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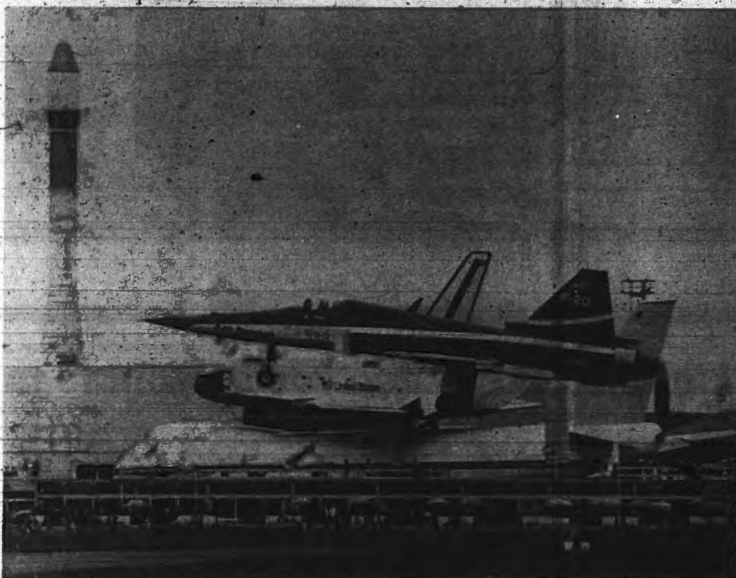
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THE AVIONICS

The Award-Winning Newspaper of College Aviation

June 15, 1983
Volume 44, Issue 3



F-20 Tigerhawk, Northrop's latest advanced fighter, seen above, performed at the Paris Airshow in Le Bourget, France. The Space Shuttle Enterprise can be seen in the background perched atop a Boeing 747.

Avionics faculty members resign

By Brian F. Finnegan

Chief lesser job opportunities, and upward movement within the industry, three Avionics Maintenance Technology instructors, including the Department Chairman, have submitted their resignations. The departing staff members are Randy Griffith, Tom Jowanowitch and chairman, James Ruddell.

The first to leave was Tom Jowanowitch, who began a job with Lockheed Aerospace in California after the end of the Spring 1983 semester. Randy Griffith will be the next to vacate his post effective the end of the Summer A term. His move will be of considerably less distance as he has taken a position as Simulation Test Engineer with General Electric Company on Volusia Ave in Daytona Beach.

Randy will be involved with the final assembly and testing of simulators for the new M-1 tank and F-18 and F-14 jet fighters. "The base is huge," says Griffith. "Avionics mavens have literally photographed the world. The simulators project a visual environment on a high resolution, depth of field screen."

Griffith went on to detail the importance of Avionics in the aviation industry. "The 'Glass Cockpit' is here. The new Boeing 757 and 767 are almost entirely monitored and controlled electronically." Today's aviation technician will have to be able to "deal on an abstract level. The in-

dustry can only get more complex and the level of education of the technicians must increase as well."

James Ruddell, Avionics Department Chairman and a former member of the Embry-Riddle Board of Trustees, has planned to abdicate after Summer B. An Aviation Maintenance Management graduate in 1975, Ruddell has been at Embry-Riddle since 1971. After graduating he worked for a short period at Daytona Beach Aviation. The University then appealed to him to return and "set up an avionics department for them," stated Ruddell. The department, in response to growing student enrollment, has expanded, and now, eight years later, Ruddell wants to move on. Wry smiling and confident, Ruddell claimed he has no immediate plans. However, he did acknowledge an obvious awareness of the current demand for avionics professionals. He says he wants to take a break and have a look at just what is available.

In the process of adopting new procedures for accepting faculty representatives, the Board of Trustees accepted the departing Ruddell's resignation during their April meeting at the Prescott, Arizona campus. Until recently there were two faculty representatives from the Daytona Beach campus, one from Prescott and one from the International Campus. The decision was made by the

See AVIONICS, page 8

Hurricane Plan coordinated at DAB Aircraft evacuation based on 72 hour alert

By Brian F. Finnegan

As the oppressive summer swelter bears down on the Florida peninsula and Gulf Stream temperatures climb into the eighties, so marks the advent of another hurricane season. Borne out of the hot easterly winds generated in the African desert, a hurricane is an intense tropical storm covering thousands of square miles. Its unpredictable westward trek through the Caribbean toward our vulnerable shores is accompanied by torrents of rain and unrelenting winds in excess of seventy-five miles per hour. An enormous destructive potential, a hurricane could level all of Daytona Beach in a matter of hours. For a University with fifty single and multi-engine aircraft, an extra tie-down rope won't quite provide the necessary protection.

A natural by-product of tropical life, a Hurricane Plan has been devised to protect the Embry-Riddle aircraft fleet and to keep the University buildings intact. Although the Hurricane Plan has been a reality for many years, in fact, from the beginning, a yearly "synchronizing of watches" occurs; the evacuation strategies are reviewed and updated as necessary.

The overall purpose of the plan is to establish procedures and responsibilities for the planning, coordination and action required in the event of an approaching hurricane. It consists of a sequence of activities which will take place as directed by the Director of Administration, Chuck Fountain. Hired at the end of 1982, this will be Fountain's first hurricane season with Embry-Riddle.

At seventy-two hours prior to the anticipated landfall of a hurricane, the plan goes into effect. At this time all the Deans of the University are notified and Dick Whaley, Director of Flight Operations, Vic Morris and Frank Wencel, Professors of Meteorology and the Miami Hurricane Center confer to determine possible fleet evacuation and the most probable routes. The routes, planned months in advance, have

been identified and each destination has been confirmed for accommodating up to ten aircraft and their pilots. All destinations have approved instrument approaches. The FBO's (fixed base operations) will provide for aircraft security and the motels have agreed to bill the University directly but, all food charges will be arranged separately.

