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Steve Marriot/Humble Pie, Friday U.C.

Embry-Riddle Aeronautical University
Daytona Beach, Florida

THE AVION

The Award-Winning Newspaper of College Aviation

July 37/1983
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Summer graduates spend hot afternoon working on class project. The project involves grounds beautification in front of the University Center.
Photo By Moshe Yufa

Purchase of West German property investigated

By Joy Coor

Many rumors have been circulating on campus concerning E-RAU's purchase of property in West Germany. This spring Embry-Riddle purchased a home in Mainz, a residential community of 700 residents.

The headquarters for the International Campus of E-RAU is located across the Rhine in Wiesbaden. Several years ago on his annual visit to Germany, President Jack Hunt said that their main meeting place at the day Monday Air Force Base in Wiesbaden had become a "jumble messhouse." President Hunt added, "It became blatantly apparent that the Air Force Base was not big enough for our headquarters and operations." He tried but couldn't win the concept of buying a place

in the area to the administration at that time.

Wiesbaden is a tourist city and as motel and food prices skyrocketed the feasibility of the endeavor became clearer. Hunt went on to say that people were coming in at least four times a year for meetings and the price for rooms and board was accumulating to \$800 a night for 10 people.

The six year old private residence will serve three purposes. The first is for use as accommodations for the administrative personnel who come to the headquarters for meetings. The second is as the meeting place for these people. It will also serve as a home for the Dean of the European Division of the International Campus of E-RAU.

The house has three stories. The

first floor consists of a bedroom/bath and serves as the living area for the Dean. The second floor consists of a living room, kitchen, dining room, two bedrooms, and a study. On the third floor there are three bedrooms with adjoining bathrooms and an open meeting room.

"It can accommodate 12 for sleeping and at least 25 for day meetings," stated Susan Doherty, Acting Provost for the International Campus. President Hunt added, "Productivity has increased since the purchase of the house."

The house cost \$233,000 which, Hunt commented, is about half the price of one in Wiesbaden proper. E-RAU paid \$20,000 down and the

See GERMANY, page 5

Dawn of modern air travel began with DC-1

LONG BEACH, GA—A large crowd gathered at Santa Monica, California 50 years ago to watch the maiden flight of a new airplane, the Douglas DC-1. What they really witnessed on that bright Saturday morning of July 1, 1933 was the dawn of modern air travel.

The idea for what became the DC-1 had been conceived in the Kansas City offices of Transcontinental and Western Air, a young airline, just 11 months earlier on August 2, 1932. Jack Frye, Vice President of the airline, sent a two-page letter to a number of aircraft builders, expressing interest in buying 10 or more tri-motored transport planes.

The specifications called for substantially better performance than any of the fledgling airliners then in service. They also expressed a preference for an all-metal monoplane, but said that a combination structure of metal, wood and canvas, the usual aircraft building materials of that day, would be considered.

The letter created a stir in the offices of the 12-year-old Douglas Aircraft in Santa Monica. (Douglas Aircraft merged with McDonnell in 1967 to form McDonnell Douglas Corporation.) Donald W. Douglas' company had

prospered on military aircraft building, the only substantial aircraft market up until that time, but had kept an eye on the growing commercial market.

Douglas called his leading designers and engineers together to discuss the requirements. Within days they came up with a design that exceeded the TWA specifications but used two engines instead of three. More powerful engines were becoming available; with proper cowling, two would do the job. Retractable landing gear would be used, increasing speed by 20 percent, also, eliminating the engine mounted in the nose of the fuselage would substantially reduce the nose and vibration that made cross-country flights a test of endurance for passengers.

As the deadline for submission to TWA drew near, Douglas had a remarkable airplane on the drawing boards, one that would surpass anything in the air for performance, comfort and dependability. But not all the design data had been computed when Harry Wenzel, then general manager, and Arthur E. Raymond, then assistant chief engineer, boarded an east-bound train. (In those days even most aircraft designers traveled by rail.)

They continued their calculations en route and were able to lay the completed plans and performance figures on Frye's desk on the appointed day.

TWA executives were impressed by the two-engine Douglas design but concerned about whether it could fly the Continental Divide, the highest point on the TWA route, with one engine out. They hedged their bets and gave contracts to both Douglas and a company that proposed a tri-motor. The Douglas contract, issued on September 20, 1932, set the price of the aircraft at \$64,000.

Douglas went to work on the new aircraft and within eight months

had rolled out the prototype named the DC-1 or Douglas Commercial Number One. It was an all-metal low-wing monoplane with a wing span of 85 feet and a gross weight of 17,500 pounds. The fuselage, 60 feet in length and longer than a transcontinental bus, looked gigantic by the standards of that day. The DC-1 carried 12 passengers and a crew of two and was powered by two Wright Cyclone R-1820-1 engines of 700 horsepower each. It had a range of 1,000 miles and a cruising speed of 190 miles an hour.

