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## Avion 1983-06-02

Embry-Riddle Aeronautical University

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# THE AVION

June 2, 1983  
Volume 44, Issue 2

The Award-Winning Newspaper of College Aviation

## FAA conducts maintenance inspection

By Brian F. Finnegan

Federal Aviation Administration inspectors conducted their semi-annual, formal review of the Aviation Maintenance Technology facility on Thursday, May 19. The scheduled inspections are designed to insure that the school continues to meet the standards set forth in Federal Aviation Regulations Part 147: Aviation Maintenance Technician Schools.

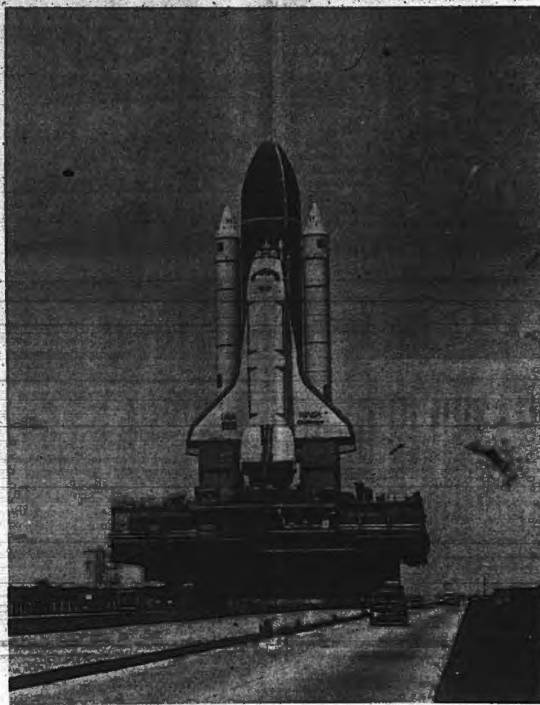
The extensive review, conducted by FAA examiners Fred Williams and Bill Bookhammer, regularly included checking all records, monitoring shops and supplies for quality and quantity of equipment and carefully scrutinizing the operation of the program in general. In addition, the inspectors sit in on randomly-chosen classes and are available to discuss student problems. "We always try to wear our FAA nametags so the students will recognize us but, we rarely get complaints," said Mr. Williams during a recent discussion.

Williams and Bookhammer are representatives from the Jacksonville General Aviation District Office (GADO). The only other aircraft maintenance school within the Jacksonville jurisdiction is the Louis M. Lively Area Vocational and Technical school in Tallahassee, Florida.

When asked about the status of the inspection and improvements that could be made here at Embry-Riddle, Mr. Williams said "so far everything looks pretty good. We're always looking to see that the program is keeping up with the state-of-the-art in maintenance procedures." He offered examples of how fabric aircraft are being covered differently today than they were in the forties and fifties and that special tools and materials are always being developed. He seemed satisfied that Embry-Riddle is keeping abreast of the latest technology.

Fred Murgie, AMT Division Chairman, said an effort is currently underway to obtain self-examination approval from the FAA. Through this process, airframe and powerplant certification is automatically granted upon completion of the appropriate battery of classes and a written exam. This would then eliminate the need to take the now required oral and practical exams (o's and p's).

See FAA, page 8



Space Transportation System 7, Challenger rolls toward launch pad 39A in preparation for its June 18 liftoff. The three mile trip takes just under six hours to reach the launch pad. (Photo by Gary Tarizzo)

## Challenger rolls out for next launch

By Gary Tarizzo  
and All Saadon  
Avion Staff Reporters

On Thursday, May 20, at 12:33 EDT, Space Shuttle Orbiter Challenger began its rollout to pad 39A at Kennedy Space Center in preparation for Shuttle Mission 7 (STS-7). The Challenger reached pad 39A at 6:10 p.m. and was fully secured at 8:17 p.m.

Although this flight will be the seventh in the Shuttle Program and Challenger's second, it is a flight of many firsts.

STS-7 will carry America's first female astronaut, Sally K. Ride, into space as Challenger's mission specialist.

Mission 7 also marks the first time that a crew of five will be launched by either the United States or the Soviet Union. In addition, this is the first time that a satellite will be deployed and flown in formation with the Shuttle and then retrieved by the Canadian-built Remote Manipulator Arm. This will occur on the fifth day of the seven-day flight when the German-built Shuttle Pallet Satellite (SPAS-01) is deployed. When deployed, the SPAS-01 pallet will remain within 1000 feet of the orbiter and perform a variety of scientific experiments. At this time it will take the first photographs of the Challenger while flying in orbit. The SPAS-01 pallet will be deployed first in a non-rotating state, retrieved and then deployed for a second time while spinning.

The five member crew aboard Challenger will include Shuttle Commander, Navy Captain Robert L. Crippen, who is the first two-time Shuttle astronaut, and Navy Cdr. Frederick H. Hauck as Shuttle Pilot. The three mission specialists will include, Sally K. Ride, USAF Lt. Colonel John M. Fabian and astronaut physician Dr. Norman Thagard.

Mission specialist Ride and Fabian will perform satellite deployment of the two Hughes HS-376 communications satellites and the operations of the shuttle's remote manipulator arm.

The first satellite to be deployed will be Canada's Telesat's Anik-C2 at 9 hours, 28 minutes and 42 seconds.

See CHALLENGER, page 8

## Cessna granted Navy contracts for Citation trainer

WICHITA, KANSAS—Cessna Aircraft Company has been awarded a contract for a U.S. Navy training system which includes a specially modified version of its Citation II business jet to be used in the Navy's Undergraduate Navy Flight Officer/Training System Upgrade (UNFO/TSU) program.

The UNFO/TSU program will require 15 aircraft, with deliveries beginning in August 1984 to replace the T-39's now in service. Navy flight officers and undergraduates in the program at

Pensacola, Florida are trained in the use of radar and operational procedures for navigation and airborne target acquisition.

The \$150 million contract encompasses a total training concept under a five-year service agreement, with an additional three-year option. It includes aircraft, pilots, simulators and maintenance services for the aircraft and the simulators used in the program.

Joining Cessna as key partners in the program are Northrop Worldwide Aircraft Services, Singer/Link and Pratt and

Whitney. Cessna Chairman and President Russ Meyer said the Navy will take delivery of the first Navy Citation II on August 1, 1984 and the remaining aircraft will be delivered by June 1, 1985.

"We are extremely pleased to receive the UNFO contract, because the competition among the five companies that submitted proposals was so intense," Meyer said.

"We are confident the Citation II was selected because of its performance, unparalleled safety record, and ability to perform the

Navy mission with a very high degree of reliability. Another consideration is the ability of the Citation II's cabin to comfortably accommodate an instructor and two students at two separate student training stations, in addition to the pilot and a third student in the cockpit."

Meyer said there would be no immediate impact on Cessna employment at the Wallace Aircraft Division in Wichita where the Citation II is built. "The UNFO program is part of a recently announced expansion of the company's research and development effort which will result in the hiring of a significant number of

engineering personnel this year," he said. "And it's important to note that the contract will give a boost to Citation production beginning next year."

Northrop Worldwide Aircraft Services, Inc., a subsidiary of the Northrop Corporation, which is the current UNFO contractor providing pilots for the program, will be responsible for buy-back pilots and maintenance under the Cessna contract.

The Link Flight Simulation Division of the Singer Company will develop and supply the air-to-air and air-to-ground radar training simulators and handle maintenance of the equipment.

Pratt and Whitney Aircraft of Canada, Ltd. is the engine supplier.

The Citation Navy Trainer features a modified wing that enhances handling characteristics in the high-speed, low-altitude regime. In addition, the installation of more powerful JT15D-5 Pratt and Whitney turbofan engines boosts acceleration, substantially increases rate of climb and enables the Citation trainer to achieve speeds to Mach .733 (420 knots or 483 mph at 40,000 feet). A new overhead window is included to provide increased cockpit visibility during low-level maneuvering.

## E-RAU acquires membership

By Jeff Guzzetti  
Avion Staff Reporter

Embry-Riddle has recently acquired membership to the University Aviation Association, a national organization that promotes aviation education and currently consists of 132 colleges and universities. Dr. Tony DiGirolomo, Dean of the College of Aviation Technology, has just been elected to the Board of Trustees and will join eight other trustees in governing the association.

"The UAA consists of professional people in the field of aviation," commented DiGirolomo, "We've banded together on a national level to promote education in all fields of aviation.

The UAA has been in existence for the past several years. The objective of the association (according to its constitution) are as follows:

- 1) To encourage and promote the attainment of the highest standards in aviation education at the college level.
- 2) To provide a means of developing a cadre of aviation experts who would be available to make professional contributions that would tend to stimulate and develop aviation education in all its phases.
- 3) To furnish a national vehicle for the dissemination of intelligence relative to aviation between institutions of higher education and governmental and industrial organization in the aerospace field.
- 4) To permit the interchange of information between institutions that offer aviation programs that are non-engineering oriented.
- 5) To actively support aerospace-oriented teacher education with

particular emphasis on workshops. 6) To actively support National Inter-collegiate Flying Association and provide for the administration of the Association.

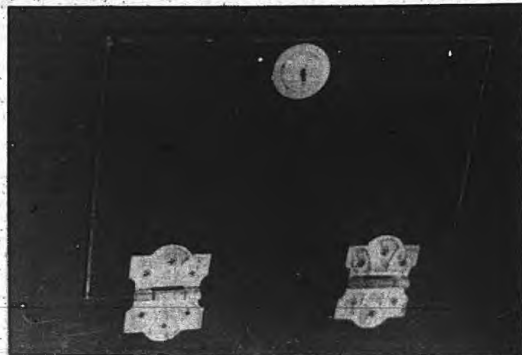
Currently, there are five individual members of the UAA from Embry-Riddle. They are Dr. DiGirolomo, Dr. Motzel, Dr. Conzely, Peter Brooker, and Tom Wilson. The Association meets once a year and may call for special sessions between each annual meeting.