The destinations and their distances from Daytona Beach are as follows:

1. Fort Meyers, Florida, 170nm

2. Sarasota-Bradenton, Florida, 140 nm
3. Gulfport Biloxi, Mississippi 420 nm
4. Wetumpka, Alabama, 350nm
5. Birmingham, Alabama, 370nm
6. Brewton, Alabama, 375nm
7. Bay Minette, Alabama, 360nm
8. Hammond, Louisiana, 400nm
9. Madison, Georgia, 330nm
10. Savannah, Georgia, 330nm

At this time, evacuation pilots will be notified by Flight Technology and put on stand-by status. The Senior line pilots will be selected and appointed flight

leaders. The minimum qualifications for evacuation pilots are the commercial aid instrument ratings and these pilots will be selected from volunteers. Flight instructors and students meeting the minimum requirements will be considered. At forty-eight hours the evacuation pilots will be put on alert and will be briefed on flight planning, routes, destinations and facilities. The non-flyable aircraft will be identified and stored at Daytona Beach Aviation.

Thirty-six hours prior to hurricane arrival, the storm status will be reviewed and evacuation route-of-flight weather will be determined. Pilot and aircraft assignments will also be made at this time. Flight Operations plans to issue the fly-away command prior to the cross-wind exceeding twenty knots.

After the fly-away decision is made, Whaley will monitor the status of each aircraft, destination weather and the crew. The possibility of further evacuation due to storm progress is a reality and, therefore, must be considered. With this forecast in his mind, the Director of Flight Operations will maintain contact with the evacuation flight commander at destination airports. When the hurricane dangers have passed, storm damages will be assessed and the return of the evacuated aircraft and crews will be coordinated.

Officially recognized as the months between June 1 and November 1, the fickle hurricane season has spared the Florida coast in recent years. The Hurricane Plan was last put into effect in 1979 when Hurricane David swept through the Daytona Beach area. However the full brunt of his force was not felt and the only significant damage sustained was the loss of the Embry-Riddle billboard, facing westward out over the flight line.

Remember: Hurricanes can kill and must be treated with respect. Follow evacuation advisories and retreat to the safety of inland sanctuaries. Many a hurricane party has been crashed by an unwelcome guest.

See BOMB, page 7

1983 Atlantic Hurricane Names

Alicia	Hugo	Opal
Barry	Iris	Pablo
Chantal	Jerry	Roxanne
Dean	Karen	Sebastian
Erin	Luis	Tanya
Felix	Marilyn	Van
Gabrielle	Noel	Wendy

Friday afternoon bomb threat received

By R.K. Smithley

Friday, June 10, at 2:56 p.m., a telephone caller told the E-RAU switchboard operator that bombs were planted in building complexes A and B and were set to detonate in 30 minutes. E-RAU Chief of Security, Bob Walters was immediately notified and all on-duty security personnel were dispatched to evacuate the two buildings. The Daytona Beach Police Department was also alerted and dispatched five officers to assist in the bomb threat operations. Following a three day waiting period the buildings were searched, revealing the call was a hoax as suspected and subsequently reopened to faculty and students.

Walters disclosed that one class in the threatened buildings was scheduled for an exam, which was blamed as the prime motive for the bomb scare. "It's a shame that it has to happen, because of the simple fact that other students trying

Recognition reception for Provost Fidel to be held

A Recognition Reception has been planned for Provost Jolin A. Fidel to thank him for being the person he is and to express our congratulations on his new position as the Director of Development. The event will be a drop-in affair (cost and tie requested) in the University Center on June 22, 1983, from 8:00 p.m. to 10:00 p.m., with a "roast" and presentation planned for 9:00 p.m.

Please join us in showing our appreciation to Mr. Fidel for his leadership and guidance as the Provost of the Daytona Beach Campus for over four years. All faculty, students and staff are invited. R.S.V.P. by Monday, June 20, 1983, to the following offices:

Students - Ext. 1081
Faculty - Ext. 1132
Staff - Ext. 1196

Survivable submarine communications built

EVENDALE, Ohio - Boeing Aerospace Company, Seattle, Washington, has been selected to develop a survivable airborne communications system, equipped with CFM56-2 engines, for the U.S. Navy's submarine ballistic missile force. The system, which will serve as a vital link between the nation's national command authority and the Navy's Trident submarine Ballistic Missile (SSBN) fleet, represents the fourth major application for the advanced technology CFM56 family of engines.

The system will be known as the E-6 and will use an airframe almost identical with the E-3 Airborne Warning and Control System aircraft. The Navy has a requirement for 15-E-6 systems, which include approximately 70 CFM56-2 engines. "A total of \$34 million has been authorized to begin work on what is expected to be a program valued at about \$1.6 billion. The last of the 15 systems will be delivered in 1991. Long-lead funds for the first aircraft are requested in the FY 1984 budget.

Boeing's E-6 proposal to the Navy calls for a low risk program using service-proven equipment. The Navy's airborne very low fre-

quency (AVLF) communications system will be installed in the modified E-3/AWACS airframes. Boeing will provide crew training, trainers and system support.

Boeing submitted its response to the Navy's request for competitive proposals for the E-6 last summer. Its AWACS airframe equipped with new fuel-efficient CFM56 engines will require only a minor modification to accommodate the AVLF equipment already in operational use. The airframe will be assembled on the same production line with the E-3/AWACS and will retain about 95 percent commonality with the E-3.

The E-6 role is vital to the Submarine Ballistic Nuclear Force. Currently there are two major communications systems which serve this fleet. The primary system is land-based and is vulnerable in time of attack. The second is the EC-130Q or TACAMO system, an airborne system using a variant of the turboprop C-130 aircraft equipped with the same AVLF communications system planned for use in the E-6. The increasing capability of the Navy's SSBN fleet has stretched the EC-130Q to its operational

See BOEING, page 7

Editorial

Our Gal Sal

By Brian F. Finnegan
Avion Copy Editor

Historically, the advancement of the human race can be measured on many scales. Technologically, progress is continually being made. From the home computer to the new generation glass cockpit, our insatiable thirst for knowledge has led us to solutions for many problems once thought unsolvable. It seems reasonable to expect the fuel conservation challenges of today to one day find resolve.