The crowd gathered for the inaugural flight at Santa Monica was in for more excitement than it had

expected. After test pilot Carl Cover completed the DC-1 taxi tests, he took off into a bright, clear sky. All was well for about 30 seconds, when the port engine quit. The pilot gained a few hundred feet of altitude with the starboard engine — and then it died.

The DC-1 nosed down sharply, and as it did so both engines came to life. They roared momentarily, then stopped again. It became apparent that the engines would operate properly in level or nose down flight but would stall shortly after a climb was begun. Little by little the pilot worked his way to 1500 feet, turned and landed intact.

An investigation revealed that the carburetor floats were mounted in such a way that the fuel flow ceased every time the ship's nose was raised. The problem was corrected and the engines continued to purr through a summer of flight testing.

By September of 1933 the DC-1 was ready for high-altitude testing, fully loaded with 18,000 pounds of ballast, it took off from Winslow, Arizona, which has an altitude of 4500 feet. (The thinner air of high-altitude airports requires more power for takeoffs.)

The Douglas test pilot took off

See DC-1, page 3

University begins charging for FAA written exams

By Joy Coor

At the beginning of the Summer B trimester the University began charging for Federal Aviation Administration (FAA) exams. Up until now they had been given as a free service to the student body and public.

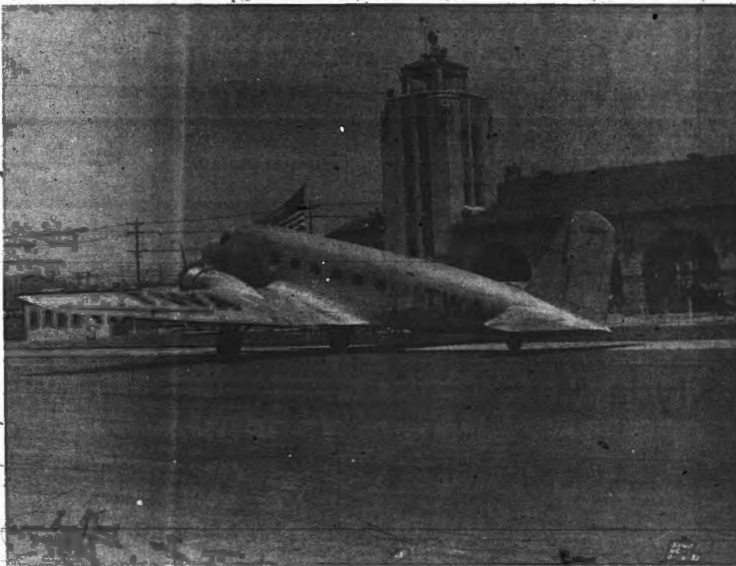
The FAA recently began charging designated examiners for the exams themselves. The cost of buying the exams is \$7.00 each. Dr. Tony DiGirolomo, Dean of the College of Aviation Technology stated that other expenses are the mailing costs, equipment, the safe for storing the exams and setting up.

The College of Aviation Technology recommended this fee to the Executive Staff Council and they approved the fee. It was also discussed with the Campus Council

and they recommended a way to implement it.

The exam schedule will be four times a month as opposed to eight times a month, as done previously. The procedure will be to pay the \$15.00 fee to the Cashier's Office and bring the receipt to the exam along with the usual sign-off and I.D. "This was the simplest way to do it," Dr. DiGirolomo implied. He added, "Preference will be given to Riddle students."

The market price for other independent examiners is between \$15.00 and \$50.00 and therefore Dr. DiGirolomo felt "that the \$15.00 being charged was a 'fair' price." He reiterated, "The major reason for the fee is to pay for the exams and recover some of the overhead to run the program."



The Los Angeles air terminal provided the backdrop for the DC-1 on a visit in 1933, the year the first flight of the historic airliner. Although only one DC-1 was built; TWA and other airlines ordered more than 130 DC-2's, a slightly modified version of the DC-1. The world-famous

DC-3, which flew for the first time in 1935, was simply the logical evolutionary development of the DC-1 and DC-2. Douglas Aircraft built more than 10,000 DC-3s, most of them as military transports designated the C-47.

Editorial

Off Campus critiqued

Last week another newspaper was being distributed on the Embury-Riddle Daytona Beach campus. *Off Campus* will be a bi-weekly newspaper starting in the Fall. *Off Campus* coverage will include events and problems encountered by college students of Embury-Riddle, Bethune-Cookman College, and Daytona Beach Community College (DBCC).

