held its first session until the Monday following the release of *The Avion* on Wednesday, May 19, 1982.

The next item to address is when the editor claimed I had run unchecked for two years. If he had checked the records, he would have found that this is the first time I have ever run for the position of Chief Justice in the SGA. As far as my reasons for running unopposed, I believe you give me great credit in thinking that I had this power or influence to cause that situation. However, I cannot take credit for the simple fact that no one else wanted the job.

Then there is the question of the Justice's degree programs being the same or close to that of mine the Chief Justice. I believe that if you had done your homework, you would see that their degree programs are not similar to mine at all. Presently, I am enrolled in the Aviation Technology program (Avionics). As you stated, I do have a Justice in the Air Studies program. But, I also have one in A/CET, two in AMM, and one in AMT. It is my belief that these are all a far cry from Avionics. So you can see that your statement that "five members out of six come from one sector of the school" is not true.

I must admit that you had several valid points in the later part of your article; your reference to sanctions, past decisions, and other items that would fall under the jurisdiction of the court. The main point that I would like to emphasize to you is that the court

is by no means without guidance. The court has an administrative advisor whose function is as follows: (1) a resource person on judicial proceedings, (2) reporting (3) observation of due process, and (4) training. Rick Sage, Coordinator of Judicial Affairs, serves as this advisor and can be reached in the Dean of Students Office. Also, the decisions of the court are sent in a report form to Mr. Sage for review. If the court has a need for knowledge of past decisions, Mr. Sage can be contacted anytime. I must remind you that any present or past decisions of the court fall under and are protected by the Privacy Act of 1974; better known as the Buckley Amendment.

In conclusion, I find it hard to understand why a fellow member of the SGA finds it necessary to attack a brother organization of the SGA - without the courtesy of stopping by and discussing this issue with myself or taking a little time to do some valid research on the subject. Although I understand that this is your right, I find it very unprofessional and counterproductive to the people that we serve and all work for - the students.

Melvin K. Green, Jr.
Chief Justice
Student Court
Box 5101

Editor's note.

The editorial writer met with students waiting to appear before Court many times last Spring. There were two consecutive races for Chief Justice without opposition, campaigns engaged by two different students. Five members of the Court are

enrolled in maintenance related programs.

Sorry for Inconvenience

To the Editor:
The purpose of this letter is to respond to your [Keith Lewis] letter which appeared in the Avion on May 19, 1982.

First, it is with sincere regret that Flight Operations could not comply with the cross-country trip you planned for April 30th. The College of Aviation usually has an end of the Trimester pool party sometime during the break and unfortunately, the date conflicted with your planned cross-country. Notice of intentions to close at 1700 was posted throughout the flight operations area 3 days prior to the occurrence. I'm sorry you missed the announcement.

Please feel free to come to me if you have any further problems you consider related to Flight Operations. I'll do my best to resolve them or at least explain the situation.

Sincerely,
Richard Whaley
Director Flight Operations

Avionics in new tower

To the Editor:
The purpose of this letter is to acknowledge the outstanding service provided by the Avionics Department during the installation of the avionics equipment in the Observation Tower. Of particular note was the performance of Mr. Tom Jowanowich who not only

supervised the installation, but designed the system and insured quality control throughout the installation. Because of his superb ability, the University now has a flexible communications system which meets the needs of flight operations today and has the capability of being expanded to accommodate future growth.

Please forward my personal appreciation to Mr. Jowanowich and his fine crew, Messrs. Alan Kelley, Allen Schoeni, Kenneth Clark, Allen Mendez, Skii Robin and Danny Gambell. They have indeed performed in a manner in which we can all be proud.

Well done!
Sincerely,
Tony DiGirolamo
Dean, College Aviation Technology



DAYTONA BEACH AVIATION
"AT THE BASE OF THE TOWER"

UNIVERSITY 122-95

AIRCRAFT RENTAL - REPAIR

**You've heard from the Rest
Now Come fly with the Best**

If you have a current license and are current with Fisher-Riddle you are current with

DAYTONA BEACH AVIATION

NO CHECK OUT REQUIRED

Bring a copy of your I.R.M. with you. We'll call you right back for more information.

FLY WHERE THE FUN IS




CALL 255-0471

Do you want to spend your time creatively?

Dawn of the new Phoenix

You can get in on the bottom floor!

Goals this summer:

- 1) To re-organize present Phoenix structure
- 2) To instruct entire staff in darkroom workings
- 3) To prepare for the coming year by way of instruction and workshops
- 4) To have fun through incentives

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Meetings Thursdays at 6:00 pm
in Avion/Phoenix office



Well, Hello Dolly . . .

Cast members (from left to right) Robert Gili as Cornelius, Kyle Noble Ore as Ernestina, and Karlah Hamilton as Mrs. Molloy are shown here in the Daytona Playhouse's production of *Hello Dolly*.

Produced and directed by Playhouse veteran Jack Reed, *Hello Dolly* will be running on June 3, 4, 5, 8, and 9 with Sunday matinees at 2:30 p.m. For ticket information call 255-2431.

(Photo courtesy Daytona Playhouse)

Work starts on Kool Jazz festival

ORLANDO. —Preparations are currently underway for one of the biggest entertainment events to hit Orlando since The Mouse roared, the Kool Jazz Festival. The Festival is coming to town June 4-13.

Over 30 national talents and 100

Florida-based entertainers will blow, beat, bop and boogie from Bob Carr Performing Arts Center June 4, 9, and 10; from the Central Florida Fairgrounds June 5 and 6, 11-13; with free concerts and jam sessions at Lake Eola bandshell and 100 West Washington Club

during the week downtown.