However, socially, far more tedious and slower-paced progress is being achieved. Racism and sexism have traditionally ruled mankind's inferior consciousness and outward actions. With few exceptions, a male dominated, patriarchal society has left little room for women to grow beyond the parameters of housewife and mother. It was not until Susan B. Anthony demanded and won women's right to vote in 1920 that female ambitions began to be taken seriously. Even then, the exhaustive and bitterly fought battle left women drained and virtually powerless. Eventually, women were to rise up and demand the same considerations afforded men. In 1966, the National Organization for Women (NOW) was formed by Betty Friedan. The author of "The Feminine Mystique" inspired women and a surge of militant feminist organizations grew. While the militants were comparatively few in number, they were on the outer periphery of a huge number of women examining their own lives and restlessly groping for an identity that would lead to a more fulfilling life.

For the most part, legislation has sided with women but, male attitudes, steeped for generations in masculine supremacy, have proved to be the most formidable of obstacles for women to overcome. Once stereotyped as men's work, technically complex fields in aviation have motivated to pursue physics at Swarthmore and Stanford University. Feeling lost in all the equations, she began studying English literature. She graduated with a Bachelor of Science in Physics and a Bachelor of Arts in English. In 1978, she received a Ph.D. in Astrophysics; but she was jobless.

Then, for the first time in ten years, NASA announced they were looking for astronauts. From 8,370 applications, Sally's credentials, personality and ambitions were scrutinized closely and she was among the first thirty-five chosen. Six were women.

Reflecting the mood of the times, astronaut Alan Bean, an Apollo 12 and Skylab 3 veteran, was skeptical about women in a man's world. His tone soon changed when he found that Sally and her female associates handled the tasks as well as any of the men.

Yes, in preparation for her present exciting ride [I wouldn't resist], Sally has always been in top physical condition, a prerequisite for all astronauts, male or female. She is an ex-tennis champion and scuba diver. Her flights in NASA's T-38's inspired her to earn a pilot's license and the stomach-churning parabolic curves flown in KC-135's to achieve moments of weightlessness has only enforced her ambitions to explore the outer reaches of her capabilities. Yes, on Saturday, June 18, five highly qualified astronauts will be launched into space. The fact that one is a woman is testimony to the progress that the human race is making in fields other than science. Her victory is our victory and ultimately we all shall benefit. Good luck Sal, we're rootin' for ya!

President's Corner

Charles W. McKenney

President, Student Government Association

I'd like to welcome all of you back to Embry-Riddle after Spring Break and a special welcome to all new students.

The SGA is a student organization made up of the Student Administrative Council (SAC), the Student Union Board (SUB), the Student Court, the Avion newspaper, the Phoenix yearbook, and the Entertainment division. Services that are provided include a free notary service, a .05 per page copying service, typewriter and calculator rental, free classified newspaper ads, concerts, movies, coffeehouses, and guest speakers.

The SAC meets Mondays at 5:30 PM in the Common Purpose Room and all students are invited to attend. Minutes of the meetings are posted on the SGA bulletin board weekly and a copy of the Summer 83 budget is available in the SGA office, ext 1080.

Students are welcome to participate in all divisions. At the present time we especially need student support on the Phoenix yearbook staff and Project CARAL. Project CARAL stands for Catch A Ride And Live. This is a service to provide Embry-Riddle students with a ride to the dorms after they have had a few too many to drink. This ride may be obtained on Friday and Saturday nights by calling the university switchboard at 252-5561. We also need two student dorm representatives on the SAC. Applications are available in the SGA office.

I would like to welcome our new SGA Secretary/Treasurer, Joyce Gillisee, to Embry-Riddle.

Klyde Morris



Light lunches keep you on your toes

K'in ya hear me



by Doc Horwitz

LIGHT LUNCHES keep you alert for the whole afternoon and can prevent the phenomenon of 3 PM slumps. Although some medical authorities disagree, advocates of light lunches say to avoid bread, potatoes, refined foods, sugars, and high-carbohydrate fruits. DIVORCE AND MENTAL HEALTH: Surveys of psychiatric facilities in this country and abroad consistently find that the highest rates of admission are for divorced or separated individuals. Next in frequency: Single and widowed. Studies of outpatient psychiatric clinics show similar findings. Children from divorced or separated families are also more frequently using therapists and college psychiatric services. Conclusion: THE NEW CONTRACEPTIVE: One woman in three stops using the cervical cap within the first year. The pregnancy rate is 8 percent. That's comparable to birth-control pills used with spermicide, but higher than IUD's or birth-control pills. Drawbacks: Two-thirds of users reported an odor problem serious enough for some to stop using it. One in four reported difficulties inserting or removing the cap, occasionally, the cap became dislodged during intercourse. MANIC-DEPRESSIVES who are too badly affected often produce unusually good or creative ideas during manic periods. This may make up for the corresponding period of time they are depressed. Those with mild cases probably need little or no treatment. For those more severely affected, lithium is usually effective, but may occasionally have serious side effects. HOW TO DEAL WITH THE NEW AIR TRAVEL: More than a year after the air controllers' strike, business travelers still must adjust their schedules to the new realities of air travel. Flanes now must receive clearance from the destination airport before taking off. Result: More ground delays. Added time-waster: Airlines are cutting nonstop flights in order to conserve their allocated takeoff and landing slots. It's also more difficult to book flights as peak travel times and during holidays because the Federal Aviation Administration now limits the number of takeoffs and landings per hour at major airports. Overbooking is more of a problem for passengers than ever. (Bumping complaints to the Civil Aeronautics Board are up 60 percent from last year.) CAB regulations require airlines to pay you between \$37.50 and \$200 if you're involuntarily bumped. You'll usually receive a check on the spot. So make sure to negotiate all the fine points before settling: rebooking, sleeping, flight, hotel room, cab fare, long-distance phone calls, meals, if necessary. Write down the airline customer representative's name. If you still feel cheated, go back later to the airline's customer-relations department and reopen the case. Limitations: 1) Renegotiation is out of the question once you cash the check. 2) Cash-making opportunity: If you volunteer to relinquish your seat on an overbooked flight, you can be compensated (usually up to \$200, depending on how persuasive you are). Airlines also offer travel vouchers that may be worth even more. The airline isn't obligated to meet your demand, in which case just proceed on your flight. When it does, secure a guaranteed refund. TAX-FREE BOND TRAP: In the current euphoria over tax-free bonds, many investors are forgetting the risks. The depressed state of the economy has left most city and state treasuries illiquid. The revised bankruptcy law makes it more attractive for municipalities to declare bankruptcy. Investors should think twice before using tax-free bonds now, because the same liquidity crisis that makes national government securities may spur a rise in long-term interest rates other issues later this year. MISTAKES IN BUYING CAR INSURANCE: Buying only the re-