Ron Hurdless, a journalism student at DBCC is the Publisher, Form Manager, Distribution Manager, and the Feature Editor. His journalism was mainly gained as Editor of the Spruce Creek High School magazine. Ron hopes to make enough money from publishing *Off Campus* to finance his last two years of his college career.

Ron's only full-time assistant is Brenda Macdonald. Brenda is the advertising manager. She is an advertising/art major at DBCC. Her job consists of organizing all sales material, managing all salespersons, and soliciting advertising for *Off Campus*.

Brenda gained her experience as Assistant Editor and sole advertising salespersons of Spruce Creek High School's magazine.

Ron started *Off Campus* after being "disenchanted with the lack of freedom allowed staff members of a college-funded newspaper." This seems to imply that the *Avion* does not allow any freedom to its reporters.

This is contrary to the practices of the *Avion*. We encourage all staff members to satisfy their curiosity. The *Avion* allows their reporters enough freedom to send two reporters to every shuttle launch; get a first time free-fall parachute jump; to uncover an underground radio station, report on the grand opening of EPCOT center and many other events. The *Avion* effects change through its editorials, such as the baseball field and the University Center clocks.

Off Campus hopes to become "a respected medium of expression." They will have a long hard struggle. Will two people be able to produce a "professional newspaper" and make a profit at the same time? *Off Campus* projects an operating budget of approximately \$100,000 per year. The only source of income will be from advertising. Since the *Avion* only makes approximately, this figure may be oversteering.

Off Campus plans to have 24 pages starting in the fall. Most of their stories will be features covering current trends, people, careers, hobbies, relationships, etc. The *Avion* has 30 members on its staff, can *Off Campus* get enough staff to write enough information to fill 24 pages? It doesn't seem likely.

The staff of *Off Campus* will be mainly freelance writers and photographers. They will pay \$10 for stories and photos. A reporter has to spend at least 4 hours writing a good story. Will freelancers be willing to work for \$2.50 an hour? Surely not many.

Also will *Off Campus* help satisfy the needs of E-RAU students? The *Avion* is the Embury-Riddle student newspaper, we always try to express the students views, inform the students and get the students involved in the E-RAU campus.

The originators of *Off Campus* should be applauded for their original ideas and initiative but their expectations are going to be almost impossible to reach. In the introduction issue of *Off Campus* many items were forgotten such as page numbers, the date, and information on how Ron and Brenda could be reached. This does not sound like a "respected medium." If these basics aren't met, *Off Campus*, can never become a respected medium.



Procedure for finding lost contacts



CAR THEFT PATTERNS: An auto is most likely to be stolen on a Monday or Friday night when it's parked on the street at home. Most thieves enter through an unlocked door and pull out the ignition lock cylinder. What makes the job even easier: Alarm systems that aren't in use or don't function 25 percent of the time.

CONTACT LENSES LOST IN A CARPET: Place a nylon stocking over the nozzle of a vacuum cleaner and carefully vacuum the area. The lens will be pulled up into the stocking.

VITAMIN DEFICIENCY: Consumers are frequently shortchanged when they purchase vitamins. Many compounds bought off the shelf or through mail-order houses were analyzed in a recent study and found to be far less potent than their labels claimed. Example: In one test, more than half the vitamin B complex products were 20 percent less than

their specified potency. Protect: Buy vitamins with expiration dates on the labels, and avoid vitamins that contain a long list of stabilizers and preservatives. (They are formulated to sit on the shelves too long.) Return vitamins that have a strong, rancid odor or that crumble easily.

RUNNING A LONG DISTANCE without drinking a large volume of water may cause painful kidney stones. Finding: 1 percent of 1,893 New York Marathon runners reported having stones, well above the incidence in non-runners.

BIRTH-CONTROL CAUTION: Trying to predict when a woman is fertile by body temperature changes alone (a sophisticated version of the rhythm method) is unreliable. Temperature must be combined with other signs of fertility, such as changes in the cervix and cervical mucus.

WINTER STORM DAMAGE: An individual owned wooded land that he was trying to sell for \$2,000 per acre. Then an ice storm destroyed some of the trees on the land. Afterward, he sold the property for \$1,800 per acre and claimed a \$200 per acre casualty loss. The IRS disallowed his deduction. Court decision: For the IRS. There was no evidence that the property had lost any of its value due to the storm. The fact that the taxpayer had originally asked for \$2,000 an acre didn't prove that it was worth that

amount.

GEL TOOTH PASTES don't encourage kids to brush longer or better, contrary to some manufacturer's claims. In a test of 180 children, both paste and gel users brushed an average of one minute daily and skipped about 38 percent of tooth surfaces (particularly inner ones).

PILLS SLIDE DOWN THE THROAT more easily if the patient swallows some water before taking the medicine. The water moistens the mucus membranes, which facilitates the swallowing of pills with water. This works best for someone whose mouth is dry from sleeping and for those who are dehydrated.