A specific project that the UAA is tackling now concerns the national development and implementation of a curriculum call "Airway Science." This proposed program consists of core curriculum of aviation and liberal arts courses, along with five areas of concentration dealing with air traffic. The Airway Science graduate will then work for the FAA and join the Federal Register.

So far, ten universities have received approval from the UAA and FAA to adopt the program. Embry-Riddle is not one of them, but is currently in the process of adopting the program also. See UAA, page 3

### Inside this week

Crossword Puzzle	2
Science Corner	3
Speedway Update	4
Financial Aid	5
Notices	8
Aeroplans	7



The above picture was taken recently on the Daytona Beach Curvicut. It is a combination of someone in plain view to the discerning eye. The person identifying the photo will win ONE FREE MEAL compliments of Epicure Food Services, Inc. Entries must be placed in the contest box outside the Avion office, in case of multiple correct answers, a winner will be drawn on Friday by the Editor. The Meal Ticket will be redeemable in the University Cafeteria. This contest is on a trial basis, the more responses we get the better. So try to guess WHERE AM I?

## S.G.A. finances questioned

The Student Government Association (S.G.A.), consists of students and should be managed by students. A decision was made last trimester by the former S.G.A. President and Vice-President to allow the university to hold and have the responsibility of distributing S.G.A. funds.

For the past two years the divisions of the S.G.A., namely the Finance, Avion, Entertainment Committee and the Student Administrative Council (S.A.C.) submitted budgets proposals to S.A.C. and then were approved or disapproved. Each division chairman would then have the responsibility of their own division. They were the budget managers. If any inconsistency occurred it was their responsibility.

Now that the decision to switch S.G.A. funds to the university accounts was made the responsibility of the division chairmen is reduced to almost nothing. This issue was never brought up to S.A.C. According to the S.G.A. Constitution, S.A.C. is the "policy and decision making body within the S.G.A." Who gave two people the right to make this decision? Who will be held responsible if any funds are redirected?

The Director of Student Activities claims that no major changes were made, therefore, it didn't need to be brought up to S.A.C. for a vote. Yet the by-laws of the S.G.A. state "The S.A.C. shall exercise the sole authority for allocating the resources of the S.G.A. in any manner."

The benefits gained by putting our money into university accounts are mainly the S.G.A. funds will be placed in money market funds to gain more return on the S.G.A. money. After phoning some local banks, it was found that almost all offer

money market accounts. So this income will undoubtedly have been made without going under the university system.

Another advantage cited by the Director of Student Activities is the S.G.A. will be allowed to use the university tax-exempt number. This may save the S.G.A. about \$5,000 per year. But at the same time the university is telling the S.G.A. that it must pay \$10,000 a year towards the salary of the secretary/treasurer of the S.G.A.

This position could be filled by several student assistants and at least students will be benefiting from the added experience in both management and finance. These issues and ideas were never considered before the change was made. Now when an idea or problem is brought up, it is considered insignificant by those controlling the money.

The division chairmen and staff are not volunteering their time for nothing. They hope to gain experience in both management and finance. It is vital depending on which division is looked at. We volunteer our time to give the students entertainment, a newspaper and a yearbook. Yet now we are not getting the experience and sense of responsibility that was there before. This may be the reason why every division is short-handed. If students haven't given the opportunity to manage the S.G.A. funds why should students funds provide the service?



## Joint ownership benefits outlined



## Will Eastern Survive?

By R.K. Smithley  
Avion News Editor

Eastern Airlines, the largest passenger carrier in the United States, has fallen on rocky times and many airline observers are questioning its future existence.

Eastern recently struck out on a nationwide television advertising blitz. One commercial shows its ever present chief executive, Frank Borman, asking the American public to make Eastern number one for the fifth year in a row. Several other commercials focus on Eastern's newest addition to its huge fleet of 200 aircraft, the Boeing 737. Borman must certainly be trying to draw public attention away from May 5's triple engine failure of one of its Lockheed L1011's, between Miami and Nassau.

The L1011 engine chip detector/O-ring problem, was not one that cropped up overnight for Eastern. Specifically, the airline has documented records revealing no less than 72 separate incidents involving chip detectors and O-ring problems, areas of which necessitated in-flight shut-downs, from September 1981 to May 7, 1983. It is truly hard to believe that an airline of such magnitude must experience a near disaster involving 172 lives, before some real remedies are hastily implemented.

Eastern's problems with its labor unions was brought to the public when the airline was virtually forced into accepting a labor contract by its mechanic union earlier this year. This contract increased wages at a time when many major airlines have some form of wage freezes or reduction in effects. Frank Borman had no choice but to accept the union's demands or subject his airline to the stark realization of a strike. A strike would surely bring the airline to its knees, because of its severely limited cash flow at present.

Eastern has made little effort to hide the fact that approximately 1000 employees were recently laid off, which included about 400 mechanics, who will not be allowed to enjoy the raise they demanded. There seems to be some subtle justice here; Borman warned them if they didn't make concessions, firings would result, but they wouldn't listen and now more lay offs are justified for the near future. While all of the 1000 are not directly due to the union problems, it certainly is a large contributing factor.

As was feared by many, since Eastern gave in to wage increases for the mechanics, its other unions representing pilots and flight attendants were expected to soon follow suit. This became fact last week, when Eastern's pilots decided to get into the act of wage increase talks, while negotiating new contracts and plunging Borman and other top management into another corner with little room for escape.

Financially, Eastern has been on a three year slide in the red. In 1980, the net loss was 17.3 million; 1981 saw the loss mount to 65.8 million; and last year the airline was hit hard by the low fuel and a poor economy when it lost 74.9 million. The 1983 outlook for Eastern is grim at best. Eastern's mechanic union problems, a two month loss of 44 million and the L1011 incident and its associated mass publicity are factors that have greatly undermined Borman's salvage attempts.

Will Eastern Airlines survive? I certainly hope so, but there are many negatives to overcome in an industry where phases are often few and far between. American Airlines is challenging Eastern at its huge Atlanta hub, adding to Borman's mounting list of headaches. However, Eastern is doing well with its South American routes acquired from bankrupt Braniff and will still likely be expanding that operation soon. Also, as more of the 27 originally ordered Boeing 737's are gradually added to the fleet, Eastern will be able to phase out its old, obsolete Boeing 727-100's, thus generating large advances in fuel efficiency and reduced cost. It has already been an interesting year for Eastern, with its many ups and downs and the second half will show us whether some sort of recovery can be made.

**DEATH AND TAXES: THE BENEFITS OF JOINT OWNERSHIP:** Should your spouse share legal title to your residence? Many people put their homes in joint tenancy with right of survivorship because it avoids probate. Upon the death of one joint tenant, the survivor automatically gets sole title to the property. But what about

estate taxes? For illustration, assume a husband and working wife had a joint checking account and a joint savings account. When they purchased a home, they put it in joint tenancy. The wife took time out for children, then returned to employment for which she received an income, but her income was always less than her husband's. The couple went through several homes, all placed in joint tenancy. Then the husband died. How much of the value of the residence is included in the husband's estate for federal estate-tax purposes? A GENERAL MISUNDERSTANDING: Most people assume the answer is half, but that is not usually the case. The answer before the 1976 tax act was: all of the value except for the portion represented by the surviving wife's contribution toward the purchase price (or other cost basis)

of the property. For example, if the husband furnished \$40,000 and the wife furnished \$160,000 of the purchase price, only four-fifths of the net value of the property would be included in the husband's estate. If the property had a net value of \$180,000, the \$80,000 would be part of the husband's estate. The problem is that the burden of proof is always on the taxpayer. When the husband and wife live "out of the same pocket," record tracing may be impossible and the IRS may include the entire value in the estate of the first spouse to die. Unless disposed of by gift, the property will probably be taxed again when the second spouse passes away. GOOD NEWS: The Tax Reform Act of 1976 (as modified by the Revenue Act of 1978) allows the parties to have only one-half the value of the property included in

the estate of the first joint tenant to die by electing to have the property taxed as a qualified joint interest. If the joint tenancy was created before 1977, the parties can elect to make their tenancy a qualified joint interest by filing a gift tax return reporting the property on which the election is taken. This election must be made during 1979! If it is not made this year, the title will have to be severed and recaptured a legal headache you don't need before the election can be made. When a new joint tenancy with right of survivorship is created, a gift tax return should be filed with the IRS, stating that the property be treated as a qualified joint interest (even if the value of the gift is less than \$3,000 and is not otherwise reportable). If one spouse contributes more than the other, half the excess contribution is a gift.

**CROSS WORD PUZZLE**  
FROM COLLEGE PRESS SERVICE

ACROSS	1 Equality	2 Boat	3 Heras	4 Prounch	5 Ranges	6 Demoured	7 Prounch	8 Last and	9 Warming	10 deating	11 Alternative	12 Evaluate	13 Fuel	14 Spoken	15 Last-ice	16 News	17 Arct's stand	18 Thira	19 Warm wavy	20 Depressions	21 Fuel	22 European	23 Indian	24 Shreds	25 Withard	27 Notice	28 Tonic's	29 Direction	30 Ingression	31 Furnace part	32 49 Dec	33 Quatic	34 Docters	35 Act
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**the avion**

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## Klyde Morris wes oleszewski

IN CALLING ABOUT THIS ITEMIZED BUDGET FOR YOUR SECURITY DIVISION.