Local organizers of the festival, Orlando Jazz Productions, are receiving inquiries from all over the state. According to OJP executive producer Brad Krasnow, the festival is running at full speed with 30,000 to 40,000 people ant-

icipated for the first weekend at the fairgrounds.

"We expect we'll get a humongous crowd the second weekend after people see what it is the first weekend," he said, referring to the impact of 85 tented arts and crafts displays and over 300 food vendors offerings as well as non-stop music on four stages.

In all, over 600 staff, including performers, tent crews, vendors, exhibitors, security and support personnel will be involved in making this first for Florida a success.

Tickets for the Bob Carr Performing Arts Center can be obtained at ticket agencies in Orlando Fashion Square Mall as well as Altamonte and Colonial Plaza malls in the Orlando area; or by mailing check or money order to the center at 401 West Livingston Avenue, Orlando, Florida 32801.

Admissions for the opening Ella Fitzgerald concert there June 4 are \$17.50, \$15.50 and \$12.50. Tickets for the Mel Tormé, George Shearing, Gerry Mulligan evening on June 9 and the Herbie Hancock/David Sanborn evening at the center June 10 are \$15.50 and \$13.50.

Fairgrounds tickets may be purchased at 7-Eleven convenience stores throughout Central Florida. Gate admission will be \$7.50/person. A special ticket package of five adult fairgrounds admissions can be obtained for \$20 through the Carr Performing Arts Center, or at the mall ticket agencies.

The fairgrounds will be open from 12:30 p.m. till midnight both weekends, except for Friday, June 11 when the gates open at 5:30 p.m.

See LORBER, page 10.

Jazz-fusionist Jeff Lorber coming to Riddle U.C. July 1



Jeff Lorber

The success of his *Galaxian* LP confirmed keyboardist/composer/producer Jeff Lorber's position at the pinnacle of contemporary progressive music. In addition to hitting the top of the jazz charts, it captured the ears of the R&B world, paving the way for the creative expansion of *It's A Fact*. With each successive LP, Lorber has taken his musical talents into new directions and found audiences receptive to his excursions, and with *It's*

A Fact he's fused his jazz, funk, rock, and R&B influences into his most distinctive LP yet.

The album features some of his most eloquent soloing and ensemble playing (with Fusion stalwarts Kenny Gorelick on reeds, and Marlon McClain on guitar), and also showcases top studio players and guest performances by trumpeter-funkster Tom Browne and former Santana lead vocalist Greg Walker. As one writer described his live music, "It's jazz tempered with funk; the beat starts on the street and the solos are into the ozone. It's music five miles wide."

Lorber finds his generic cross-breeding not all that unusual. He told one interviewer last year, "I think it's really natural. When you listen to what's happening with R&B music, with Earth, Wind & Fire, Peabo Bryson and Con Funk Shun there's some really sophisticated harmonic structures going down. Compared to jazz, the rock chordal and harmonic structure is completely different. But a sax solo in the middle of an R&B song is a natural expression."

Lorber grew up in Philadelphia, began taking lessons in classical piano at age four, and while still in grade school gave a recital of his original compositions. When he graduated high school, Lorber moved to Boston, and attended the Berklee School of Music. There, his musical direction veered off the classical path and toward the school's jazz

Steppen Out

'Gaylords' a must for local seafood lovers

Gaylords
4200 South Atlantic
★ ★ ★

By Julie R. Rankin and
Arthur Eyzaguirre, Jr.

This week, Steppen Out takes a trip south on A1A to Gaylords. Anyone who has been in Daytona for a while might recall the place, which is located approximately two miles south of the Port Orange bridge. You may also recall that it has been shut down for a number

of years.

The interior of Gaylords is truly unique. One is immediately intrigued with the surroundings which include a tree and an array of live plants growing on the edge of a rocky waterfall, as well as a wall to wall mural of Ponce de Leon. To add exactly the right touch, a guitarist strums a variety of mellow tunes on a guitar. A most favorable atmosphere except for the over-abundance of lighting.

Equally impressive is the assortment of food. After seating you, your waiter will grace your table

with his professional attitude while he presents a smoked fish spread that is absolutely delectable. The flavor is somewhat reminiscent of pickled herring and is a perfect "appe-tizer."

Studying the menu, one finds a diverse assortment of seafood, including sampler platters for the adventurous and live Maine lobster for those that go for the taste of good lobster. For the landlubbers, steaks are on the menu as well.

Regardless of the order, satisfaction is inevitable. The plates contain a well-presented meal with ser-

vings that are more than generous to compensate for their generous prices. We recommend one of the sampler platters, prepared in Gaylords' own style which includes all a seafood lover could ask for: fish, shrimp, lobster, or crabmeat.

To complement the fine food and atmosphere is a well-planned wine list, with a selection to satisfy even the most avid connoisseur and service which is both timely and amiable.

Gaylords should be setting the standard for seafood restaurants in the area for a long time to come.

Of sights and sounds

Album and film reviews by John Scribner and Jeff Guzzetti
Albums courtesy of Camelot Records

Stranger
Stranger

Central Florida's own Stranger, formerly Roscoe, has moved to the big time. Their first, self-titled album is a cohesive, professional effort, and if the band could sing about something other than rock and wome, they might be one of the prominent rockers of tomorrow.