ACROSS	67 Sum up
1 Sixth sense	DOWN
2 Ice short	1 Worm
3 Graduate	2 Enthusiasm
4 deg	3 Gypsy letter
5 Records	4 Interference
11 Sleepless	5 Residue
13 Clock beetle	6 Wirehair, for one
15 Yes, in Madrid	7 Push drink
16 Accompanied	8 Cushions
18 Chinese miao	9 And-Lot
19 Artificial language	10 Choose
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22 Notices	13 symbol
24 Miso	14 Step part
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31 Future flower	24 Scale note
33 26th U.S.	25 Yale
34 Paper	39 Glossy paint
35 Facehounds	41 Bound
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38 Compass pt.	44 Suple
40 Seasoning	46 20th U.S.
42 Rod	48 1914
45 Number	49 measure
47 Key	50 Printer's measure
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50 Loud noise	59 It's neighbor
52 Approach	61 Retreat
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55 Printer's measure	65 Liquid measure
56 Sifted	66 Abbr. on a ship

CROSS WORD PUZZLE

FROM COLLEGE PRESS SERVICE

32 Facts	48 Small valleys
35 Defame	51 Fortitude
37 Macneine	53 Warren Best
38 Sedate	54 film
39 Glossy paint	57 Angel
41 Bound	58 501 Rom
43 Fashioned	60 The —
44 Suple	62 Couple
46 20th U.S.	64 Bye



Letters

Plaque stolen

To the Editor:
Last trimester, the Senior Class, in cooperation with the S.G.A., spent a lot of money, their time and physical effort to fix up what is now the "Jack Hunt Aviation Park." To commemorate the park, the students spent \$500 on a bronze plaque dedicating the park to President Hunt. Somebody felt he needed that plaque more than the students of

this campus. Isn't it a shame? Robers Rockett
Dean of Student Affairs

Thanks

To the Editor:
On the twenty third of July the Student Entertainment Committee sponsored a party at the pool. During the hands first set a circuit blew and the music stopped.

See LETTERS, page 3

See ANSWERS, page 5

the avion

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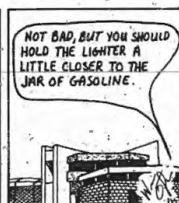
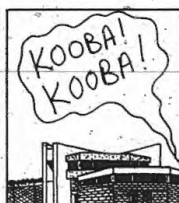
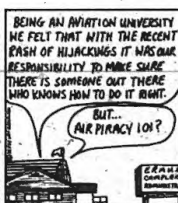
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Klyde Morris

wes oleszewski



Service wheel bearings as preventive maintenance



Maintenance Corner

By Don Trowbridge

Service of wheel bearings is a preventive maintenance item that is required on certain aircraft as often as every 100 hours of operation. The work is normally accomplished by A&P technicians

but, it can be done by the owner/operator of the aircraft as outlined in the FAR Part 43.

Although hand packing a wheel bearing is not difficult, the entire servicing procedure is more involved than it might first appear. The work begins with chocking the aircraft and jacking the strut of the wheel to be removed. It may be necessary to remove the wheel fairing and disassemble the brake if so equipped. Before the axle nut safety is removed and the axle nut loosened, safe work habits require the tire to be completely deflated.

After the wheel has been removed, it should be taken to a clean work area and the retainers, seal, and bearing cone can be removed. The cone (inner race, cage, and tapered rollers) and the cup (outer race) are matched sets and should not be interchanged. All parts are cleaned in a suitable solvent and

dried. Pressure air can be used to dry the cone and cup but the rollers should not be spun. The seals are blotted dry. The bearing should be handled as little as possible until protected with new grease.

The bearing should be rejected if it shows any discoloration. A frosted grey appearance results from spalling; blue-yellow from overheating; and brown stains from corrosion. Other reasons for

rejection are nicks and scratches, dents, roughness when the bearing is turned, or indications of a spun race. The seals are replaced if stiff or torn.

The bearing is packed with the approved grease and special care should be taken to prevent contamination of the new grease. Contamination is a major cause of bearing failure. Another reason for bearing failure is over- or under-

packing. The right amount is when the cage is completely filled and a film is spread over the rollers and outer race.

The bearing cone, seal and retainers are re-installed in the wheel and the tire inflated to its unloaded pressure. The axle should be wiped clean and protected with a light coat of grease. The axle nut should be torqued to the value specified in the service manual. If some is

given, a satisfactory method is to tighten the nut as the wheel is being rotated. When a definite drag is felt on the rotating wheel, the nut is backed off to the correct corner hole and tightened. The bearing should have neither pre-load nor side play.

Any remaining parts can now be re-installed, the strut taken off the jack, the tire pressure re-adjusted and the log book entry completed.