quired minimal liability insurance. Paying high premiums for collision insurance for a car with little list value. Paying too low a deductible on optional and comprehensive coverage which raises annual premiums. MINIATURE BATTERIES used in watches, hearing aids, etc. contain a lethal dose of mercury and pose a grave danger if swallowed. Stomach acid can rapidly eat through the battery

case. Immediate removal by a doctor is essential. WEARING BRACES for orthodontia no longer has the embarrassing appearance for self-conscious young adults. Braces that fit on the tongue side of the teeth and are not visible will be available next year. The devices cost about one-third more than regular braces. The treatment takes as long as regular orthodontia: Two years.

S.G.A. reps defend actions

To The Editor:

The blatant misuse of truth in journalism was expressed in the last issue of the Avion through the S.G.A. Finance article. Freedom of Press is one thing, but using it to distort and manipulate the truth is another. Examples can be shown: The article starts by saying "to allow the university to hold and have the responsibility of distributing S.G.A. funds," which does not hold any truth. The university has no authority to "distribute" the funds. They only act as a bank to let us take advantage of their money market funds. As for the money market fund the interest return is 14.5 percent and any individual bank's money market accounts will only return about 8.5 percent interest. The difference in these two types of accounts made it more beneficial to go into the university system.

In answer to the two questions: "Who gave two people the right to make this decision? Who will be held responsible if any funds are redirected? Two people cannot make a decision when the university tells the S.G.A. to transfer the funds and no funds can be

redirected without the consent of the S.G.A. This issue was brought before S.A.C., but this was not allocating any money, it was just transferring it to another bank. No money was spent.

Yes, the S.G.A. does benefit by using the tax exempt number. As far as the \$5000 figure in savings because of that, it had to be pulled out of the bank because there was no quote given by the Director of Student Activities. And yes, the S.G.A. does have to pay \$10,000 a year for the position of secretary/treasurer for the S.G.A. But there is no way several student assistants can fill this position because of the heavy responsibilities involved. This position must be filled by a fulltime university employee because of check writing and other responsibilities.

How can issues be changed without even considering them? As far as the insignificant consideration of a problem, if the problem is brought in a courteous way it will be considered. As for the shortage of personnel, have you ever considered any other definite reasons. Steve Helms and Chuck McKenney.

the avion

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Propeller maintenance is a safety must



By Bill Baldwin

Of the many aircraft components, I can think of none that enforces that standard more than the propeller. In a previous Maintenance Corner article, Pete Vashary stressed a need to keep current with FAA Maintenance Regulations. In this article attention will be focused on the rig's that pertain to the maintenance of propellers.

Unauthorized and/or improper minor repair of propeller blades is a frequent occurrence in general aviation. Perhaps the reason for this is simply a lack of awareness of the regulations that govern proper maintenance and of the

seriousness of the possible consequences.

People who fly or maintain airplanes should be aware that the propeller is a vital component of that airplane. A mechanical failure of the propeller could cause a forced landing or create vibrations that are sufficiently severe as to damage the aircraft. A prop tip separation could lead to engine moment separation. If the engine mounts fail and a person says, "I lost my engine" it is meant quite literally. Imagine an aircraft engine dropping in to watch T.V. with you - through the roof!

As a result of producing forward lift that is known as thrust, very strong bending, twisting and centrifugal stresses are created in the propeller blades. Constant vibrational stresses are added. Vibration occurs mechanically from the piston action through the crankshaft of the engine and aerodynamically from the airstream as lift is created.

Before a propeller is certified as being safe to operate on an airplane, an adequate margin of safety must be demonstrated. Every conceivable precaution is taken in the design and manufacture of a propeller. However, in

cidents of failure, particularly of the metal fatigue type, continue to occur. It is essential that the propeller be maintained according to the recommended service procedures, and a close watch be exercised to detect impending problems before they become serious.

It is for these reasons that maintenance regulations specify that any repair to a steel propeller blade and the repair of deep dents, cuts, nicks, etc., in aluminum propeller blades are

major repairs. A major repair must be accomplished by an FAA Approved Propeller Repair Station. Also, any minor repair to an aluminum propeller blade, such as slight dents, nicks, etc., must be accomplished by or supervised by a certified powerplant mechanic.

In other words, if you are one of the pilots of aircraft owners who have been filing or stoning those nicks out, and you do not have a powerplant mechanic rating, you're illegal.

AIAA plans trip to shuttle launch

By Jeffrey Cohen

The next big event of the trimester for the American Institute of Aeronautics and Astronautics (AIAA) is the seventh Space Shuttle launch. We have received an invitation from NASA to view the launch from an official viewing site about five miles from the launch complex. AIAA and L-3 will be chartering a bus for the trip. There are still some seats available on a first come first serve basis.

If you are interested in joining us for the trip, please purchase your ticket from Dr. Tej Gupta, Ext. 1156, Office E-11 (opposite in the Engineering Building). The cost of the bus ticket will be \$9.00 for a nonmember of AIAA/L-3 and \$7.00 for an AIAA/L-3 member. There will be a booth in the Pub Area (U.C.) on Thursday, June 16 for last minute purchases. The bus will be leaving Embury-Riddle at 2:00 AM, Saturday June 18th, and will return before 12 noon.