OH YES... I KNEW IF WE KEPT IT UNDER A HUNDRED DOLLAR, YOU WOULD RE-SUBSID.

HOW MANY TIMES MUST I TELL YOU PEOPLE WE HAVE TO CUT.

BUT, IT'S CUT TO THE BONE ALREADY!

THE TEAR GAS, FLACK BATS, AND R-16'S ARE OKAY...

...BUT THE 3 WHEEL DRIVE LOW RIDE MCQUAD, ALL TERRAIN PANT-PANT IS OUT OF THE QUESTION.



# Weather Room face-lift complete

By Brian Finnegan

Weather Room watchers will notice many recent changes to the Embry-Riddle flight planning facility. The long-awaited and fought-for computer has been installed and a general face lift given to the student-staffed

meteorological hub.

The computer is a Radio Shack TRS-80 model III and is presently being programmed to meet the student's flight planning needs by Jean Johnson, Supervisor of Flight Data Services. With the help of

Duty Pilot Rich Furman, program completion is expected this week.

In addition to the new data-receiving hardware, much new construction has transformed overcrowded the weather planning desk into a streamlined and more efficient design.

The new concept, masterminded by E-RAU student and Weather Station Manager Dave Arthur, utilizes not one, but two posts where students will be able to copy pertinent route-of-flight information. "In the past, students often had to stand five or six deep trying to get a view of the current and forecast weather."

"The emphasis is on copying the weather and then getting into the air," says Arthur. Continuing, he claimed, "With the new layout, flight plans can be copied from either of two areas in the Weather Room, each displaying identical information."

This new feature is a direct result of computerization. Previously, once the data was printed, that was it. There has never been a memory to rely on. If, for some reason, the machine wasn't turned off, the data was lost. Now we will have the ability to request and receive data as many times as we like.

Vast amounts of paper stand to be saved with the advent of the Weather Room's new microcom-

puter. Only the data necessary for local southeastern United States flights will be printed. Weather for the entire Northern Hemisphere will be stored for short periods in memory. This will ultimately serve to enhance students enrolled in the Meteorology courses here on campus.

The lab assistant need only type in a request and receive the report. Even this need not print as the cathode ray tube will display the requested information until print instructions are given.

Because of transitions within the National Weather Service, the line which furnishes the signal for our local weather charts is being discontinued into the Daytona Beach area on June first. However this should not pose a problem because of the acquisition of a long-land-line signal from Gainesville, Florida. At \$290 per month, this line is more expensive than the previous \$38 per month.

Fortunately, the university has arranged to split the cost with the Dave Marsh weather team at WESH Channel 2. Replied Arthur, "We were notified of the upcoming change and we made the best arrangements we could. We are extremely lucky to have Mr. Marsh sharing the line with us. His station needs the data as much as we do."

# The Science Corner

By Jeff Guzzetti

## Space Shuttle Update

Preparations for STS-7 are going well. The orbiter Challenger was rolled out onto the launch pad last week, and all things are go for a June 18 launch (Saturday). The launch window will be from 7:33am - 7:59am, and then again from 8:24am - 8:26am.

### STS-7 Flight Crew:

- Robert Crippen: Commander, age 45.
- Frederick Hauck: Pilot, age 42.
- Sally Bide: Mission Specialist, age 32.
- John Fabian: Mission Specialist, age 44.
- Norman Thagard: Mission Specialist, age 40.

### Did you know that...

- ▶ The lightest gas (by weight) is hydrogen at 0.000611 lbs. per cubic ft. The heaviest gas, radon, is 111.5 times as heavy.
- ▶ Over 40,000 thunderstorms occur throughout the world each day.
- ▶ Temperatures at the moon's equator reach 243 degrees Fahrenheit during a lunar day. After nighttime, however, the temperature dips to -281 degrees Fahrenheit.
- ▶ The largest known meteorite was found in South-West Africa in 1920. It was nine feet long and weighed 132,000 lbs.
- ▶ Tomorrow marks the 16th anniversary of Gemini 4 with astronauts White and McDivitt. This 1965 mission included the first space walk, which lasted 20 minutes long.

### This Week's Question:

What is an aurora? What causes it?

answer:

An aurora is an awesome display of colored, swirling patterns of light that are occasionally visible at night near the north and south poles. An aurora is caused by the solar wind, during increased solar activity, striking the upper atmosphere of Earth. This ionizes the upper atmosphere, producing a special emission band. Auroras occur only near the poles because this is where the earth's magnetic field focuses the upper atmosphere. The field traps the solar particles at these points.



Weather room lab assistant Brian Finnegan and student Ron Grant discuss the day's weather in the remodeled flight line facility. (Photo by Kelly Shortt)

# Female alumnus captains C-141

By Max Smith  
Avion Staff Reporter

On Monday, May 9th, at 9:44 p.m. EDT, a U.S. Air Force C-141 took off from McGuire A.F.B., N.J., destined for Rhein-Main

AFB. The flight was the first all-female crew to handle a trans-Atlantic flight for the U.S. Air Force.

The flight was special in two respects; it exemplified the changing role women are playing in the military, and was commanded by an Embry-Riddle graduate.

The flight's commander was Guillian Sengiorio. She graduated from Embry-Riddle in 1978 with a Bachelor of Science in both Aeronautical Engineering and Astronautical Science.

According to Associated Press (AP), she has accumulated 1,600 hours of flying time, and is the first female active-duty aircraft commander at McGuire A.F.B.

In the AP release she described the mission as "routinized," but said she was "a little nervous about the attention."

The crew was assembled to demonstrate the roles women can play in the Air Force," said Lt. Col. William Brem Morrison III, Commander of the 18th Military Airlift Squadron at McGuire.

# French club becomes accredited

Since last trimester, the members of the French club have been hard at work planning great things for the future. As of Monday, May 16 the Embry-Riddle University French Club became a fully accredited club.

This past Wednesday we had our fourth meeting in which we all contributed ideas for future activities; including French films, slide presentations, and speakers. Taking our ideas one step further, we formed a correspondence committee with Edward Van Der Noords as the lead. The committee will look into the possibility of getting

help from local and national French organizations.

With that business out of the way, we settled down to partying! We had a terrific barbeque at Ponce Inlet last Friday to celebrate our accreditation. There was plenty of fun, food, music and wine on hand, not to mention many new faces.

The French club is open to anyone, Riddle student or not, who is interested in the French language, French Culture, or in the culture of any French-speaking country. We've got great plans for the coming months, so get in touch

with us! Drop a note in the French Club Box in the SGA Office, or get in touch with Bill Isakson, Box 6998, or with Marie-Jose Caro, Box 6660, 253-3006. Au revoir!



# Advertise in the Avion

## UAA

(continued from page 1)

According to DiGirolamo, this project is one of many designed to increase the output of professionals in the field of aviation. The UAA will yield a positive impact on the future of aviation education," commented DiGirolamo.

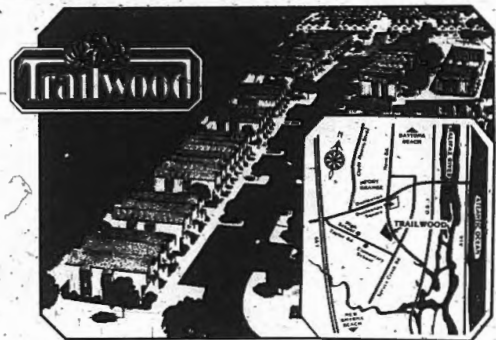
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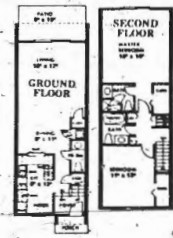


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- Underground utilities
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- Minor closet door in master bedroom

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# As the sports world turns

By David Probst  
Sports Editor

The sports world has been moving rapidly since our newspaper last came out. Just about every sport has had some headline news recently. I thought I would just throw out a little blurb from different sports this week. Sort of a sports potpourri.

The baseball diamond has had some recent controversy and of course Yankee owner George Steinbrenner is in the middle of it. In a game last week against the A's, Yankee outfielder Dave Winfield was ejected after he tried to charge the mound and attack Oakland pitcher Mike Norris who threw a pitch a little too close for Winfield's liking. Oakland catcher Mike Heath intercepted Winfield and a scuffle almost started. The umpire interrupted the proceedings and Winfield was ejected. Steinbrenner was furious that his star player was ejected and none of the Oakland players received punishment for their part. He went on to say that he might just bring the Oakland players to court in the Bronx (where Yankee Stadium is located) next time they are in town. This should turn out to be very interesting in that nobody was harmed in the incident. This could very well be the making of a mountain out of a mole hill dilemma in real life.

It is time to turn out the lights for the Los Angeles Lakers in the NBA finals. As we go to print, the Philadelphia Seventy-Sixers hold a three games to none advantage over the defending champs. The Lakers have about run out of excuses after they lost the first two games of the series in Philly. The excuse for the first game loss was that they were tired after their victory over the Spurs two nights earlier. The semi-final series against the Spurs was a rough one and they really should have had more time to rest. The second game loss excuse was bad officiating. It is interesting to note that during one stretch of the game the Lakers had 19 fouls called against them while the Sixers only had 2. It seems the Sixers will finally pay back all the fouls they have been building up.

The boxing scene has been busy the last couple of weeks. Larry Holmes successfully defended his title against a relatively unknown fighter named Larry Witherspoon. The fight went the distance with Holmes winning an unanimous decision. Witherspoon was trying feist because he thought he had earned enough points to win. It seems so often this happens in close fights. I had always heard and believe that to become the champ one should have to knock out the defending champ or a least beat him up pretty good. This winning by points stuff just does not have a place in a championship fight.