Collegiate placement offers bogus resume directories to over 500 national companies

An ambitious plan to market college students' resumes on a national basis has prompted a complaint of unfairness and false advertising.

An Atlanta company called Collegiate Placement Inc., developed the plan to offer major corporations a free student resume directory. According to James Lewis, a former Collegiate Placement official, the company sent letters describing the directory to personnel representatives in the fall of 1982. Over 500 companies returned a card saying they wanted the directory.

Collegiate Placement then mailed letters to over 20,000 graduating seniors, in six schools, offering to include their

resumes in the directory, at a cost of \$35. The letter said over 200 companies would use the directory and listed the names of the companies involved. It also promised that employees would be using the directory information over the next six months to contact the students included.

Only 250 responded, says Lewis. This was not enough to cover production costs of the directory, but it was printed and distributed anyway, "at a significant loss," he says. The company folded in April, 1983.

But at the University of Minnesota, complaints continue. Official there asked the state's attorney general to investigate Col-

legiate Placement for deceptive advertising. Roger Harrold, Assistant Director of the Student Organization/Development Center (SDOC), doesn't believe the directory was capable of living up to its claims.

The companies it listed hadn't promised to use the directory, only to accept a free copy of it, says Harrold. He contacted five local firms that were listed, and found only one personnel representative remembered ordering the directory. None said they planned to use it in their recruiting, he says. The directory's mid-April publication date missed the heavy recruiting season entirely.

Harrold believes Collegiate Placement unfairly played on

students' fears about the bad job market. Lewis says the Minnesota complaints are isolated and unwarranted. He says calls to participating companies don't always reach the person who ordered the directory.

Lewis himself has come under some fire from Minnesota. He is Executive Director of Golden Key, a national scholastic honor society. The Minnesota chapter has written Golden Key's Board of Directors, questioning the propriety of Lewis' involvement in Collegiate Placement. Lewis maintains the two endeavors are separate and that he was not involved in the day-to-day operations of Collegiate Placement.

Letters

Despite the efforts of the sound crew the problem kept recurring. The solution finally came through the help of Terry Washington. Mr. Washington is an employee of the physical plant who was off duty at the time. Although Mr. Washington was not working he agreed to lend a hand and helped to make the pool party the success it was.

It is in this sort of employee that

the university needs more of. All too many of the University's employees have the attitude that they are going to just wait it out and that is all! If more University employees would fashion themselves after Terry Washington the school would run a great deal smoother and much more efficiently. Thank you for your help Mr. Washington.

Jack Stein

DC-1 (continued from page 1)

50th anniversary of Douglas DC-1 maiden flight commemorated

The Douglas test pilot took off three-quarters of the way down the runway. As soon as he was airborne, he cut the switch on the right engine, climbed to 8,000 feet and flew to Albuquerque on one engine, demonstrating that the DC-1 not only could fly over the Great Divide but could do so with one engine out.

Douglas Aircraft Company reports of the flight indicate it proceeded routinely. That was not the view from the co-pilot's seat, occupied by W.D. Tomlinson, TWA pilot assigned to evaluate the DC-1. Many years later Tomlinson wrote that he was shocked to see the pilot cut off power on the

DC-1's first takeoff at high altitude. It seems this was not in the test flight plan.

"I felt the plane settle. I held my breath but we made it," Tomlinson wrote. "I could have killed the pilot in all good conscience."

The DC-1 proved that day what its successors by the thousands would continue to prove for many years to come. The plane had the power and stability to get its pilot out of many tight spots.

More than satisfied with the performance, TWA officially took delivery of the DC-1 on September 13, 1933. Even before that the airline had ordered 20 more Douglas transports to be known as

the DC-2, an improved version of the DC-1, and another 20 were ordered in November of the same year. The competing company abandoned its tri-motor design.

In 1935 the DC-2 set a transcontinental west-east record of 12 hours and 45 minutes. It went on to establish 19 American and world records and more than 130 were delivered to airlines.

The world-famous DC-3, which flew for the first time in December 1935, was simply the logical, evolutionary development of the DC-1 and DC-2. More than 10,000 DC-3's were built by Douglas, most of them as military transports designated the C-47.

So from the single DC-1 grew the foundation of modern airline travel.

What became of the DC-1 prototype?

It was flown by TWA until 1936 when it was transferred first to British and then to Spanish ownership. It was flown by the Republican government air force during the Spanish civil war. With the end of the war it found its way into service with Sociedad

Aeronoma de Transportes Aereos, later to become the Spanish airline, Iberia.

Taking off from Malaga in southern Spain on December morning in 1940, the DC-1 suffered an engine failure and the pilot made a wheels-up landing. The plane was damaged but no one was injured. Because of the difficulties of finding spare parts for a single prototype, the aircraft was written off and abandoned at the end of the

Malaga runway. It was later scrapped.