The album was recorded at the Record Plant in Los Angeles, a top-notch outfit, and the product is a clean, tight sound that complements the band's music. Problem with this band, it they're so preoccupied with asserting themselves as apocalyptic rockers that the lyrics get tiring after a very short while.

Lead singer, Greg Bellinger, will sound subdued to anyone that has caught the band's show. For that matter, the entire record seems restrained, but this contributes to the trim sound of the record.

With only a lead guitar (Ronnie Carvin), bass (Tom Cardenas), and drums (John Price), Stranger's sound is understandably limited. To help this problem, Jai Winding and Michael Boddicker were called upon for backup keyboards on some cuts.

Carvin's guitar is damn near spectacular, offering a hard rock sound while all the time maintaining a sense of taste and melodic quality.

The word on these guys is watch for them, they're going places.

J.S.

How we rate them:	
★ ★ ★ ★	Super
★ ★ ★	Good
★ ★	So-so
★	Save your money

Industry Standard
The Dregs

It's a shame that a band as innovative and aggressive as The Dregs (formerly The Dixie Dregs) must fall prey to that evil demon, the downfall of so many a musical act: stagnation.

To a novice "Dregite," *Industry Standard* would be hard to differentiate from their last release, *Unsung Heroes*. The two albums are so similar in style and composition it almost sounds as if they might have recorded both albums in one long studio session.

Yet, even when the Dregs are bad, they're good. The album does offer some phenomenal guitar work by Morse who is joined by Steve Howe of Yes fame on the classically flavored "Up in the Air."

Mark O'Connor has replaced Allen Sloane on violin, a switch that took place shortly after the band appeared at E-RAU for Spring Fling, 1981. O'Connor's fiddlin' is showcased in "Where's Dixie?" the album's bluesgrass number.

For the hard core Dregs fan, expect nothing new aside from the vocals on this album. If you're a newcomer to the band's music, this, like any of their other albums is a suitable beginning. But one of their earlier albums, such as *Night of the Living Dregs* would be more advisable.

J.S.

The Road Warrior
Warrior Brothers
★ ★ ★

The Road Warrior is a low budget Australian film that will prove to be one of the best movies this summer has to offer. It is a slam-bang, action-packed thriller in the tradition of *Escape From New York* and *Raiders of the Lost Ark*.

The movie presents a relatively obscure English cast with Mel Gibson returning to his role of "Mad Max" (1979) to which *Warrior* is a sequel. One does not have to see *Mad Max* to enjoy the sequel, the opening five minutes explain it all. The movie is set in the future after a nuclear holocaust has occurred. Only those with fast cars and motorcycles have survived, and most of these survivors form vicious road gangs that ravage through desert highways scrounging for precious gasoline and ammunition, two rare artifacts in this fallen society.

Max, whose wife and baby were brutalized by a war gang, come across an oil refinery in the middle of the desert. The people of the refinery have barricaded themselves against the ruthless gangs that attempt to obtain the "precious juice." Since Max's supercharged vehicle is also running low on gas, he aids those in the fortress and the movie builds from there.

Warrior portrays a good versus evil struggle, using a wide range of fresh stock characters armed with wrist crossbows and razor sharp boomerangs. Even Max's faithful dog is an entertaining addition to the

(See WARRIORS, page 10)

Student Special

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Sports Editorial

Rangers bag up

By Dave Frost
Avion Sports Editor

There's news from Texas that the Ranger fans have taken after some Saints fans and started wearing paper bags over their heads to games. Some have started shouting "the way the only way to win a game is to wear a paper bag over your head." This year the Texas Rangers are off to a 12-26 start and the fans are covering up. What's really funny is that some of the Ranger players are bagging up too. Doc Medich and Larry Parrish have been embarrassed lately. The Associated Press quoted Medich, "If they can do it, so can we." That's great if one enjoys losing and looking foolish at the same time.

The Atlantic City Conference has decided to make some changes for next season in basketball. They are going to have a 30 second shot clock and a three point field goal for shots beyond 19 feet. The shot clock will require teams to shoot the ball within 30 seconds after gaining possession of the ball. This might upset a few people in North Carolina who are famous for yelling. They still will be able to yell in the last four minutes because the clock will not be operated. It just doesn't make sense because the Conference's reason for going to the shot clock was because of the very slow pace of last year's ACC championship game. With the clock not being in operation the last four minutes, there still will almost certainly be the old four corner offense.

The Los Angeles Lakers have come into the National Basketball Association playoffs with fire in their eyes. It appears that they are almost unstoppable as the San Antonio Spurs and Phoenix Suns would attest to. The Lakers swept both series with the two teams by winning eight straight games. Last Thursday, they tied the record of nine playoff wins in a row by beating the Sixers in Philly. What was really impressive was that they were losing by 15 points at one point in the game. The Lakers came out the first quarter looking rather tired but responded with a good bench to help out the starters. The Sixers have their work cut out for them. People are wondering if the tough series with the Celtics might have taken a toll of the fire out of the team. This series looks like it might just go the full seven.

The Indy 500 coverage by ABC was very good. The crash at the start of the race was very surprising and the network quickly showed interviews with the participants in the crash. The idea of presenting a tape delayed telecast is good because of the length and boredom of just watching the whole race. With the inserts of small features, ABC made watching a road race enjoyable and educational.

The latest baseball controversy is who is going to manage the American League All-Star team. Usually the person who managed the pennant winner the year before manages the all-star team the next year. The Yankees have put a wrench in the system by firing Bob Lemon a couple of weeks ago. Some people are saying that new manager Gene Michael might manage. That would not be right because it was Bob Lemon who did the work during the championship run last year. The same thing happened a few years ago when Dick Williams left the A's following the 1973 season. Even though he wasn't managing a team the next year the league still let him manage. Let's hope the league goes by past precedents.