# Intramural Softball Standings

as of 5/31

White			Blue			Red		
Team	W	L	Team	W	L	Team	W	L
Nutbusters	2	0	Howard's Hero's	2	0	Stray Cats	2	0
Los Devaluados	1	0	Vets	1	0	Summertime Blues	2	0
Tall Hoopers	1	1	Wolverines	1	0	Our Gang	1	1
Southern Ice	1	1	Lakers	1	1	Outlaws	1	1
Cardiac-Kids	0	3	Cosmic Charmers	0	1	Lost Cause	0	2
			Busch Boys	0	2	Jazz	0	2



# Bowling league rolls into summer action

By Gary Ewing

Since the season began two weeks ago, and after a lot of shuffling around, "Officers & Gentlemen" have come out on top of the standings. They are followed by "One Eyed Bandit" and "Slow Leak". The biggest move in the standings is Team 12, which is a new team that made up the first week of bowling to place themselves in fourth.

The first week high-games were by Francis Liavota of "Slow Leak"

and John Ross of "One Eyed Bandit" with a 209. Julie Rankin takes the girls high game with a nice 183. Second week high games were by Lou Amnest of "One Eyed Bandit" with a 215 which is also the season's high game. Joe Gollinski of "Francisco's Kids" had a 207, and Todd Perzanowski of "5 ULDV-8" with a 200. Julie Rankin of "Officers & Gentlemen" had a great 222 for women's high game of the season. Becky Robertson of the same team

had a nice 195 game. —The men's high series category for the season is held by Joe Gollinski with a 537 followed with a close 531 by Steven Helms of the "The A Team." Ladies high series is led by Bucky Robertson with a great 552 and followed by Julie Rankin again with a 533. On behalf of the leagues new officers of Julie Rankin, Gary Ewing, Alice Owens, and Charlie Johnson, welcome to the E-RAU summer softball league! The team

standings for the week of May 23, are as follows:

1. Officers & Gentlemen	6-2
2. One Eyed Bandit	6-2
3. Slow Leak	5-3
4. Team 12	5-3
5. The A Team	3-4
6. Francisco's Kids	4-4
7. Len's Angels	4-4
8. D & S	4-4
9. 6 ULDV-8's	3-3
10. Money Changers	3-3
11. Vets Club	2-5
12. Wing Nuts	2-6



# Daytona Speedway update

DAYTONA BEACH, FL.—A guaranteed purse of \$50,000 has been announced by Daytona International Speedway for the 17th running of the Paul Revue 250 at Daytona International Speedway July 3.

The all-48-night road racing classic in the Camel GT Championship is scheduled to start at 10 p.m., 12 hours before the start of the Firecracker 400 Winston Cup stock car race at "The World Center of Racing."

In making the announcement, John Riddle, the Speedway's General Manager said, "I remind our fans that racers will also be competing for the \$25,000 Daytona Cup Fund."

The Daytona Cup was established this year to determine the best road racer from the three Camel GT races held at Daytona with

\$10,000 and the Daytona Cup going to the winner and the remaining \$15,000 being divided among positions 2-10.

Riddle said, "Daytona International Speedway is the fastest circuit in the Camel GT Series and offers a unique challenge to the athletes. The Daytona Cup will recognize a combination of speed and endurance racing skills that is "Blasting Daytona Style."

Danny Ongais and Ted Field shared the winning Lola Chevrolet prototype in last year's Paul Revue 250 breaking the five-year string by Porsche.

This year is the year of the prototype in Camel GT racing although the two 200 mph speeds at Daytona and the ubiquitous turbo Porsche is well suited to the circuit.

In the early season Camel GT

point standing's Al Holbert, a March Chevrolet prototype driver, holds the lead of Bob Tullius and the Jaguar XJR-5 prototype. Both are expected to race in the Paul Revue.

The circuit opens for road racing practice on July 1 with top 10 qualifying also scheduled. Additional qualifying and night practice take place on Saturday, July 2 with the Paul Revue set for 10:00 p.m., Sunday, July 3.

Pennsylvanian Al Holbert piloted his March Chevrolet to victory in the Laguna Seca Camel GT race and increased his points lead in the 1983 Championship battle. Bob Tullius, in the Jaguar XJR-5 prototype, finished second and is second in the points battle as well. Bobby Rahal pushed his turbo Mustang to third in the car's last

competition appearance, as Ford will shortly be unveiling a new prototype racing machine. Bounding out the top five finishers were Hurley Hayward in the Raybrite turbo Porsche, and Camel GT0 winner Diego Montoya in a BMW M1. The Camel GT Championship moves next to Charlotte Motor Speedway on May 15 for a 500 mile race.

Joe Vardé made it three in a row as he won the Champion Spark Plug Challenge race at Laguna Seca. Vardé drove a Shelby Dodge Charger. In what is becoming a pattern, Agos Johnson, in a Mazda GLC, was runner-up followed by Tommy Archer in LeCar, Mario Gardin in a Volvo and Dave Jolly in a Mazda RX-3.

# Soccer tournament on tap

By Coulibaly Mohamed

The International Students' Association will hold E-RAU's second annual soccer championship tournament which will begin during the second week of June and last throughout Term B. The teams will be competing for 2 trophies given to the Organization by Dr.

Kihyet and the DISA Office. The 3rd trophy will be awarded to the top finalist of the trophies listed above. The games will play on the field next to the Administration Building and are scheduled for Saturday mornings and Sunday afternoons. Starting time will be worked out with the teams. In-

structions, rules and regulations and registration forms will be available soon at the DISA and Recreation offices. Reference are needed for that purpose and any one interested in officiating can drop a note in Box 4416.

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# Keeping current with FAA maintenance regulations



Maintenance Corner

By Peter Vobitry

One of the many requirements which face a certified maintenance technician (A&P) is that of staying up to date with the Federal Aviation Regulations. It doesn't sound like much fun, but it is necessary. The FAA is not very receptive to hearing someone say "Gee, I didn't know I was required to do that."

Some very important changes have been incorporated recently in

**FAR 43 (Maintenance, Preventive Maintenance, Rebuilding, and Alteration).** Because they are very important to the certified A&P, they are highlighted in the following text.

Maintenance technicians have typically used the words overhaul and rebuild interchangeably. "It would seem as though they mean the same thing," the FAA, however, specifies a very definite difference. If a person wanted to take an engine apart and claim that it was overhauled, they would need to disassemble, clean, inspect, repair-as-necessary, and reassemble using methods, techniques, and practices acceptable to the FAA. In addition, they would need to test the engine in accordance with approved standards. If the engine person wanted to claim the engine had been rebuilt, they would do everything the same except for the testing. On a rebuilt engine, everything must be tested to the same tolerances and limits as a new item. If a mechanic is planning on

using the word rebuilt in a maintenance record entry, he or she had better be sure that the part really does conform to new limits and tolerances.

For quick service, pilots have been allowed to perform preventive maintenance on the aircraft they operate, providing those aircraft do not carry passengers for hire. These same pilots have not been required, however, to record in the maintenance record of the aircraft the work they performed. As of October of 1982, this has changed. Pilots must now make logbook entries whenever they perform preventive maintenance. Pilots are now authorized to return aircraft to service.

Many pilots are not aware of this recent change to FAR 43, and they may not become aware of the change for a long time to come. It would be a good idea for those of you who are practicing A&P's, or those of you who regularly come in contact with pilots, to mention the new requirement concerning

preventive maintenance.

A certified A&P mechanic has numerous privileges and a fair amount of authority. One of the privileges the A&P has is that of supervising other people (certified or not). The supervising A&P, however, takes the responsibility for all the maintenance being performed. The FAA has revised slightly the procedures for recording maintenance, to take into account the supervised person. When maintenance is performed by a supervised person, the name of that person must now appear in the logbook. The signature of the certifying A&P will, of course, still appear at the end of the entry.

The last change to FAR 43 which will be mentioned deals with the recording of aircraft inspections. Two inspections which typically take place in the field are 100 Hour and Annual Inspections. The 100 Hour can be done by an A&P, but the Annual cannot. It is usually done by an AI (authorized inspector) or a repair station.

When an annual inspection is performed and the aircraft is not returned to service, logbooks discrepancies are found and not fixed, a specially worded logbook entry is made (31.11). This has been the case for a long time. When the same thing happened with a 100 Hour inspection, however, there was no special logbook entry to make. Until now,

that is. With the recent changes to FAR 43, Annual and 100 Hour inspections are now handled exactly the same way as far as the entries made in the logbooks. Also, there is no longer a requirement that a copy of the discrepancies found on the aircraft be sent to the local FAA. The results of the inspection are only known by the inspector and the aircraft owner.

## New trustee donates Honeywell computer

By Brian F. Finnegan

A Honeywell Computer Processor Unit and printer have been donated to the Embury-Riddle Engineering Department by Ormond ReGroop, Inc. Opting for a new IBM 400 computer, the Ormond Bench insurance holding company claims the CPU and printer are worth \$45,000. Company President, W. Lockwood Burt, explained that the processor will probably be utilized as an Engineering lab model that students will disassemble in their effort to learn the logistics of hardware in sophisticated computer systems.

A recently added member of the Embury-Riddle Board of Trustees, Mr. Burt added the Honeywell has a core capacity of 250K and the printer is capable of three hundred lines per minute.

"A reinsurance company insures other insurance companies. Mr. Burt said that Ormond ReGroop "is similar to Lloyd's of London."

"ching enormous expansion in the past few years, Burt says that his company "has simply outgrown

the Honeywell's capacity." He stated the printer is "actually of better quality than the IBM but, is not compatible."

"While not directly involved in the aviation industry, Mr. Burt has traveled extensively throughout the world on his commercial airliner and in leased corporate aircraft." He has recently returned from Brazil on company business.