French club makes plans for the summer trimester

By Marie-José Caro

It looks like things are really under way in the French Club now! Last Wednesday the members of the Special Activities Committee got together and started getting things in motion. Between now and our next committee meeting on Monday, the members will be calling DBCC and the City Library for help in getting those long talked about French films and speakers. The French Embassy and the French Consulate will also be learning of our existence and hopefully will be able to lend us some French Aviation films.

This meeting on Monday and at the general meeting, late next week. This is really looking up! So, if you're interested in joining our club, or just sitting in on a meeting, get in touch with us! You don't have to speak French, you don't even have to be a Riddle student. An interest in the languages or in the culture of France or other French-speaking countries is all we ask. Drop a note in our box at Student Activities, or in Bill Jackson's box, 6998. Or call or write Marie-José Caro at 253-5006, Box 6660. We'll be seeing you - Au Revoir!

This sets the stage for our planned July 14th bash. July 14th is Bastille Day, France's version of the Fourth of July. To celebrate this event we hope to be in the U.C. selling croissants and other French delicacies to all your gourmet! We'll also have French music, maybe a speaker, and a French film that night! It promises to be an exciting day!

Before that, however, we have some fundraising to do! We're planning on a Car Wash to help finance all our plans! Details will be finalized at the committee

The Science Corner

By Jeff Guzzetti



Space Shuttle Update

STS-7

Launch: This Saturday, June 18, 7:30am
 Landing: Friday, June 24, 7:00am
 Payloads: 1) ANIK C satellite (Canada)
 2) PALAPA B satellite (India)
 3) SPAS (Shuttle Pallet Satellite)
 4) OSTA-1 (U.S./German scientific pallet)
 Firsts: - first American woman in space,
 - first flight with five astronauts,
 - first landing at Kennedy Space Center.



Good luck, Challenger!

ANIK C Satellite

This Canadian satellite, to be launched by STS-7, is the second in a series of three telecommunications satellites built by Hughes Aircraft Company. The satellite will be deployed on Challenger's eighth orbit of the earth (about nine hours into the mission), and will be boosted to geosynchronous orbit at 23,300 miles above the equator.



Know your probes

Match the interplanetary probes with their respective missions:

- | | |
|----------------|-------------------------------|
| 1) Mariner 2 | A) Landed on Mars (1975) |
| 2) Pioneer 10 | B) Lunar landing (1969) |
| 3) Surveyor 1 | C) Venus fly-by (1962) |
| 4) Viking 1, 2 | D) Encounters Uranus in 1986 |
| 5) Voyager 2 | E) First Jupiter probe (1971) |

answer:

1-C 2-E 3-B 4-D 5-A

CROSS WORD PUZZLE

FROM COLLEGE PRESS SERVICE

ACROSS	8 Hold on
1 In music, high property	3 Occupant
4 Part of a door frame	4 Probe
5 Miley Cyrus	5 Mosaic
6 Enigma	22 Barber
13 Sander	7 Season
14 True	8 Hold chair
14a Music System	15a Authority
15a Weather	16a Faculty
16a Investment	10 Member
18 Obsolete	11 Venetian
20 Broadway	17 Precious
21 Compass pt.	18 Earth
22 Obscure	23a Foodless
23a Bicycle	22a Bicycle
27 Yes, in general	24 Yes, in general
29 Talk a good word	25 Majority
30 Simplicity	29 Florist
31 SA's religion	37 One adjective
32 Flower, by one	38 Shower
33 Exit	39 Toy
34 — what?	30 A German
35 Name	33 Having tide
36 Part of a drink	34 Beer
37 Greek tense	35 Beer
38 Arrow poison	36 Beer
40 Gave food to	37 Beer
41 Article	38 Beer
42 Border on	39 Beer
44 Omen	40 Beer
47 Deceitful	41 Beer
51 Be indisposed	42 Beer
52 Length of a rope	43 Beer
53 Tan color	44 Beer
54 African antelope	45 Beer
55 Measured	46 Beer
56 Piece	47 Beer
57 Organ of hearing	48 Beer
DOWN	49 Beer
1 Bye her/his	50 Beer

See ANSWERS, page 7

Spain to purchase F/A-18 jet

ST. LOUIS, May 31, 1983 — The Government of Spain has signed a \$3 billion contract to purchase McDonnell Douglas F/A-18 Hornets, the corporation confirmed today.

In signing the letter of offer and acceptance from the United States, Spain has ordered 72 aircraft with an option for 12 more. The first Spanish F/A-18 is to be delivered in 1986.

"We are very pleased to see the Hornet win this third consecutive international competition," said Sanford N. McDonnell, chairman and chief executive officer of McDonnell Douglas Corporation.

"The F/A-18 continues to prove itself as the world's premier strike fighter and is the best value for both the United States and her important allies like Spain."

The United States Navy and Marine Corps, currently flying their first squadron of F/A-18s, have previously announced plans to acquire 1,366 F/A-18s plus 11 development aircraft. Canada has ordered 138 of the aircraft, designated the CF-18, and Australia has ordered 75. McDonnell Douglas estimates that the market for the F/A-18 is about 2,500 planes.

As part of this latest contract, Spain will manufacture F/A-18 components, including parts of the airframe, engine, radar and other avionics.

ted to an industrial benefits program in Spain valued at \$1.8 billion. The program calls for transfer of certain aerospace and other industrial technology to Spain, assistance in foreign investment and export development, and support for the tourism industry in Spain.

The Spanish aircraft industry has been offered manufacture of F/A-18 leading edge extensions; inboard and outboard leading edge flaps; horizontal stabilizers; centerline pylons; speed brakes; dorsal covers; rudder assemblies; and side panel assemblies.

The Spanish Air Force intends to fly the aircraft as a strike fighter

with emphasis on the air-to-ground role.