Finally, I have this quote from one of the great quotes, Yogi Berra, concerning when Johnny Bench broke his record for most career home runs by a catcher, "I always thought the record would stand until somebody broke it."

A look at the Daytona Astros

By Kevin Pasternack
Avion Staff Reporter

We in *The Avion Sports Department* feel that our readers should be made aware of and kept abreast of the activities of the professional sports team in Daytona Beach, the Daytona Beach Astros. To fulfill this obligation, we will begin covering the Daytona Beach Astros, who are defending champions in the Florida State League.

We will be featuring certain players each week and will include a summary of the previous weeks activities. The Daytona Beach Astros' play at City Island Park. All students with an I.D. are admitted for \$1.00.

This week we will be highlighting three of the Daytona Beach Astros'—they include shortstop number 33, Larry Simcox, infielder number 12, Val Medina, and outfielder number, 21 Ty "Kool-Aid" Gainey.

Twenty-three year old Larry Simcox signed with the Astro organization after graduating from college in June of 1981. Simcox began playing baseball when he was five, the first position he played was third base, but over the years he has made the transition to shortstop and is one of the best young shortstops in the game.



Larry Simcox

Simcox had quite a career in college. Included in his long list of awards is the fact, he had only one strike out in 174 at bats in his senior year in college. This made him the toughest player to strike out in the country in collegiate baseball in 1981. Simcox's goal is to be playing in the majors in 3-4 years.

Twenty-two year old Val Medina (he is called Cowboy because of the cowboy hat he wears off the field) was born in the Dominican Republic and came to the Astro's organization when he was 18. Since that time he has played with various teams in the Astro organization including a stint with their AA team last year.

"Cowboy" prefers to play second base, but can do an excellent job at any of the infield positions. According to "Cowboy" this will

be his last year with the Astro's. He is planning on returning to the Dominican Republic and finishing school. Once his education is finished he will return to the United States and possibly become a baseball coach.

Twenty-one year old Ty "Kool-Aid" Gainey has started taking him Kool-Aid in high school because he always had a giant



Ty Gainey

Although, "Kool-Aid" did not win any awards in the first year on the field he was well on his way to what is proving to be an excellent career.

Gainey played first base for Cheraw High. He was the MVP for three years in a row, he led the team in home runs each season including 22 HR's in his senior year. He was voted most popular player in his senior year and also won the Michael John Award for being the best athlete in his high school. Kool-Aid batted .375 for his career in high school.

And how does Gainey feel about the Astro's organization? "There isn't a better organization in baseball."

(Photos courtesy of Daytona Beach Astro's)



Val Medina

Medina joined the Astro Organization in 1979 after graduating from Cheraw High School in North Carolina. Ty was highly recruited by the Astro organization and in fact was drafted in the second round in the '79 draft.

"Kool-Aid" began playing baseball when he was 7 years old his career started at third base with the Beckers' team in the Pee Wee league in Cheraw S. C.

Movie to be shot at DIS

The Hal Needham Productions' crew will be at Daytona International Speedway on the Fourth of July weekend to film actual race footage of the Firecracker 400 to be used in Needham's latest endeavor, "Stand On It!" The film, to be released by Universal Pictures, will be based on the book of the same title by William Neely, author of "Daytona USA."

The movie will co-star Burt

Reynolds, the box-office idol, and possibly Loni Anderson, who still has to settle any contract conflicts with the makers of "WKRP in Cincinnati". The TV series in which she stars. "Stand On It!" will be the story of stock car racing both behind-the-scenes and on-track and will follow the tradition of Needham's other smash hits — "Smoky and the Bandit" and its sequel, "Smoky and the Bandit II".

"Hooper" and "Cannonball Run." In addition, Needham Productions and Universal are putting up a \$25,000 bonus for drivers competing in the Firecracker 400 at 10 am on July Fourth. The winner gets \$5,000 of that money. Needham also plans to shoot race footage at Alabama International Motor Speedway in Talladega and Charlotte Motor Speedway. Needham and Reynolds own the

car campaigned by Harry Gant on the NASCAR Winston Cup circuit. In fact, Needham was in Hollywood finalizing the script for "Stand On It!" when Gant won his first Grand National race ever at Martinsville, Virginia. Needham recently said of his new film: "I wrote in Harry Gant coming in second. I'd better not tell that to the crew. They'd murder me!"

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Outlaws on top in bowling

By Earl Schuette
Vice President

Summer has started and so has the Bowling League. We are going into our fourth week and it is proving to be an exciting season. The Outlaws (Cary Adams, Franz Lavois, Bob Linco, and Mike Stoner) are on top, a lead they have held since the start.

The league leaders after the first three weeks are: Women's High Series, Naomi Karanen (Los Cueros) 483, Gayle Willis (Len's Angles) 480, Susan Sorenson (Sex Pins) 478. Women's High Game: Gayle Willis (Len's Angles) 194, Susan Sorenson (Sex Pins) 189, Laurie Ranfos (T.A.S.U.) 187. Men's High Series: Earl Schuette (T.A.S.U.) 572, Brian Camgros (SnowBlind) 558, Bob Stadmir (Brothers of the Wind) 548. Men's High Game: Victor Ziobro (Golf-

ferri) 228, Brian Camgros (Hollywood) 225, Earl Schuette (T.A.S.U.) 218.