At the last Board of Trustees meeting in April, the thirty-five year old Burt said much emphasis was placed on planning and defining goals. He said the Board's concentration is being focused on "expansion of the International Campus, high technology and increasing development." He noted that Embury-Riddle students currently pay 38 percent of the University expenses and the "the current 2 percent received from donations has got to be improved upon." He expressed an interest in reviewing the curriculum and "keeping it as relevant as possible, therefore, giving the students and advantage in gaining employment."

## Financial Aid Office offers assistance

Awards for 1983-84

Award letters are now being sent to eligible students showing their awards for next fall and spring. If you have not received an award letter, your award notice will be delayed until you provide it. Remember, that all award letters must be signed and returned to the Financial Aid Office by the reply date. Failure to respond by the reply date will cancel your award.

All students who are applying for financial aid for 1983-84 must complete a Financial Aid Data Sheet is a pink form this year and is part of the application process for all types of aid.

Students who receive any outside assistance, such as a private scholarship award, are required to notify the Financial Aid Office.

Loan applications covering Fall 83/Spring 84 must be submitted to the Financial Aid Office by June 1, 1983. Applications received after June 1 will be processed, but payment extensions will be granted to only those students whose applications meet the June 1 deadline.

Special notes to students who receive aid from Florida

ing a revision in the distribution of funding for the Florida Student Assistance Grant and Florida Tuition Voucher programs. If successful, the same amount of money would be a good idea for those of you who are practicing A&P's, or those of you who regularly come in contact with pilots, to mention the new requirement concerning

1) maintaining a 2.00 cumulative grade point average; 2) completing at least 6 credit hours per trimester and 3) completing the degree within seven trimesters. Financial Aid recipients should be familiar with this policy and should read the Financial Aid brochure outlining the standards of progress. A brochure was distributed to each enrolled student during the Spring 1983 trimester, but if you need another copy, please obtain one in the Financial Aid Office.

Meet your financial aid counselor

Do you have a question about financial aid? If so, your Financial Aid Counselor can help! Each counselor handles the awards for a specific group of students, determined by your last name. Here are their names and the student names they work with: A.S. Linda Streeter; F.H. Phil Ledbetter; M.R. Sue Swann; S.Z. Karen Winger. Most correspondence you receive about your financial aid application or award will be sent by your counselor. Feel free to come in or make an appointment with your counselor to discuss any questions you may have.

Selective service requirement

Earlier this year legislation was passed which required all students who were required to register with Selective Service to prove that they had done so prior to receiving any federal financial aid for 1983-84. Since that time, a significant amount of opposition has revised the law. At present, it appears that students will have to verify only that they have registered with Selective Service if required (or not registered because they are not required to do so), before awards are

## Semantics traps student

LISLE, IL (CPS)—An ambiguously worded bulletin and an advisor who failed to tell a student had grades will hurt his graduation chances aren't enough to force a college to give a student a degree if it doesn't want to, an Illinois appeals court has ruled.

The court reversed a lower court decision that had forced Illinois Benedictine College to give student Craig Wilson a degree because of supposedly-unclear instructions in IBC's bulletin and because Wilson's advisor didn't tell him two "D"s would delay his graduation.

"The appellate court ruled the college was within its rights not to graduate the student," reports James Salago, IBC's attorney.

Wilson had gotten "D's" in two economics courses, but was surprised to get a notice during spring, 1982 that he would not graduate that May, as he'd expected.

He said that IBC's bulletin said only that students must "satisfactorily" complete courses. IBC, in response, showed Wilson sections in the bulletin that specified that all courses applied toward students' majors—Wilson was an accounting major—must carry a "C."

Wilson, arguing the bulletin was ambiguous, sued the college last spring to force it to grant his degree anyway.

While one court agreed that IBC's bulletin might have been misleading and that Wilson's academic advisor had erred in not telling Wilson what effect the "D"s would have on his graduation plan, earlier this spring the Appellate Court of Illinois ruled that IBC was right to deny Wilson his degree.

ing a revision in the distribution of funding for the Florida Student Assistance Grant and Florida Tuition Voucher programs. If successful, the same amount of money would be a good idea for those of you who are practicing A&P's, or those of you who regularly come in contact with pilots, to mention the new requirement concerning

Wilson, who has reportedly made arrangements to make up the courses to get his degree, could not be reached for comment.

"My own view of the case is that the student should have more closely read the bulletin," attorney Salago says.

IBC, however, has changed the bulletin's wording in the case's wake. "We have repeated the clause (about grade expectations) in other portions of the bulletin," Salago notes.

Salago argued in court that students are legally "adults" who enter into "contractual" arrangements with their schools, and that the schools themselves shouldn't be responsible for making sure students hold up their ends of the agreements.

How Wilson will make up the needed credits is unknown. IBC Vice President Thomas Dyba earlier had offered Wilson options of retaking the courses, taking one of them as an independent study, or taking them elsewhere at another school and then transferring the credits to IBC.

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# Copyright disagreement settled

The Presidents of New York University and the Association of American Publishers met today to express their satisfaction with the terms of last week's settlement (made public on April 13, 1983) of a suit by nine book publishers against the university and several of its faculty members for copyright infringement. Under the settlement, the university and the professors acknowledge that they "are troubled that they may have infringed the copyrights of one or more of the publishers," and the university agrees to adopt and implement specific rules and procedures to govern the photocopying of copyrighted works by the

faculty, the individual faculty members agree to comply with these policies, and the publishers agree to withdraw their legal action commenced in December 1982. Townsend Hoopes, President of the Association of American Publishers, said "We are pleased because the settlement accomplishes the principal objectives of the suit. The university will undertake a responsible and meaningful role in fostering compliance with the copyright laws; such compliance is clearly in the mutual interest of the publishing and university communities. We believe the rules and procedures adopted by NYU reflect this mutual interest by permitting photocopying of

copyrighted works for educational purposes, but subject to reasonable and lawful limits. We are pleased that so distinguished a university as NYU has assumed this formal and explicit responsibility in the copyright area, and we believe this will favorably influence the assumption of similar undertakings by other colleges and universities." Hoopes also said the publishers will be actively pursuing the goal of formal undertakings and assured copyright compliance by the university community as a whole.

President John Brademas of New York University said "The agreement is in the mutual interest

of the parties. It recognizes that the copyright laws, and the restrictions contained in them, are designed to promote the creation, publication and use of works of the intellect-interests of vital concern to our faculty, other authors, universities, publishers and the public. The rules and procedures which NYU has agreed to adopt will assist our faculty members to obtain legal guidance in areas in which questions may arise; in this way we shall hope to reduce the risks of infringement or allegations of infringement for faculty members."

Measures Brademas and Hoopes each reassured the other that his organization will faithfully carry out the terms of the settlement and act in all matters in a spirit of cooperation.

# Carousel rated a success

By Maxine Smith  
Avlon Staff Reporter

"Carousel," one of the best loved Rogers and Hammerstein musicals, is currently playing at the Daytona Beach Playhouse. "Carousel" is the story of Billy Bigelow, a barker at the carousel, which takes place somewhere along the New England coast during the late 1800's. The story revolves around Billy's struggle to cope with life when he must face giving up his job at the carousel. "Carousel" includes some of the best loved show tunes of our time. Among them are, "You'll Never Walk Alone," "If I Loved You," and "Just a Bustin' Out A-Brewin'." The performers' voices are rich and certainly do justice to the stature of this American tradition. Although I found the acting to be a bit "over dramatic," I still would rate their performance as an overall success.

"Carousel" makes for a very entertaining evening and was thoroughly enjoyed by this critic. Characters include Billy Bigelow, played by Scott Moncrieff; Julie Jordan, Billy's love, played by Kladia Gaskin (a talented local beauty); and Carrie Pepperidge, played by Nancy Stephens (a girl who will tickle your funny bone before the night is through). By attending Playhouse performances you not only have an enjoyable evening's entertainment, but you are showing your support for the talented individuals who work so hard to bring the joy of live theater to the Daytona Beach Community. Performance dates are June 2, 3, 4, 9, 10 and 12 at the Daytona Beach Playhouse, which is located at 100 Jessamine Boulevard off Halifax Drive on the peninsula. Call to reserve tickets at the box office at 255-2431. It is also

located at the playhouse and is open from 1-3 p.m. daily and from 1 p.m. to curtain time on performance dates. Tickets are \$6.00, which is well worth it to this writer. "Carousel" concludes the 35th season of the Daytona Beach Playhouse. Season 36 will begin September 23, with Joseph Kestelberg's *Arsenic and Old Lace*. Auditions are scheduled for August 28 and 29 at 7:30 p.m.

## Writing awards

The recipients of writing awards for the spring term are as follows:

- First Place: Michael Winslow, HU 121, for "Joseph Conrad and the Modern Sailor," an analysis of a novel; Merit: Bogart Ahimada Balmori, HU 105 International, for "Learning How to See Red," a personal narrative; Tim Burch, HU 120, for "Defender of Faith": An Impartial Approach," an analysis of a short story; Bruce Hardy, HU 121, for "An Existential View of Hamlet," an analysis of the play; Richard Phinney, HU 121, for "The Initiation of Frederick Henry," an analysis of a novel; John Murphy, HU 121, for "The Development of a Hemingway Hero," an analysis of a novel; Evan Williams, HU 121 for "Marlowe: The Destruction of Values," and analysis of a novel.