Had it survived to modern times, the DC-1 certainly would have merited a place in the Air and Space Museum of the Smithsonian Institution in Washington. However, as the prototype for many thousands of DC Douglas Commercial airplanes that followed in its wake, the place of the DC-1 among history's great aircraft is secure.

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Sports Editorial

A glance at N.L. divisions

By Dave Frost
Avlon Sports Editor

The mid-summer weather has been heating up and so have the division races in major league baseball. Old and new teams have been surging in the division races while some teams that should be doing well have been floundering in the July heat. I will take a look at the divisions in the National and American leagues and make some predictions from my crystal ball as to the outcome of these summer battles.

The National League's Eastern division is up for grabs to whoever can finish better than .500 this year. The winner of this division might not be decided until the last day of the season. This is what happened during the 1973 season when there were four teams with a mathematical chance on the last day of the season and the Mets were division champs when the smoke cleared.

The Pirates are currently leading the division as we go to print on Monday night. Their lead is only 1/2 game above the Expos. The Pirates have been very hot lately. They won 9 out of 10 on their west coast road swing. With Dave Parker suddenly awakening, manager Chuck Tanner's job becomes much easier. The Expos have been leading the division most of the season, but have been inconsistent for the most part. Their pitching has been their big downfall but with veteran Woody Fryman off the disabled list, they might be in better shape.

The Cards have been one of the biggest mysteries. Manager Whitey Herzog must be happy he doesn't have the Braves in his division. At one point of the season the Braves had won 6 straight from the defending champs. The Allen-Hernandez trade has paid dividends with Allen winning 4 straight games and pitching 18 consecutive scoreless innings. The main problem with the Cards is they haven't played well against the better teams in the division. The Phillies have decided it's better to fire 1 manager than 25 players. While the team was in first place last week, the management firing manager Pat Corrales. A move unprecedented in baseball history.

The Cubs have been riding a rollercoaster of wins and losses so far. When they're hot, look out. If they can put together a streak at the end, they might fool everybody. The N.L. East is either the worst division in baseball or the toughest. The teams who seem to have the inside track are the Pirates and the Expos. My pick is going to be the Expos based on their combination of hitting and speed.

The National League's Western division has been virtually a two-team race so far. The Braves and the Dodgers have been fighting it out. The Dodgers were doing very well through the first half of the season but seem to have been waning since the all-star break. What manager Tommy Lasorda termed as a rebuilding year could end up coming true. Their biggest problem has been the ups and downs of ace reliever Steve Howe. Howe had not given up a run before leaving the team for personal problems. Another problem could be that Greg Brock can't fill the shoes of Steve Garvey and Dusty Baker isn't filling his own shoes like he used to.

The Braves should win the division without much trouble. This team has the best balance of key ingredients it takes to win a pennant. The Expos and the Braves will give the fans a fine playoff series. My prediction on the National League has the Braves playing in their first World Series since 1958. Of course, unfortunately injuries and mental mistakes could make do-do out of the best predictions.

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Nutbusters clinch title

Pictured above are the intramural softball champs, the Nutbusters. They were undefeated in the regular season and ended up with a perfect 11-0 record. Pictured from left to right standing: Marty Aggus, Greg Myers, Team Captain Dan Sullivan; Rich Russo, and David Frost. Kneeling: Bill Schrock; Leo Berch. Not pictured are: Jim Antonucci, Steve Dessert, John Ramond, Harry Shoff; R.K. Smithley, and Charlie Brown. Pictured right is Rich Russo who went 9 for 9 at the plate in the playoffs. (Photos By B. Finnegan)

Sports shorts

Triathlon

Hawaii Triathlon is sponsoring Daytona's first triathlon. The endurance race which is scheduled for Saturday, August 27 8:00 a.m. consists of a 1/2 mile ocean swim followed by a 10K (6.2 miles) run and ending with the 30K (18.6 mile) bike race. Registration forms are available at the Recreation Office, Room 3-274. Entry cost is \$20.00 which includes a mug and T-shirt to the participants.

Racquetball Instruction Sign-ups

Sign up now through August 9 for 2 hours of intense racquetball instruction. The class will be August 10 from 4:00 - 6:00 p.m. Cost is 50 cents to defray court cost. Please come dressed to play. Sign

up at the Recreation Office Room 3-274.

Billiards

Sign up now through Wednesday, August 3 at the Recreation Office. Contest is Thursday, August 4 at 6:30 p.m. in the U.C. We need a minimum of 16 people to have the tournament.