Currently, the league still needs three bowlers to fill out two teams. If you are interested, come to LaPaloma Lanes on Monday evening at 9:00pm. The cost is \$5.00. Or contact one of the following league officers: President - Laurie Ranfos, Box PD-SZA; Vice President - Earl Schuette, Box A213; Treasurer - Bob Linco, Box 7487; Secretary - Bryan Maguire, Box 7554.

Our faculty advisor is Mamey Rogers. Now, the team standings: Outlaws 11-1-5736
Gofer II 10-2-5142
T.A.S.U. 9-3-5895
No Names 8-4-5403
Vets Club 8-4-4732
Challengers 7-5-4847
Overnighters 6-6-5158
Sex Pins 6-6-5085

SnowBlind 5-7-5652
Hollywood 4-8-5235
Len's Angles 4-8-5073
No Names 4-8-5056
Brothers of the Wind 2-10-3429
Los Cueros 0-12-3375



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SGA

Awareness Week

June 7 - 11
(Monday - Friday)

Meet the team



that works for you

10:00am - 2:30pm
In the U.C.

Student Administrative Council

Entertainment Committee

Avion Newspaper

Phoenix Yearbook

Student Court

Display tables will be set up in the U.C. and members of all the SGA divisions will be at hand to answer questions and give insights into their inner workings. All students are encouraged to stop by. See what Student Government does for you... and what you can do for your Student Government.

Fashion show to be held

By Tom Moore
The Management Club is off to a flying start in Summer A. We had an excellent turnout at the orientation meeting on May 20. President Todd Dawkins gave new members a brief description of the club's functions. Members volunteered for various committees including Public Relations, Service, and the

at International Airport. Appointed officers for the summer are: President - Todd Dawkins; Vice President - Kevin Jennings; Treasurer - Mike Wadner. Members who have not paid their dues should send them to Mike Wadner, Box 7424, by Friday, June 4. Dues are \$2 for either term, or \$4 for the entire summer. In the near future, the Management Club will be sponsoring a

fashion show, which will be put on by one of the various clothing stores in the Daytona Beach area. The show will be of interest to both men and women. The theme of the show will be "Dress for Success," and will feature information on dressing for dinner and business meetings.

The next business meeting will be at 5:30pm in Room A-202. Our main topic of discussion will be the fashion show.

L-5 schedules satellite party

By Kevin G. Mess
Secretary/Information Officer
The E-RAU L-5 Aerospace Society, an organization devoted to the development of space, held elections last week for officers, discussed future activities, and watched yet another excellent NASA film.

At the beginning of each trimester, elections are held for the various offices contained within the organization. Our president, Jeff Guzzetti, has been re-elected to serve another productive term. Also elected were Craig Cunningham for the position of Vice-President; Bob Breakell for Treasurer; Nancy Earhardt as

Public Relations Officer; and Kevin Mess for the dual positions of Secretary and Information Officer. We also have a very active new advisor, Mr. William Brown. His input is greatly appreciated. We had a good turnout with active participation in the elections, and we thank all who attended.

Also discussed during the course of our meeting were topics of future activities. We have tentatively planned several exciting pre-space activities. On June 9 we are planning on going to Ponce Inlet for one of our regular Satellite Parties. We will have a good time on the beach with the culmination of viewing a satellite launch from

the Kennedy Space Center at dusk. Also planned is attendance of the launch of STS-4, Columbia's fourth flight into space. This is always a lot of fun and we hope many of you can attend. Approaching in July is Space Week which is a nation-wide week of activities dedicated to space in commemoration of man's first landing on the moon on July 20, 1969.

Other things discussed were tours of the Daytona Beach Planetarium, a tour of the Kennedy Space Center, and finally, a banquet with NASA, anticipated near the end of the summer. This will surely be an exciting but busy summer! Jeff Guzzetti also proposed plans for the development of several committees including a Correspondence Committee, a Programs and Activities Committee, and a Library Committee. We need active participation to make these committees work! So participate!

At tonight's meeting in W-306 at 6:00pm, we will continue discussing our summer plans, and we will then top it off with a great movie entitled "Mission of Apollo-Soyuz." All are welcome, and we look forward to seeing you there tonight and every Wednesday night, same time, same place, same universe!

L5 AEROSPACE SOCIETY

Meeting every Wednesday

6:00 pm

W-306 lecture hall

Tonight's NASA film...

"Mission of Apollo-Soyuz"

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Everyone Welcome!

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classifieds

wanted

WANTED - Looking for copy of 1981 ERAU year book. Will pay \$15 if in good condition. Contact Tom at 974-3318 after 2pm.

NEEDED - Car cover for small car. Call 757-2424 after 5pm.

WANTED - Someone skilled in Ford, Eper, and General feeding practice. Call Scott at 255-0967.

WANTED - Inexpensive telephone handsets for low-power landline system. Prefer lightweight, surplus phone equipment. Contact Pat, Box 7199.

lost and found

FOUND-20 (2) sets of keys in the flight line area recently. One has a Mary & Jesus key chain. The other has a Disabled American Vet's keychain. Claim at room G-104 office.

FOUND - TI Programmable 58 solid state waveform calculator. Proper identification and it's yours. Drop a note in box 6077.

autos for sale

AUTO FOR SALE-78 Toyota Celica GT, 5-speed, A/C, gold, AM/FM stereo, good condition. \$4000. Call 255-6735.

FOR SALE-1977 Pontiac LeMans w/AM radio, PS, PB, excellent interior, body in good condition. New tires, new brakes, and just tuned-up (1979, offer). Call after 5:00 pm. 255-7273, 1am.