# classifieds' autos for sale

- 1974 Dodge. Good condition. No rust. \$600.00. E.B.A.U. Box 7189, Phone: 255-7410. E-mail: Mackenzie.
- 1982 Camaro, red exterior, vinyl interior (leather), AC, automatic, power steering, low mileage, AM-FM stereo cassette radio, good gas mileage, \$7900.00 FIRM! If interested please call 253-4542, phone 8-550 975-3073 after 6:00 P.M. Ask for Richard.
- 1980 Thunderbird, 3.5 liter, 2 tone blue, blue interior, V8, p/w, p/s, cruise control, automatic overdrive, air, climate control, new wheels, sub/fin 8-cord, like new. First low mileage, AM-FM stereo cassette radio, phone 465-4008 after 5 p.m.
- 1975 Starline, 4 speed, FM with booster, good mechanical condition, new brakes, 6-c. \$1000. Call Julie, ext. 1177 or 754-0063 evenings.
- 1978 Ford 128 Sport 3 Door Hatchback, Akl FM Cassette, (no air) 4 speed, 4 year. Work \$2200 down to \$1800. Call Carl 258-0306.

- 1982 Volkswagen Stationwagon. Outstanding! Very good gas mileage, low mileage, excellent condition. Dealer's own. Disposed very much above of its time, electronic fuel injection, independent suspension, etc. \$435. Call Dave at 257-4249.
- 1982 Toyota Corolla. Excellent Condition. Please contact in the afternoon at 761-7096.
- 1972 Pontiac LeMans. Strong engine, runs good. Dependably transportation. \$400.00 or best offer. Contact Cass at 258-7208 or Box 7834.
- TOYOTA 4 at Truck. AC, P/W, sliding rear window, 34 gal gas tank, custom interior, heated seat drive (2000 miles) and chrome trim. Long bed with camper shell. Call for details. 788-7834.
- 1974 Ford Pickup Courier with shell. Stereo only 70,000 miles. 2,300.00. 788-2742 after 6 p.m.
- 1975 L0 Plymouth 914 with dual Webber carb. \$4000. or best offer. Call 257-4362.

## notices

### Senior meeting

There will be a meeting for all seniors scheduled to graduate in August of 1983 on Thursday evening, June 2, 1983 at 8:30 p.m. in the University Center.

### Attention fall grads

FALL GRADUATION: Students are encouraged to submit their application for graduation one trimester ahead of time. PRELIMINARY GRADUATION EVALUATIONS will be prepared in order to help prepare for diploma completion. Check with the Registration and Records Office if you have any questions.

### Running club to be organized

Students interested in competitive running are asked to attend a meeting on Friday, June 3, at 12 noon, in the Common Purpose Room at the U.C. Dr. Frank P. Jozsa, Jr., Associate Professor of Management and Finance, Center for Graduate Studies will sponsor and coach the team. A club charter and constitution must be developed and written, and plans made to schedule a training program and cross country meets beginning in the Fall, 1983. If you have former running experience, or currently run as a hobby or for pleasure, please attend the meeting. Dr. Jozsa has run four marathons including the 1982 Boston Marathon, is a member of the Board of Directors of the Daytona Beach Track Club and frequently runs local road races. If you have any questions about this organization, call Dr. Jozsa at his office on 255-5561, ext. 1015-1022, or at his residence on 781-1435.

### Attention summer graduates

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, June 17, 1983. 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. Note that ALL Summer degrees will be conferred and Diplomas will be dated August 20, 1983. Diplomas will be released at the Graduation ceremony or available at the Registration and Records Office on August 22, 1983. However, if a student needs verification of Degree completion by the end of Summer "A" term, a request may be made through the Registration and Records Office.

- 81 DODGE RAM-50. 28 sp, 1300 B. Payload capacity. Must make offer this is a great little truck! Call Cliff. 355-0991.
- Must Sell! 73 Chevy Nova \$750 or best offer, A/C, power steering, sun strip, air shocks, tinted windows, Brian 253-4767 or Box 6454.
- For sale-1974 Toyota Corolla in excellent condition. Phone 788-5803 anytime after 5 p.m. price negotiable.
- 72 B Camaro \$1000 or best offer. Box 2563 or see at 4900 Coonell.
- For sale-Trans Am gold, aluminum honeycomb wheel w/ vinyl belted GT radial road hauler, 7 inch rim and 2225 Six. Camar and has included, 1520 taken wheel & tire set 788-7098.
- 1974 Dodge. Good condition. No rust. \$650.00. E.B.A.U. Box 7189, Phone: 255-7410. E-mail: Mackenzie.

## cycles for sale

- 1975 Honda XL125 for sale. Solid dependable transportation, two helmets. Owner's license. Owner's manual included. \$350. Contact Tim at Box 8343 or call 255-3899.
- 1980 Honda Motorcycles. Call 500 Customs, 8000 miles. 255-8440 or 252-5541 Ext. 1099. 11495.00.
- 1979 Kawasaki KZ750 for sale. Bike is very clean and pumped like a baby. Harley 31499, which includes saddle bag and helmet plus more extras if you want. If interested please call John at 253-7466.
- For sale 1972 Honda, 4 stroke, low miles 45 mpg, bike new from dealer, asking \$600. Contact Lisa at 253-2194.
- For sale 1979 Honda, XL75, like new, only 151 miles on bike. Has been in storage in Ormond Beach. \$323. Call 441-1312.
- 1975 Honda 550-4. Matchlessly sound, great commuter bike, \$450. 253-4710 after 2 p.m.
- 87 Yamaha 650 Special. Good condition, low mileage, many extras. Best offer. Call 253-7170. Ask for Mark.
- 1981 Honda Civic 1300GL, DeLuxe model, V-twin interior, AC, stereo, new Pirelli tires, excellent condition inside and out. 255-8440 or 255-5561 Ext. 1059.
- 1979 GS830 Suzuki. Very good condition many extras - Driveshaft. Call Mark at 253-8143.
- 87 Yamaha 650 Special. Good condition, low mileage. Best offer. Call 253-7170. Ask for Mark.
- 1978 Yamaha 400 ENDURO. Best offer we can believe. Bike and looks perfect. \$800 only. Call Joe at 252-4664.
- 1980 Yamaha 650 Maxam. Excellent condition. 6000 miles garage kept and covered when away from home. Deep burgundy color and matching Tour Star helmet as well as bike cover and cold weather gloves. Asking \$1900. Km Box 3199 Ph 788-7394.
- 1982 Suzuki RM 125, never used, lower work, excellent mechanical condition, show room new condition, very low hours, must see to appreciate. \$1000. Call 756-1220 or Box 6743.
- 1981 Honda CR 125. Never raced, water cooled, low hours, maintained mechanically, excellent condition, many extra new parts will be included. Best call, asking \$900. Call 756-1220 or Box 6743.
- 1980 Honda CB-750-F. 13,000 miles, superb condition, 2 tone, chrome, tank, handle bars, and various accessories. Ask for Jim at 256-7900 or send a note to Box 6149.
- 1978 Suzuki GS 1000cc. mag, wheel, Scott's handlebars, electronic ignition, well set shocks, oil cooler, front chain case, seat, etc. good. \$1800. 255-5487.
- 78 YAMAHA SR500R. Many new parts, good, fun transportation. Call Cliff. 255-0991.

**Peter Lee's Fitness Spa - 253-7771**



**OPEN 24 HOURS - 7 DAYS**  
Daytona's only complete gym  
unbeatable student discounts  
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DAYTONA BEACH

# The Avlon



is currently looking for new members to join our staff. If you are interested in writing, advertising, layout, or photography, the Avlon is interested in you.

Meetings are held Tuesday at 6:00 p.m. in the Avlon/Phoenix Office on the second floor of the U.C. No experience is necessary, we will train you in whatever area interests you.

# Come join the AVION!

# Veterans

## Join the most Dynamic campus organization



1978 Suzuki GS 1000cc. mag, wheel, Scott's handlebars, electronic ignition, well set shocks, oil cooler, front chain case, seat, etc. good. \$1800. 255-5487.

78 YAMAHA SR500R. Many new parts, good, fun transportation. Call Cliff. 255-0991.



Classifieds are a free service to the student body

miscellaneous for sale

For sale: '76's '80's, complete with head light and foot board. Copied condition. Must call first asking \$65 or negotiable. Ask for Claudio. 255-1335. Call after 10:30 pm.

Frontier Parts complete '400 with Crown fishball heads. Crown cam, Moroso 8-sp. pins and pins, April dual point. Turbo Avion 174-400 with 10 inch crossover, deep pan and nitro plug. GM 12 bolt C-type rear end only spring 4.56 pin fit Chevrolet. CTD. Contact: Call Bob Reynolds. 769-6631 or leave a note in Box 8386.

Smith and Wesson Model 39. 19" Ammo 15 shot. BIANCHI barrel. Original box with ammo. Asking \$200. Call Bob 767-6431 evenings or Box 8386.

28th Anniversary Fender. Strato-caster in mint condition. Will consider all forms of payment. If interested drop a note in Box 2542. I will get in contact with you.

Beats Roadster. 1 yr. old. The Best. \$185.00. Super Beats Roadster. Dealer, ask for Dave. 255-4672 or Box 7015, ask for Dave.

Telen 353 handset with push-to-talk switch. Excellent, almost new. Cost \$150.00. Sale for \$90.00. Call 253-9923 or Box D-105.

Bed and Mattress. Includes box spring, full size \$60 o.a.o. Dressing table, six big drawers and a large mirror. \$60 o.a.o. Call 253-7410 anytime. Box 7189, Mr. or Mrs. Mackenzie.

New guitar. Never used. Strings in good condition. Sounds good. \$20 with case. Call 258-8998 or drop a note in Box 1137.

Sofa Bed \$73 or best offer. Call Steve at 253-7779 till midnight.

Waterfall Still has 14 year guarantee. Excellent condition—has best! Wooded frame and handcraft. Call 873-0132—price negotiable. Will help with you.