U.S. Navy and Marine pilots have been flying their Hornets since late 1980. Two Marine Corps squadrons are operational at El Toro, California.

The Hornet carries a 20mm cannon, both radar-guided and heat-seeking air-to-air missiles, and up to 17,000 pounds of ordnance.

Northrop Corp., Hawthorne, Calif. is the principal subcontractor for the F/A-18 airframe. General Electric, Lynn, Mass. makes the Hornet's twin F404 engines. Hughes Aircraft Co., El Segundo, Calif. builds the APG-65 radar.

Vets Club Clothing Drive

Thursday, June 16 in the U.C.

Proceeds donated to St. Brendan's Church

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Sports Editorial

Old and new friends praised and dumped

By Dave Frost
Avlon Sports Editor

The sports scene has been very active the past couple of weeks with events headlining baseball and football in particular. Old names and new names have been popping up. Some of the names have been very surprising.

Baseball will be saying good-bye to an old friend soon. The Chicago Cubs have found that a big name for public relations work might just have too big of a salary to keep on the payroll. The big name in question is the one and only Mr. Cub, Hall of Famer Ernie Banks. Banks has been doing a p. a. and giving hitting instruction the past couple of years since retiring. The management of the Cubs has decided to do some budget cutting and Banks got the ax. It seems like a cruel thing to do to someone who has given a lot to the game. Especially to someone who always said "It's a great day for a game" no matter what the weather was.

Another baseball note has the San Francisco Giants finally retiring Jersey number 24. This number belonged to former Giant great Willie Mays. Mays starred for the Giants when they played in New York and later in San Francisco for over 20 years. Mays was elected to the Hall of Fame after he retired and that seemed to be the last of the tributes that the great centerfielder would receive. It seems that he had a falling out with the old owners of the Giants before he was traded to the Mets. Another factor that might have come into the picture of number retiring was Mays being barred from baseball by Commissioner Bowie Kuhn. Mays got a p.r. job with a hotel in Atlantic City that had gambling interests in it. Kuhn felt that baseball and gambling establishments don't mix and Mays was not allowed to continue his job as a part-time hitting instructor for the Mets. Mays stated that he had nothing to do with the gambling aspect of the hotel. One has to wonder how Kuhn can let team owners own race tracks the same time he bans coaches. At least now Mays will get the honor he justly deserves from the San Francisco organization.

The training camps of the National Football League are set to open in about a month and the pre-game talk has begun. In a recent interview, Terry Bradshaw stated that he disagreed with the way John Elway conducted himself during the recent NFL draft. To refresh your memories, Elway was the one who said he would not play football for the Baltimore Colts and would play baseball for the New York Yankees instead. Bradshaw said that Elway destroyed the purpose of the draft and that the purpose of it was to help the teams who did not finish well the year before. He also said that the Steelers would "kick the dog" out of Elway when they play.

Here's a special baseball bulletin for all you aspiring baseball players out there. Since the professional baseball draft is over, baseball teams are now conducting try-out camps. There are looking for hopeful prospects that might have been overlooked during the recent draft. The Pittsburgh Pirates will be holding try-outs this Friday and Saturday at Sanford Memorial Stadium in Sanford, Florida. The try-outs start at 9 a.m. This is a golden opportunity for all you classroom Walter Mittys. Finally I have this quote about the late Jack Dempsey whose death the sports world is mourning. His wife was once quoted, "I didn't marry a boxer, I married a champion". A very true quote about a very loved man.

Sports shorts

WINNERS CROWNED!

MINIBASKET:
E-RAU's 126 Boston Marathon was won by Pete Giannakakis of Mainland High School's Varsity Track. Pete broke out fast for an early lead and then outdistanced the field for a fine victory with a time of 1:16. Second place went to Steve Whitman with a time of 5:36 followed by Ken Schneider in 6:14.

FREE THROW RESULTS:
Despite the rain, the E-RAU Free

Throw Contest was held with Joe Derry III from Claymont, Pennsylvania winning the contest. As captain of the Shore Basketball Team had good hand-eye coordination making 12 out of the 13 shots. Four time champion Tim Wack followed with 10 good shots with Jeff Zimmerman picking up third place.

RAQUETBALL:
Dr. Hiramapour and Beth Creston were the first E-RAU Student

Faculty Racquetball Champion-ship. In a dramatic come from behind victory Dr. Hiramapour, Chairman of Math & Computer Technology and Beth Creston an Aeronautical Science major from Atlanta, Georgia won the Doubles Tournament by beating Mike Nickell, Superintendent of Technical Services and Kurt Holst, a Aviation Technology major from Culbertson, Nebraska. The games were extremely close with partners Mike and Kurt

taking the first game by a 15-14 score. Trailing at the start of the 2nd game Beth and Dr. Hiramapour rallied to another 15-14 game to tie the match at 1 apiece. With both teams indifferent with the thought of winning, the tie breaker got underway. Beth, E-RAU's Nationally ranked player warmed to the occasion with Dr. Hiramapour to take the victory and 1st place trophies.

Speedway readies for action

DAYTONA BEACH, FLA. — Hoping the third time will be the charm, Bill Elliott has filed the first entry for the Fourth of July running of the 35th annual Firecracker 400 NASCAR Winston Cup stock car race at Daytona International Speedway.

Elliott finished second in each of his last two Winston Cup events at "The World Center of Racing." The driver of the Mellling Oil Pumps Ford was runner-up to Cale Yarborough in this year's Daytona 500 and to Bobby Allison in last year's Firecracker.

This year's Firecracker 400, the 10th Anniversary edition, is set for 10 a.m. on July 4th, preceded by the Paul Revere 250 IMSA Camel GT race at 10 p.m. on July 3rd. Busch Pole Qualifying for the Winston Cup stars starts on July 2nd at 10 a.m., and concludes on July 3rd beginning at the same

time. "I really am looking forward to going back to Daytona," said the 27-year-old driver from Dawsonville, Ga. "I've finished second in my last two races at Daytona, so I have to feel going in to the Firecracker that I'll have a chance to win the race."