FOR SALE-MAZDA RX-3 station wagon AM/FM cassette radio, speakers, new tires, a/c. New brakes, very good engine, very dependable and nice. Extra tires and mags. Contact Box 7271 or 255-2377. Ask for Elito or Alvin.

1979 MG-B/AM/FM stereo, 4-speed, r/t, w/a/c. Great car for the summer. \$800! Take over payments. Call 788-2659 or write box 7306.

FOR SALE-74 GMC van, 4 c/v, with cassette deck and CB. 71 MG convertible. 79 Suzuki GS1000, 14000 miles, many extras. Call 255-2966.

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FOR SALE-80 Camaro Z-28. Charcoal. A/c, a/c, dual sun-roof, fenders, custom 1979, tinted windows. Mini condition. Ask \$7200. Call 761-48 after 5:00 pm, w/a/c anytime. 767-8811.

FOR SALE-81 Corvette, 2 dr. Chevelle 1979. Auto, a/c, radio, red interior, rust proofing, undercoating, paint protection. Asking \$400 and take over payments. Call 255-F after 5:00 pm, weekends anytime. 767-8811.

BRAND NEW "73" A44 Blazer. Big engine with cam and goodies. Call 255-0465 or drop a note in box 5310.

1979 TOYOTA 5/B Pickup truck. Custom interior and paint. Chrome bumper and side mirrors. AM/FM cassette. Topper with carpeted bed and padded box. Asking \$6900.00. Call Dave 258-6166.

78 CELICA 5.0. auto. AM/FM cassette stereo. Excellent condition. Asking \$4000.00. Call 761-1124 between 2 to 4 pm.

HONDA. ACCORD 1977, silver, 56,000 miles. Excellent running and looking condition. Excellent gas mileage, AM/FM stereo. Air conditioning, power locks, must see. Open to us. Please call 254-0586.

1972 MERCURY MONTEGO. 251 Cleveland engine. New radial tires. A/C, AM/FM cassette player, also, new Hertz 4 speed shifter. Call 672-5923. \$1650.

1978 VW RABBIT. 38 mpg highway. 1979 Scirocco engine, fuel injection. New front shocks and tires. New alternator and battery. Turbo exhaust, tinted windows, no rust. Must dent in driver's door. \$3200.00. Call Robert Walick at Steve's VW service, 788-2539 after 2pm daily.

81 PLYMOUTH CHAMP DELUXE 60000 miles, air condition. Asking \$3500. Ask for Ralph, 255-7767.

63 VW CAMPER VAN - 40,000 or rebuilt engine, little rust, but needs body work. Runs great, asking \$4500. Ask for Ralph 255-5954.

77 PLYMOUTH GRAN FURY - A/C, radio, dependable. Best offer over \$750. 781-2598. E-mail Box 6173.

1971 Monte Carlo - 127 V-6. Low mileage. Brand new paint. Dual exhaust with headers. Excellent condition. Must see to believe. \$1500. Call Bob 6pm at 255-5954.

FOR SALE - 1974 Pono Wagon. Good condition. Asking \$300 or best offer. Call 251-4833 before 5pm.

FOR SALE - 1978 Dodge Magnum X/E. Loaded, power, brakes, power steering, CB, AM/FM stereo, 8-track, all electric, bucket seats, tilt wheel, plus many extras. \$3800. Call ext. 1031 or 255-9948 after 5:00pm. Ask for Rick.

FOR SALE - 69 Plymouth Satellite. Mechanically sound. Recently rebuilt engine, good tires, new battery, stereo. \$300. Call evenings 257-6394.

1980 DODGE 024 OMNI - Yellow and black, AC, PS, AM/FM radio, sports package equipped, Michelin radials, 4-speed, 28,000 one over miles. Excellent condition. \$4950 - best offer, or trade for wagon of equal caliber. 767-8709 or contact Mr. Broadhurst, Room 7, Engineering Bldg., ext. 1349.

audio for sale

FOR SALE - Micro Acoustics 3002 series phone cartridge. Used one month before selling equipment. New \$150, asking \$65. For audition and more information call 788-9645.

FOR SALE - Panasonic RF-2800 portable shortwave FM/AM radio with digital frequency synthesizer. Like new. List \$299, asking \$60. Pese, room 243, Dorm II.

FOR SALE - YAMAHA K-850 Cassette deck, excellent condition. New \$160. Will sell for \$250. Paul, Box 7475 or 257-6844.

FOR SALE - BSR equalizer \$40. Soundstage headset \$25. 21-channel CB w/power microphone \$40. Panasonic AM/FM cassette recorder w/stereo speaker \$30. Radio Shack weather radio \$15. Desk top push-button telephone (ITT) \$35. If interested, call 788-4942 or leave message in box 8104.

STEREO SYSTEM FOR SALE - Pioneer SX-434 receiver, BIC-940 turntable, Pioneer 3331A cassette deck, and Cerwin Vega V-10 speakers. Will sell as complete system or individually. Must listen to. Contact Rich at 251-0117 or box 5700 for details.

FOR SALE IVC portable AM/FM stereo, 20 Watts, 30 Watts per channel, 20 Watts for the beach. Contact Rich at 255-0117 or box 5700 for all particulars.