7 foot broad wood bed, good condition, \$40.00. A full size mattress and box spring. \$30.00. Call 768-7341.

For Sale: Combination Desk & Drawers. All wood, very good condition. Also, Ceiling Lamp. All for \$55. Call 673-9294 after 4PM.

For Sale: Refrigerator. New - Excellent condition, price negotiable. Contact Box 2317 or Don I. 227.

Video Camcorder. Sanyo Model 9900. Perfect condition. 2 tapes included. \$400. Contact: Rob. 788-4872. Leave Message.

China Cabinet. Big size. In set. \$65 only. 2 sets. Includes a Love Seat and Two Rocking Chairs. \$70 o.a.o. Call 253-7610 anytime. E.R.A.U. Box 7189. Mackenzie.

Telen Headset. Model D-990 with push to talk switch. \$65 in box, a \$180 value, can be yours for just \$90. Contact: Bob. Box 7021 or 768-4872.

For sale: BOSE 901 Series II, speakers are in box. \$400 or best offer. 1 pair ALTEC LANSING Model D speakers \$300 or best offer. Phone 761-5039 after 5.

Self Radio control Push-to-4 channels 8-23 Servo \$100. Superjet 40 engine RC-70. Starter Battery. 12 Volt 1500 C.O. Range 42 ft. C-15. Big selection of radio control magazines. Call after 4:30 PM. Phone 788-9083.

WARGAMES-BIGGEST. D-Der. Left-walk. Kingstige, Avlon Hill Co. Game. Price Negotiable. Warrills, Alistero 11200. Strife. Battelions. 87777. Chasers. more Prices will follow catalog. Contact: Pat. Box 7199.

Personal Computer. The Keypro II by Non-Beam Systems Inc. has 64K memory, CP/M 2.3. Best software including Writer, Speller, Calc, Edit, graph plot, S-Basic, M-Basic, and more. Software available. The complete package including diskette \$195.00. Portable Personal. Ideal for students. Can be used with modules for online computing with HP and Prime at home. For info contact: Al 258-8998 or 873-1130.

Early American Furniture. Love Seat, 2 End Tables, Coffee Table, and Lamp. 6 months old. Has been stored All wintering. 253-2399.

R.C. Model Engines. Fox 40 B.B. Tuned pipe-rod new. Best offer. VECO 19-new McCoy. 15. TORPEDO 20. ENVA. O.S. Best offers. 253-2399.

10 speed bike. Hardly used \$75 o.a.o. 3 speed bike. Used for 1 month only \$40 o.a.o. E.R.A.U. Box 7189. Phone: 253-7410 anytime. Mackenzie.

Person gyrometers for sale—Talk to your dealer now to get more information, ask for John Your student representative address at 252-6766.

For sale: Kenilworth am/fm stereo cassette with two speakers. Also, living room lamp, almost new shade. Best price. Call Carry or John at 767-2081.

rooms for rent

Utrigite: Quietly MK. 3 with 1 hour air time. condition. \$400 from. 788-2770 mornings.

Schooler's 2nd speed, clean with gold after rain, southeast. \$150.00. Call Jim at 253-7738.

2 Dora I Contracts for immediate release. Contact Dave or Matt. Box 5388 or call 258-8710.

Roommate Wanted: share a double-wide mobile home; 2 bedroom, 2 bath, central air heat, furnished. For roomer A, B, and possibly full. \$40.00 weekly or 160.00 a month. Must be responsible. Owner pays all utilities. 4 1/2 miles from school, student living conditions. Call Tim 761-5551.

Apartment for rent. Completely furnished. T.V. Cable, stereo, AC, equipped kitchen (microwaves), own bedroom, own bathroom, own parking lot. 3 miles from campus. Pool, tennis court, behind a golf course. \$190.00 per month plus 1/4 electricity. Call 258-8934 or drop a note in Box 1157.

Roommate wanted for 2 bedrooms, 2 full bath apt. at Shapington Woods. Male or Female. 253-4268, Doug. Box 7025.

Roommate Needed—Female. Preferred: 3 bedrooms, 2 1/2 bath Townhouse located in Ormeau Beach off Granada. Would have own bedroom and bath. \$150/week, and 1/3 electric and phone plus \$150.00 deposit. If interested call 253-0727 or leave a note in Box 5991.

Looking for Roommate: Available immediately. Female. Interested. Full kitchen, screened patio, Cable T.V., 2 1/2 miles from school. Excellent study atmosphere. Call 788-8923.

Female roommate wanted, 3 bedroom 2 bath apt. Fully furnished (AC, equipped kitchen). Complex has 2 pools, 2 tennis courts, 3 laundry mats. Rent 117.00/mo/1/3 utilities. Two eggs from E.R.A.U. Available now. Call for details. 253-9029 any-time.

Apt. Complex II Contract. For sale for the student. Contact Pete at Box 3311 or 258-7388.

WHILE AT SCHOOL: BARN BOUQUY INSTEAD OF RENTING. Own bedroom condominium \$13,900. Near Embassy-Ridgely. \$1,500 down with owner to finance. For more information call Jim at 253-8718 8:30 a.m. until 5:00 p.m. Monday through Friday.

Roommate Needed (M/F) 2 bedroom 2 1/2 bath apt. 10 min. from ERAU. \$150.00/mo. Must pay 1/3 all utilities. Interested contact: Paul at 253-7530, bus. 761-8430 or Box 1215

Roommate wanted

Roommate wanted—Male or female to share for Roomer A & B a two bathroom apartment in Spanish Village. Rent is \$127 a month plus 1/3 of phone and electric. If interested call Jim at 766-4873 or Box 4987. Worked provided.

For rent—furnished apartment efficiency apartment for couples \$220 per month rent. \$200 deposit, apartment is air conditioned. Rent includes utilities. Contact Joseph Smith at 159 Broadway, Daytona Beach. Phone 253-2506.

For rent—3 room efficiency, furnished, included with 1/3 utilities paid. \$225 per month. 1/3rd month, last month \$100 security. Call 767-7141.

Mobile Home for Sale. Don't pay rent—2 mobile homes and re-rod to get back into investment, a mobile of \$15,000 for 4 yrs. Homasite 125x6, 2 bedroom, 1 bath; Refrigerator, stove, central heat, 2 AC units, new paint and flooring, 1 mile from school. \$6,000. 761-5781 or Box 6773. Ask for Ned.

For sale or rent with option to buy 32' 60" 2 bedroom 1978 Mobile Home on large fenced private lot. Also 1973 Bayliner Boat. Good condition. Call 761-8623.

Condominium for Sale, 2 Bed+1 Bath. By ocean and Salsbrze Blvd. \$39,900. 253-5481.

For Rent: 1 Roommate wanted to share 4 bedroom, 2 bath house in Ft. Orange. Completely furnished. Has own bedroom A/C, HBO, all appliances, nice neighborhood. \$150 month, \$100 deposit plus 1/3 utilities. Approx. 5 minutes to ERAU. Available immediately. Call Out 788-4795.

Roommate Needed. Non-smoker, non drinker. UMBELIA Court Apts. 1 bedroom, fully furnished. Trip to Orange \$145/mo. 1/3 utilities. 1 mile from school. For renting & studying, not partying. Contact Todd, Box 8474.

For Rent: Unfurnished Apt. 2BR, 1 Bath, Central Heat and AC. Cable available. \$299/mo. \$100 deposit. No children or pets. Approx. 1 mi from ERAU. Call 253-7899.

Typing: Experienced typist available

Typing: Experienced typist available. Fast and accurate. \$1.00 per double spaced page. Nancy 258-7762.

Professional typing \$1.00 per page, double spaced. Call Susan 761-9566.

Five Klimate-6 weeks old. Four gray one yellow. Call Nancy 255-9223 or Tom & Wendy 255-4521.

Jacqueline-Beginners in advanced. People looking for jazz classes or just a fast way to lose weight. For more information call Yehudi at 769-4022 or drop a note in Box 4931.

Ears \$300 or more each year. Flexible hours monthly payment for plastic frames on campus. Hearing based on results. Prices awarded as well call 690-536-0883.

Wanted: Good Tennis Player to hit with me for an hour 7/4 or 5 times a week. I will pay \$4 an hour. Prefer Fort Orange area, but can make it to ERAU. Jocko 761-4640.

Want a First Class Trip? Be an Executive... will fly you where you want in executive style (up to five people). Aircraft flown by CRYME. Cost \$75/hr. for operating expense. Contact Dan, ERAU Box 7227.

Want to contact ZK-81 and TB1000 computer owners for possible software exchange and/or formation of new group. Contact Kevin Box 5964.

ATTENTION PILOTS: AV501 Tutoring available. Reasonable rates. Drop a note in Box G-135 or call 788-8929.

Wanted to Buy! Olympus or Braun Camera & Accessories. Call overages or all day weekdays. 788-4865.

Professional Auto Body Repair/Painting/Exhaust and Lacquer. Affordable student prices. Call today. Call 253-1363.

To the Lovely Young Painter in Units

To the Lovely Young Painter in Units: please see a picture of BLC at sunset before the city and state weather away. When you send me a picture of yourself, send it to me to keep it high and dry.

The Diner in Florida

Vicki: Really enjoyed our prom last night, lengthy talk. You are indeed too funny for words. I miss you and your overnight. Like, ya know I'm an actual Indian! Forwarded to like being in the White City with you as my personal tour guide, for sure. Before you leave send me a picture of you. I'll be there to see you. Love, Mike.

Hey Lou! It's good to be in-ones-ness. Editor. And it's also good to be surrounded by people. I miss you, ya know, but TAKE OFF, ya!