Elliott's runner-up finishes in the last two Daytona races were accomplished with the 1982 model Ford Thunderbird. He'll return to Daytona with the 1983 version of the Mellling Oil Pumps Ford Thunderbird, the same car in which he qualified at over 200 miles per hour and finished fifth in the Winston 500 at Talladega.

"We ran the '82 car in the Daytona 500 in February, but we'll be back with the '83 Thunderbird because the car ran so well in the Winston 500 at Talladega," Elliott said, referring to Alabama Inter-

national Motor Speedway, Daytona's companion track.

"We learned a little, but more about the new car at Talladega, which should tell us something about the car at Daytona, too. Hopefully, we can go back down to Daytona for the Firecracker and sit on the pole. But you never know."

Elliott, who's had several other runner-up finishes in the past two years to the Winston Cup Series, also talked about last-year strategy and what he might do differently to win his first NASCAR Grand National race.

"I've always wonder what you could have done differently in any race when you finish second. And if you qualify second, you always wonder what you could have done to sit on the Busch Pole," he said.

"You can always second guess yourself no matter what you do. I

feel like when I've been in those races that I've made the best decision possible at the time. But the guys I've finished second to are guys who've been around a long time, and they don't make mistakes."

When asked what it would mean to him to win the Firecracker 400, Elliott's reply was simple but direct to the point. "It's great deal," he said. "It would mean a great deal."

"We're working as hard as we can and the crew's working as hard as they can and only time will tell right now. We've put in a lot of hard work in the past two years and we're sure. And Harry (Melling) has stood beside us through hard times. Now, here we are."

And where they are is on the verge of Bill Elliott's first Winston Cup victory, one that could very well come in the Firecracker 400 on the Fourth of July.

Al Holsher, the current points leader in the 1983 IMSA Camel GT Championship will be making the Daytona debut of his turbo Porsche March prototype in the July 3 Paul Revere 250. Holsher unveiled the new creation in the recent Camel GT 500 at Charlotte Motor Speedway in convincing fashion. He won co-driving with Jim Dreyman. Holsher is looking forward to the Paul Revere 250. "It will be the first time we'll be able to see just what kind of top speed the car has. This year, three faces a year at Daytona, it's important to do well and to do well at Daytona, you've got to have speed." The Paul Revere 250, coupled with the July 4 Firecracker 400, provides racing fans with the best in sports car and stock car racing for a single admission. There is no similar program of racing in the United States.

July is showdown at Daytona International Speedway as five of the world's best racing drivers strive for the Speedway's track championship. Cale Yarborough is the current leader with 12 D.I.S. wins. He is followed by Hurley Haywood with 11, and Richard Petty, Bobby Allison and David Pearson all with 10. Haywood will try to tie the Yarborough when he races in the July 3 Paul Revere 250. The other four drivers are expected to race in the July 4 Firecracker 400 Winston Cup race. Yarborough won February's Daytona 500 to break his tie with Haywood for the circuit's honors. The Independence Day holiday of racing is part of Daytona International Speedway's year-long Silver Anniversary celebration.

The prestigious series of Goody's Invitational races has produced another first-time winner of an invitation to compete in next year's Goody's 300 NASCAR Winston Racing Series event at Daytona. Dale Jarrett finished second to Morgan Shepherd in the recent Southeastern 150 Late Model Sportsman race at Bristol and won the Invitational. Shepherd already has one. Each winner in the Goody's Series wins \$750 following the event, plus a \$500 bonus for competing in the Goody's 300 at Daytona. If he's a repeat winner, he wins \$500 after the race. The next highest finisher doesn't have an invitation win \$250 from Goody's after the event, and he gets the invitation and the \$500 for competing in the Goody's 300, which is set for February 18, 1984. Other Goody's Invitational winners this year have been Sam Ard, Tommy Houston, Pete Silve, Jack Ingram and Dale Earnhardt. It was also the first one for Silve.

Bowling

By Gary Ewing
After week 4, "Officers & Gentlemen" finally step down from first to allow "Slow Lank" to take over. "Francisco's Kids" take second place with "Officers & Gentlemen" falling into third. The biggest move in week three was by "6-ULDV's," going from

ninth to fourth place. In week four, the biggest move was by "Money Changers" and "D.B.S." The two teams moved from seventh and eighth place to fourth and fifth place respectively.

Week three's high games were by Gary Ewing of "Slow Lank" with a 247 which is the season high game. Other 200 games were by Todd Perzanowski of "6-ULDV's" with a 222, and Joe Golinaki of "Francisco's Kids" with a 212 and 200. Ladies high games consisted of a 184 by Julie Argstrom of "Money Changers." Notable mention goes to Todd Perzanowski of "Francisco's Kids" for bowling three consecutive 178 games.

In the mens high series category, Gary Ewing takes the league high series with 611 followed by Todd Perzanowski with 582 and Joe Golinaki with a 565. In week four, Seven Helms had a nice 248 game and a 587 series to take second place in both of these categories. Todd Perzanowski had

a 211 and a 583. Other 200 games were by Joe Golinaki with 208, Corey Mapper with 206, and Frank McCortier with 201. Ladies high game was by Becky Robertson with 185.



Team standings after week four (6/6/83) are as follows:

1. Slow Lank	12-4
2. Francisco's Kids	12-4
3. Officers & Gents	10-6
4. Money Changers	10-6
5. D.B.S.	9-7
6. 6-ULDV's	8-8
7. Turbo Power	8-8
8. Len's Angels	8-8
9. The "A" Team	7-9
10. One Eyed Bandit	6-10
11. Vets Club	4-12
12. Wing Nuts	2-14

Two teams tied for first



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L-5 to view STS-7 launch

The next L-5 Aerospace Society meeting will be held tonight at 5:00pm in the Middle Theater. The agenda will call for a discussion of up and coming activities. Last week, some of us attended the Daytona Beach Museum to view a planetarium show; but unfortunately, the planetarium was shut down due to technical difficulties. Better luck next time.