FOR SALE-Pioneer KP-900 FM-Cassette super tuner, separate bass and treble controls. Evalin 3 bands amplifier/equalizer, 30 Watts per channel, full control. Jensen J-1005 6"x9" triaxial speakers, 30 Watts each, 20 oz. magnet. Pioneer TS-M2 tweeters, 30 Watts each. Call 257-1746. Ask for Joe. Price \$425.

PANASONIC PLI Multiplex circuit compact stereo with turntable, cassette player, record, AM/FM stereo. Looks and works like new with two stereo 3-way speakers. \$165. Call 253-3316 or box 7710.

cycles for sale

1977 YAMAHA XS650-Excellent condition. Blue with gold accents, stay bar, many extras including 3-month old Nava helmet. Asking \$850. 788-7370.

MOTORCYCLE FOR SALE-1960 Honda Custom 400A. 2 Helmets and 2 riding suits included. Excellent condition. Asking \$1300. Phone 253-7238 after 4 pm.

HONDA 550A - Excellent condition, wind shield, stay bar, luggage rack. Call Duran at 253-7377 or box 3451.

FOR SALE - 1980 Yamaha 125 Enduro, street-legal, excellent condition. Runs great! \$340. Call 258-5998.

100 MPG HONDA CB-125 for sale. Great transportation with low mileage. Clean throughout. Contact Rich at 253-6117 or box 5700 for all details.

FOR SALE - 1977 Suzuki GS400. Good condition. Will take best offer. Call 255-8481.

KAWASAKI 500 - Good running condition. APU battery, sprocket and tire. Honda odometer and has tear in seat. \$330. Call Ken 255-6791.

1977 SOLEX MOPED model 4600/150 mpg, excellent mechanical condition. Must sell, graduating. Asking \$100. Call 253-3746.

1977 SUZUKI GS400 motorcycle. New battery and new tire, windshield. Perfect condition, low mileage. Asking \$725. Call John 767-2221.

'81 SUZUKI 400 CAFE RACER. Very low mileage. Black, like new. Call M-F after 5:00 pm, weekends anytime. 767-8811.

1979 KAWASAKI 1000cc MOTORCYCLE LTD 500. Oil cooler, crash bars, custom paint, low mileage. Excellent condition, must sell. \$2000. Contact Mr. Broadhurst, room 7, Engr. Bldg. Ext. 1349 or 767-3781.

BIKE FOR SALE-1973 Yamaha RD-350. Excellent condition. Asking \$400. Call 255-7654.

HONDA 1977 GOLDWING - Complete motor set, UP Killer stereo, only \$2600. Contact Mr. Broadhurst, Room 7, Engineering Building, Ext. 1349 or 767-3781.

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National soaring week planned for June

More than 15,000 soaring enthusiasts will be celebrating National Soaring Week across the nation June 6-12. A variety of activities are planned locally, including a week of soaring films at the national headquarters of the Soaring Society of America in Santa Monica, CA. In addition, the

NASA Visitors Center will feature a display commemorating the SSA's 50th Anniversary coordinated by the Tidewater Soaring Society and Frauke Elber. Other local soaring clubs and gliderport operators will be sponsoring fly-in events and special displays of aircraft and offering

rides to share their sport with those around them. Soaring has enjoyed a unique place in the sports world since it became popular in the US over 50 years ago. Although there are thousands of sailplane pilots and gliders in the state of the nation, it is still a virtually unknown sport. It is mostly a sport of the elderly, a related but quite different sport. To soar requires a Private Pilot Glider License and the precision

skill of a fighter pilot. The long wings and sleek fiberglass hull of the sailplane belie the high-tech composition and design of today's glider. Aerospace and aviation technology owe a debt to the aerodynamic advancements made in the development of the glider. These refined competition machines demand a pilot's attention from the first moment of his launch behind the towplane to the last second of his ground roll upon landing, without a second in between for error or distraction.

As cumbersome as the 40-foot bird on the ground, in the air the sailplane is as graceful as the swan and as swift and powerful as the hawk, often exceeding average ground speeds of well over 100 mph for hundreds of miles. Using the forces of Mother Nature, thermal, ridge, and wave lift, sailplane pilots regularly fly over 200 or 300 miles on any given afternoon.

National Soaring Week com-

memorates 50 years of competitive and pleasure soaring in the US. A time when the US has fostered numerous world record holders and world champions. A time when soaring has grown from a handful of enthusiasts bungee-jumping slides from the hills of Elmira, New York, to thousands of pilots pioneering the Appalachian ridge, jostling high above the Sierra and Rockies, and challenging the vast open deserts of the Southwest.

Angel Flight planning for summer

By Laura J. Koch

ANF Information Officer

Angel Flight is planning to really keep things rolling during the Summer trimester. After elections last Spring, Kathy Patterson is now our new Commander. Working with her are Karen Schneider - Vice Commander and Comptroller, Nancy Topping - Operations, Rene Banks - Historian, Laura Koch - Information, and Kathy Kinsle - Administration and Pledge Training. So far we have all been working hard planning activities for the summer and organizing our Fall membership drive.

For those of you who don't know about Angel Flight, we are a honorary, social, service organization of women around the nation. Although we support the purposes of Air Force ROTC and the Arnold Air Society, we have no military obligation whatsoever. We are a diverse group of people and are happy to welcome the ideas of new members.

To start things off and to answer any questions you might have, Angel Flight is planning a party on June 5th at 8pm in Room 166 of Dorm 2. All ladies are welcome. Hope to see you there.