Russ... You're a real good entertainer. Especially when you're wrestling with a short staff 2 a.m. I'd like to see some more of your free acts. See you later.

Mr. Shark

Bert: Can you read this message all the way up in Connecticut. Come in Bert.

Matthew

Capital D: Sure do miss you alot. The night life just isn't the same since you left. When I talk to the Ocean, I sure do miss all of the action it once had. I can't wait till we are back together again.

Low, Lower Case D

Steve and Bob Adams: I hate the weather has been terrible up north. Hope you enjoy your vacation to the state of Maine. See you soon.

Herby

To the son in law away pilot: Have tried to get in touch with you to state you up on your offer of a weekend away from the hectic life of a life time career. Keep in touch.

Personals

This week's BARBER: Always drain scalp while flushing to insure scalp comfort is maintained. If this is not completed on schedule, severe discomfort will shorten the fight and missed approach procedures will not be executed. All MDAs and DBAs will be decreased to minimum standards and procedure cards will be NA. Maintain straight and level. Barzav Bud

To Lip! to Enzil.

I.M.F. The fist and forefoot momentum can only be appreciated by those living life in the coming lane. Barzav

Puzzle Answer

PAI	MOON	ALU
ONE	ROUND	ONE
QUILL	ONE	ONE
TRIP	ONE	ONE
NAME	ONE	ONE
ONE	ONE	ONE
ONE	ONE	ONE
ONE	ONE	ONE
ONE	ONE	ONE
ONE	ONE	ONE
ONE	ONE	ONE
ONE	ONE	ONE

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### Aircraft incident at DAB

On Thursday, May 18, 1983, the above described aircraft was in a successful landing on runway 18 at Daytona Beach airport. Unofficially the cabin door popped open after impact while the gear was retracting. While the pilot was attempting to secure the door the aircraft lost altitude and the propeller struck the runway and apparently damaged the cycling nosegear. Spectators then observed the aircraft return to runway 18 at reduced power and a low altitude. Upon touchdown the nose gear collapsed and the still operating engine stopped suddenly, sustaining major damage to the propeller, nosegear and forward fuselage section. Maintaining center line alignment, the aircraft skidded to a stop. No terminal damage to the engine is, as yet, known. No one in the aircraft was injured.

### BD-5 to be assembled in maintenance lab

By Tom Leawing  
Avlon Staff Reporter

A BD-5 airplane is soon to be assembled at the Aviation Maintenance Technology Center. The operation is being organized by A.M.T. Supervisor, James Delt. Jerry Attaway, an Embury-Riddle fellowship student, will be the crew leader. Exactly when the project will be put into full operation is unknown. However, James Delt believes it will be in about three weeks.

The work crew will consist of student volunteers. Students should have an Airframe and Powerplant (A & P) license or be currently enrolled in A.M.T. A basic knowledge of aircraft maintenance will be required of all

volunteers. The project is not intended to teach the basic fundamentals of aircraft maintenance. It is intended to provide a static display for prospective students. Workers will be asked to provide their own tools. The single-place, BD-5 utilizes full cantilever wings and a conventional tail and rudder assembly. In front of the aircraft powerplant is the cockpit. A pusher prop is driven by three cylinder Xenosho engine. At sea level the never exceeded speed is 200 knots and the rate of climb is 533 feet per minute. The BD-5 will display the blue and gold Embury-Riddle colors. Interested students may sign up in the environmental lab or call James Delt at extension 1346.

### Student papers threatened by new laws

MACOMB, IL (CPS)—“We’ve lost it,” mourns Glen Pozczak, outgoing editor of the Western Courier, the student newspaper at Western Illinois University.

“We employed over 90 students this year, and now that the town daily will be printing the paper, we have no guarantee if more than a handful of students will be involved in next year’s paper,” he says. Indeed, even the editor of the Macomb Daily Journal, which has just won a university contract to publish the student paper for the coming year, “can’t say right now just how much students will be involved” when it takes over.

The situation at Western Illinois dramatically illustrates an escalating problem that many college papers are having these days—fighting off competition, complaints, and in this case, takeovers, by their commercial competitors.

At the University of Arizona, for example, a number of Tucson-area publishers have claimed that the student paper, The Daily Wildcat, has put them out of business.

Their legislators recently led the Arizona Legislature to pass a law, which among other things, will

make it more difficult for student papers to compete with local publishers.

Likewise, the publisher of the Columbia Tribune in Columbia, Mo., has spoken out vehemently against having to compete with the University of Missouri’s paper, The Missourian.

And at the University of Illinois-Urbana, one local paper folded, and another local has bought out a fledgling campus paper in a heated battle to compete with the university’s Daily Illini.

“Competition between student and local commercial papers has always been a problem,” says Henry Green, with the National Council of College Publications Advisors (NCCPA).

But recently, she notes, the competition has intensified in many college towns as the recession limits the number of advertising dollars to go around.

“And at the same time as these advertising dollars are drying up,” she says, “more and more college papers are feeling a great deal of pressure to be more self-sufficient, to get out and sell more ads so their financially-strapped schools won’t have to fund them.”

Local commercial publishers, on

the other hand, battling similar problems, argue it’s unfair for publicly-funded campus papers—which don’t have to pay high salaries or buy their own equipment—to compete for their business.

“It’s simply not fair for the private sector to have to compete with state or local institutions,” says Ed Jewett, head of Territorial Publishers in Tucson. Jewett and other Arizona business leaders successfully promoted a new state law to limit competition between state-subsidized institutions and private businesses.

“We have documented evidence from two other newspapers—the Mountain Newswatch and the Tucson Weekly News—who claim they were put out of business because of the Wildcat,” he says, although he could not name any references to contact from either of the defunct publications.

The competition can get intense for commercial papers. The Columbia Tribune must daily pit its 25-reporter staff against the 125 student reporters of MU’s Missourian, run and subsidized by the university. The Missourian’s ad staff is also much larger than

the Tribune’s.

“Not surprisingly, the larger campus papers can win such competition. Illinois’ Daily Illini ‘definitely’ has an unfair on one of the papers—The Gazette—going out of business,” recalls Dick Sublette, once an Illini editor and UCLA’s publication director.

More recently, The Courier—the remaining off-campus daily—was uncovered just weeks ago by buying out a not-so-well-to-do campus paper that was trying to compete with the Illini, too.

At Western Illinois, the Macomb Daily Journal directly attacked its main campus competitor, although Journal Editor Don Black says the university’s Western Courier “really wasn’t hurting us that much.”

The Daily Journal nevertheless carefully avoided Bittet Cerrot, Inc.—a coalition of faculty members and students that has published the paper for over a decade—by nearly \$36,000 for the school’s annual contract to write and produce a paper for the campus.

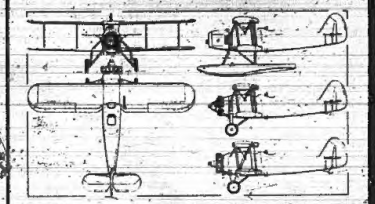
“It’s a one-pager town now,” concludes student Editor Pozczak, who will leave the paper for good in August.

The NCCPA’s Green says the buyouts and anti-competition laws defeat the whole purpose of having a student press in the first place.

“Students working on school papers are in the process of training so they can later get staff jobs on other papers,” she says. “Competition is a part of the business.”

“And if you’re going to train people right,” adds U.A.’s Sublette, “you need to sell ads to finance your publication. How can you teach kids marketing if they don’t go out and hit the street? You can’t teach them to do things halfway.”

### Aero-plane Identification



THE FIRST EXACT ANSWER presented to the AVION of the identity of this aircraft will win a free one trimester subscription to the AVION, sent anywhere they want. The Student Publications staff, previous winners, and their families are not eligible.

### CHALLENGER (continued from page 1)

seconds after launch from KSC. The Hughes HS-376 operates on the 14/12 GHz (Ghz) frequency band and has a designed operational life of ten years in geosynchronous orbit.

Deployment of the Indonesian Palapa 2-1 satellite will occur on orbit 18 at 1 day 2 hours and 3 minutes into its flight from KSC.

Along with the SPAS-01 pallet and the two communications satellites, Challenger will carry a NASA Office of Space and Terrestrial Applications pallet, OSTA-2 and seven Getaway Special Canisters.

The Getaway Special Canisters mounted inside Challenger’s payload bay will contain an assortment of experiments that will study the effects of zero gravity and many scientific disciplines.

The majority of OSTA-2 experiments will be on the emphasis of material processing in a micro-gravitational environment.

One of the Challenger’s most important firsts during STS-7 will be the first landing of the Shuttle at KSC. The landing is tentatively scheduled for landing on runway 15 at 6:54 a.m. EDT on mission day 7, June 24.



### FAA (continued from page 1)

Presently, no maintenance schools in the country have been granted self-examination authority. When asked what lowering this formal inspection will have on final approval, Mr. Mirgle stated, “The more inspections we have that are relatively flawless, the better chance we have [to receive self-examination authority]. Ultimately, the student will benefit. There will be less duplication of efforts.” Mr. Mirgle acknowledged that approval will result in more responsibility being placed on Embury-Riddle, the Maintenance Technology Dept. and on the instructor.

A concept utilized by the Embury-Riddle Flight Department for private, instrument and commercial ratings, self-examination has long been an alternative for flight schools throughout the country. That is, the FAA will probably follow a class through the program and evaluate the levels of learning that are being achieved.” No date for expected approval were offered.

## The Phoenix needs your help

We are currently looking for volunteers to help with all aspects of yearbook production.

If you are interested in learning your way around a darkroom or trying out your style with yearbook layout, Come speak to a Phoenix staff member to get the meeting times.

**WE NEED YOUR HELP!**

More information available in the Avlon/Phoenix Office.

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