3 Puck Softball Tournament

Sign up now through Friday, July 29 at the Recreation Office. There is a 16 team maximum so get your roster sheet in to our office as soon as you can. You will be guaranteed 2 games. Expect to play double headers. Games will be Wednesday, August 3 and Monday, August 8.

Sudden Death Doubles Racquetball

Tennis Tournament

Sign up now for the Thursday, August 4 all in one night doubles tournament. You pick your own partner - either student, student, student, faculty, student, guest, faculty, faculty, or faculty, guest. Matches will start at 5:00 p.m. and entry is limited to the first 16 pairs that sign up.

Winners Announced

Softball - The Nutbusters softball team defeated the Outlaws to win the summer intramural championship. The Nutbusters went 4-0 in regular season play and then went on to take the championship by winning the end of the season tournament.

Racquetball - In a one night

marathon racquetball tournament

Rich McMurphy walked off with the gold. In a well played final match Rich defeated Phil Vaneau for the victory. Sixteen players started the tournament and it took four consecutive victories to clinch the title. This tournament was a true test of racquetball skills and endurance.

Golf

Firing a nice 79 over the sporty Riviera, Golf Course Dan Siebold won the summer E-RAU Golf Tournament. Conditions for the tournament were ideal and all the participants reported they had a marvelous time. Gary Brinda had the longest putt. Kelly Kuhn had the longest drive. Ed Wurzbach had the closest to the pin.

Bowling

Slow Leak hangs on to first place

By Gary A. Ewing

This season is starting to wind down but the positions are still tight. "Slow Leak" still has first followed by the "Money Changers" holding second and "D & S" follows in third. During the

week of July 11, alot of great individual scores were turned in.

Women's high games were by Becky Robertson with 198 and 173. Charlie Armstrong followed Becky with a 165. Women's high series were held by the same two ladies. Becky had a 527 and Charlie had a 475. Mens high games were by Todd Peraznoski with a great 228 and 209. Gary Ewing followed Todd with a 215 and 201, and close behind was Julio Pacheco with 204 and 201. Again, mens high series were by the same three. Todd takes

high series for the week with a 610. Gary with 607 and Julio with a 560.

During the week of July 18 showed some of the weakest bowling of the semester. Women's high games were by Becky Robertson again with a 166, and 166 which was shared by two others. Marge Carlton and Charlie Armstrong both of the "Money Changers" shared the 164. Women's high series were by Becky with 485, Debbie Lamonte with 420, and Marge Carlton and Amanda Cox

with 411. Juan Mak comes in with a 195. Mens high series were held by Larry Mayer with a 521 followed by Todd Peraznoski with a 504.

1. SLOW LEAK 25-11
2. MONEY CHANGERS 23-13
3. D & S 23-13
4. OFFICERS & GENT 22-14
5. FRANCISCO'S KIDS 21-15
6. 6-ULDV'S 20-16
7. TURBO POWER 19-17
8. THE "A" TEAM 17-19
9. VETS CLUB 16-20
10. ONE EYED BANDITS 12-24
11. BEN'S ANGELS 10-26



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Orientation Leaders gain E-RAU insight

By Paul Anderson
Orientation is a program which is designed to assist new students in making smooth transitions from high schools (or other colleges and universities) to Embry-Riddle. It is an experience many of us will never forget. We all remember the Orientation program we went through as incoming E-RAU students.

Orientation is operated through the efforts of several staff members and a team of peer advisors who serve as Orientation Leaders.

Leaders serve as peer advisors. The leaders are a team whose common denominator is trying to help out as best they can, the new Embry-Riddle student.

The Orientation Leaders not only provide orientation to Embry-Riddle, but an introduction to the surrounding community as well. In addition, by relating their own past experiences and offering "tips", the Orientation Leaders help new students to avoid problems that they might otherwise encounter.

Orientation Leaders are selected through an interview process, and then undergo a comprehensive, 15 hour training program. The recent Orientation Leader training was very impressive and proved to be informative as well.

The counseling center staff,

Linda Bloom and Deborah Scott, did an excellent job of running the seminar-type training program. Another Student Affairs staff member who contributed greatly to the training experience was Becky Robertson, the new Associate Dean of Students.

Paul Anderson, an Orientation Leader Trainee, stated, "I think I learned more about E-RAU in the fifteen hours of the training program than I have learned in my three and a half years at Embry-Riddle. I also learned a lot about myself."

The training included policy information. Topics covered included rules and regulations, admission procedures, academic advising, registration procedures, and points to cover in small group discussions.

In addition there were a number

of exercises in areas such as communications, listening and team cooperation. Paul commented, "I never realized how much I missed that feeling of team membership I enjoyed in high school and previous college years. My favorite area of the training was the chance we had, as a group, to combine our minds and brainstorm new ideas for future orientations. It's a good feeling to know you've contributed in some way. Another aspect of the training that I liked was making fourteen new friends and enjoying some laughs. All in all it was a very pleasant weekend and I look forward to working with all of the people involved in Orientation."