Some of the many events we are tending around for the summer include a trip to EPCOT, a model rocket exhibition and a NASA film festival for Spaceweek '83 in July, and maybe another satellite launch

party at Pinos Islet. The big event, however, will occur this Saturday, when we view the launch of STS-7.

L-5, along with our good friends from AIAA, is sponsoring a bus to view STS-7 from a prime viewing site on the beach only a few miles from the pad. Bus tickets will cost \$7.00 for L-5/AIAA members and \$10.00 for non-members. This includes coffee and donuts and even a bathroom. The bus will depart at 2:00 a.m. this Saturday morning in front of the Engineering Building. It will arrive back on campus sometime in the late morning. Tickets may be purchased at the

meeting tonight or in the U.C. tomorrow. There are only a limited number of seats available, so you had better act fast.

This event should prove to be enjoyable for all, and we wish the crew of the Challenger the best of luck. America's Space Transportation System is the spark of man's reach towards the vast benefits of space, and that is what L-5 is trying to promote.

Again, our next meeting will be held tonight, and all are welcome. Dues for our club are only \$5.00 per trimester and NASA films are shown at every meeting. See you tonight.

Happenings on campus

FAA written exams will be held on Tuesday June 21, Tuesday at 8:30 a.m. in the Common Purpose Room, U.C.

Students intending to take an FAA Written Examination for pilots 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 8:30 p.m. 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.

Activation for students who are advance registered for Summer B will be June 29 (the first day of

classes) ONLY in the U.C. Students who fail to activate will have their schedules cancelled and will be billed a \$30.00 late registration fee after re-registering.

The new Add/Drop policy...being able to change your schedule for any term you are advance registered for, will end June 22 (the school's study day) and resume July 1, after the Summer B Add/Drop period. The completed form can be processed at the Registration and Records Office or the Registration Sub-Station in Class Office 2.

E-RAU AAEE becomes one of first five student chapters

By Maxine Smith
Avion Staff Reporter

This past week the American Association of Airport Executives (AAAE) met in Orlando for their 55th annual conference. Airport managers and exhibitors of airport services, products and equipment came from all over the country to participate in the programs.

AAAE was founded in 1928 with the purpose of representing airport managers throughout the United States; approximately 1,510 members from the U.S. and 12 foreign countries comprise AAEE.

In 1982 the AAEE Board of Directors in Washington, D.C., decided to establish a Junior Chapter Program for universities offering airport management programs. These student chapters receive the same information and services as other AAEE members.

On Wednesday afternoon at the Dignitary's Luncheon, the new student chapters of AAEE were formally chartered. In addition to Embry-Riddle, the other universities are North Dakota, Southern Illinois at Carbondale, Florida Institute of Technology and Western Michigan.

AAAE chapter president for E-RAU, Tony Pinto stated, "I'm really glad the national organization has included student chapters as a way of grooming future airport management personnel. These student chapters provide a vehicle by which students may learn and participate within the airport environment. We consider ourselves to be a resource in the aviation industry, and as such look toward the implementation of several cooperative education or intern programs."

Special congratulations are in order for Pinto; Bob Jung, a 1982 E-RAU graduate and current assistant counselor for the university; and John Gannon, faculty advisor. Their help and support has been instrumental in establishing Embry-Riddle's AAEE organization and guiding it toward continued growth.

John Gannon noted, "I am impressed by the chapter and feel we were well represented at the conference. This has provided a narrative basis for our chapter's future."

The continuing improvement of the E-RAU chapter could provide a basis for the use of AAEE student members as a working resource for the airport industry and this idea was discussed in the Student Chapter Update Session.

Also discussed in the session was the topic of aviation careers. Speakers were William Johnson, Fort Lauderdale Airport Manager; James Ashlock, Eastern Airlines Director-New Bureau; and John Corrigan, Piper Aircraft Director-Plans and Programs. Each

speaker gave a realistic outlook on the aviation job market. "Things are not that great, but good old hard work and perseverance will eventually achieve results."

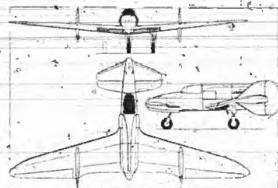
The Orlando Convention Center graciously accommodated the exhibitors and conference sessions. These annual industry conventions provide aviation professionals with an opportunity to better exchange ideas and problem solving techniques for real life situations.

During the Fall trimester, Embry-Riddle's chapter of AAEE will continue with their monthly dinner, speaker and guest seminar programs. Previous speakers have included Robert Aaronson, Director of the Port Authority of New York and New Jersey and John Baker, Aircraft Owners and Pilot's Association President. Chapter President Tony Pinto added all are welcome and encouraged to attend the meetings.



The above picture was taken recently on the Daytona Beach Campus. It is something or someone in plain view to the discerning eye. The person identifying the photo will win ONE FREE MEAL compliments of Epicure Food Services, Inc. Please drop entries in the box in the Avion office. (Photo by Kelly Shortt)

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notices

CPR course offered

A basic CPR (cardio pulmonary resuscitation) course will be offered by Sam Cannon (certified American Red Cross instructor) on Wednesday, July 6th, Wednesday, July 13th, & Thursday, July 28th from 3:00 p.m. to 6:00 p.m. in the Common Purpose Room, University Center. The fee is \$4.50 per person, payable when you sign up. You must attend all sessions to receive certification. Wear comfortable clothes! Call Health Services (ext. 1051) for further information & registration.

Extended LRC hours

1) The LRC will be open the following hours during exams:
Wed. June 22 7:30 am - 11:00 pm
Thurs. June 23 7:30 am - 11:00 pm
Fri. June 24 7:30 am - 6:00 pm

Saturday and Sunday, June 25 and 26, CLOSED
Resume regular hours Wed., June 29

2) The LRC will be closed Saturday, Sunday, Monday, July 2-4, for the holiday.

Deadline for 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 26, 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.

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 a smooth completion. Check with the Registration and Records Office if you have any questions.

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