Christian fellowship club meets on Fridays

By Helen Zora Hadik

On Friday, May 21st, the members of the Christian Fellowship Club enjoyed listening Emmer Lewis, the president of the club, speak on the subject of

"How to Survive The Test Of Faith." His theme came from Daniel 3 and Jonah 2. He compared the past stories of the Old Testament to how we can withstand the pressures of this life by the help of our Lord through

trusting, praying and believing in the higher power of God.

If you are lovely and would like some good fellowship with others, you are welcome to the Christian Fellowship Club each Friday night

at 7 p.m., Room E-611. Dr. Wheeler, the E-RAU chaplain and professor of the Humanities Department will be the speaker at the June 4th meeting. If you have any questions for him, come, ask and enjoy yourself.

CENTER FOR HUMAN DEVELOPMENT FREE Services for E-RAU Students

- Individual Counseling: study skills, time management, stress reduction, interpersonal relationships, anything you may have questions or concerns about.
- Group Programs: workshops designed to meet the needs of your group, club or organization.
- Resource Library: books, pamphlets and cassette tapes; all can be checked out on one-week loan.
- Referrals: if we are unable to assist you, we can probably find someone or someplace that can, either on-campus or in the local community.

Come see us - the Center is located in the U.C. next to Health Services.

event of failure, would cause the most adverse yaw or turning tendency. Both engines rotate toward the fuselage and would present the pilot with similar emergency procedures.

Chandler Titus is the Repair Station Supervisor and assistant professor of AMT. Titus is a veteran instructor of 29 years with Embry-Riddle. He is ultimately responsible for the high quality and workmanship demanded by Embry-Riddle which, incidentally, exceed the requirements of Federal Regulations. Under his supervision and that of Ed Raymond, also an assistant AMT professor, students in Advanced Reciprocating Engines (AMT 351) observe and participate in the inspection and overhaul process.

At this time there are 15 licensed Airframe and Powerplant mechanics performing the overhauls and helping supervise student involvement.

One of the most critical steps in the overhaul process and by far the most difficult to master is that of inspection. The types of tools used are necessary to perform a variety of techniques generally classified as Non-Destructive Testing (NDT). Including among this equipment is a Magnaglow machine and a SOAP test.

Magnaglow is a process by which ferrous engine parts are magnetized and coated with a fluorescent iron oxide solution. Cracks and fatigued areas disturb the magnetic field of the part and become apparent under ultraviolet (black) light. The spectrometric oil analysis program (SOAP) is used to detect metals suspended in the engine oil. "A potential source of information exists that relates directly to the condition of the system," states the Powerplant Handbook 65-12A. This system can detect advancing wear of specific parts long before

in-flight failures.

When asked what condition the E-RAU Seminoles were in after 2000 hours of student flying, Mingle responded positively, noting that "Riddle flight students operate in a highly structured environment and operate according to strict procedures. Except for obvious differences in personal instructor techniques, all students are taught to fly identically. Thus, the planes don't suffer the consequences of erratic and improper control inputs." Titus emphasized that the planes are flown continuously. The expansion and contraction associated with heating and cooling is a major cause of engine failure. Our engines only cool completely at the end of the day. This produces less wear and ultimately, a sounder engine.

Mr. Richard Whaley, Embry-Riddle's Director of Flight Operations, commented that the Seminoles fly an average 130 hours

a month. This is substantial.

Because the aircraft are nearing the 2000 hour mark simultaneously, the scheduling is staggered. Whaley pointed out on the status board the advancement that each aircraft is making toward overhaul. Whaley and Titus are working closely to have an aircraft reach its overhaul time in synchronization with the completion of a pair of engines.

Five Seminoles have completed the overhaul process and one pair of engines are in the build up stage. The coordination between the flight and maintenance departments is terrific. Titus re-emphasized that the students are the only reason for the school or the Repair Station to exist. Without the students there would be no need for the planes, no need for the overhaul shop and no need for Embry-Riddle.

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LORBER (continued from page 4)

orientation. Seven years ago he headed out for the Pacific Northwest; there, as a culmination, in Lorber's new home of Portland, Oregon, the Jeff Lorber Fusion had its beginnings.

"As soon as I moved to Portland," he related, "I started getting a lot of gigs since there was a centralized music scene there, characterized by a style of funk-jazz. Latin music was pretty popular, too. And that's how it all got started." He started his own band in 1976, sent out "hundreds of demo tapes," and was offered a contract with Inner City Records, who budgeted his debut album at \$1,000. "Today," Lorber says, "that wouldn't even cover the price of tape."

Jeff Lorber Fusion and Soft Space won the band critical acclaim and enthusiastic public

response, and were followed by a series of progressively more successful albums on Arista Records: *Water Sign* (with guest stars Freddie Hubbard and Joe Farrell), *Wizard Island* (number 1 LP on the jazz charts), and the most recent *Galaxian*, which included the breakthrough vocal single

"Monster Man," co-authored by Stanley Clarke. It was named the top jazz album by a group for 1981 by "Record World" magazine, who also named Lorber's band the number two jazz group.

The Jeff Lorber Fusion group will be performing in the University Center, July 1.

WARRIORS (continued from page 4)

film.

Granted, *Warrior* portrays plenty of violence, but the violence is not exploited and mere; it's added to the raw excitement, allowing the audience to release its frustration through the power trip. One of the best virtues of *Warrior* is that it succeeds in creating the dog-eat-dog world it strives to portray.

Other virtues can be found in excellent cinematography and consistent, fast-paced screenplay.

Warrior is not Academy award material, but its unique, exhilarating entertainment will have movie fans crying for more. This movie is currently playing at the United Artist's Mall in the Volusia Mall.

J.G.

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