Some of the other Orientation Leader Trainees had a chance to comment on the training experience.

Armin Ivanj stated, "Orientation training could be described as a process of gathering together a number of people from different backgrounds and transforming them into a group that shares a feeling of closeness and friendliness - a group with a more efficient communication pattern than a normal group of friends. Through the process of Orientation training, friendships developed, some that might last a lifetime. People with natural leadership abilities became stronger leaders, and those without leadership experience began to develop new skills in this area."

Pedro Perez-Murad6 commented, "I enjoyed the informal atmosphere of the training session. During our breaks we went swimming and cooked hamburgers and hotdogs on an outdoor grill."

Friendships were generated. A sense of humor emerged from within the group during discussions. I was impressed with the willingness of "Veteran Leaders" to share their past experiences with the new leaders. They offered some useful information and tips on how to avoid some of the mistakes they had made as new leaders."

Steve Sullivan commented, "Orientation training was fun! It was also useful. It gave me an opportunity to meet new people, helped me to learn to work with others to achieve a common goal, and improved my communication skills. An additional benefit of completing the training session is that it provided me with experience, and skills that will look good on a resume."

Vets Club camp out a resounding success

By Seth Tzilik

Once again the Vet's Club has proven itself worthy enough to be called the most dynamic club on campus. The camping trip to Alexander Springs on the weekend of July 16 was a resounding success. Partying, swimming, canoeing and the BBQ were the highlights of the event. Extra-curricular activities were organized by Sarah Thompson. Good job Sarah!

As for new business, a beach party is scheduled for this Saturday, July 30 at Ponce Inlet. The club will provide the beer and food with chaperones. Members are requested to bring sunbat oil, a beach chair and to wear appropriate clothing.

Now for news from the home front. Heavy and overdue congratulations are in order for club members Marc and Diane Nelson who just recently were married. Engaged and soon to be married are Mike and Gail, who will tie the knot in August.

The Riddle Regatta is getting closer and closer everybody. Volunteers are needed for a multitude of jobs. Get with this head of your committee or contact Kenny Meidel for further information.

A new Vet's Club gavel was awarded to President Steve LeMoine two meetings ago. He appears to be breaking it in quite well. Congratulations Steve!

Sigma Pi charts new fraternity at Daytona Beach

By L. Christopher Gregg

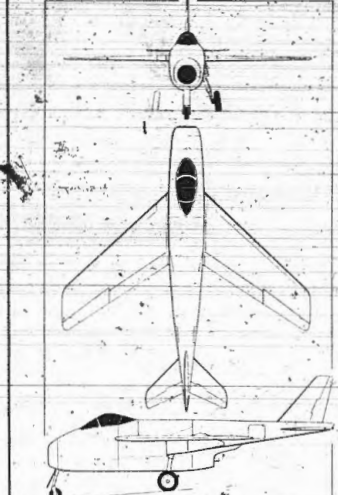
June 29, 1983 was not just the beginning of Summer B, but the invasion of Sigma Pi Fraternity to the Embry-Riddle Daytona Beach Campus. Six Prescott transfers are enrolled here to start Embry-Riddle's 2nd Sigma Pi Chapter.

These six students were part of

Prescott's first and strongest social fraternity. Now, we are on the building as fast and as strong here also. We have an estimated six more active members for fall term and at least eight more for spring term. We have the experience in pioneering.

People may say that Daytona is different from Prescott, we don't believe it! It's the same here. We are going to give full inter-Greek support along with entire campus support. If you want to be part of something new and original, keep Sigma Pi in mind.

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Camelot Music - Six albums
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Doctor BJ's - 10 free drink certificates
Dunkin' Donuts - 8 dozen doughnuts
La Petite Hacienda - 2 free dinners and 1 pitcher of beer
New York Pizza - 2 large pizzas and a pitcher of beer
Key West Trader - 6 dozen doughnuts
Park's Seafood - \$15.00 gift certificate
Pizza Hut - 3 large pizzas
Popeyes - 2 three-piece dinners
Poppa Jay's - 25 biscuit sandwiches
Quincy's - 3 sirloin dinners
Raven Creek Inn - Large pizza and a sub
Record Tree - \$5.00 gift certificate
Red Lobster - 2 \$5.00 gift certificates
Sonny's Bar-B-Q - 2 free dinners
Spec's Music Stores - WDIZ T-shirt
Stavros Pizza House - free pizzas
Steak and Ale - Free dinner
Sweetwater's Restaurant - \$10.00 gift certificate
T.J.'s - Hoagie and spaghetti dinner
Daytona Yamaha - 2 Daytona Yamaha T-Shirts

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