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## Avion 1984-04-04

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# THE Avion

Embry-Riddle Aeronautical University, Daytona Beach, Florida

The award-winning newspaper  
of college aviation

April 4, 1984  
Volume 46, Issue 11

## Flight, Av-Tech combine to resolve redundancy

By Jonathan Russell  
Avion Staff Reporter

As of May 1, Flight Operations will no longer exist as an independent division, but will be integrated into the Flight Technology Department where its personnel will continue to carry out their same functions.

The decision to make this change came from Mr. Bill Martin, Acting Dean of Av-Tech, who said, "A high potential for conflict existed as a result of overlap of responsibilities between flight training, aircraft maintenance, flight scheduling and dispatch functions."

Although the decision to go through with the plan came

from Martin, he received input from the Flight Training Department and from personnel within the Flight Operations Department. The decision was backed by the Provost's reorganization committee.

Redundancy and unclear job responsibilities are the major problems that have existed between the two departments. One of the areas in which there was some confusion was responsibility of the aircraft. As it was established, there was uncertainty as to who was responsible for the aircraft and, at what times. This led to misunderstandings between Flight Operations and the Flight Technology Department.

Martin, who has been with E-RAU since 1970, decided it was time to combine the two departments into one. Since 1970, he has seen several changes in both departments. These changes in the past, however, only involved the question of whether Flight Operations would be responsible to the Dean or accountable to the Flight Tech Department which is under the Dean.

This time, the change will result in having only one department. This will allow for clearly defined job areas, as well as better efficiency and control of flight training resources.

see AV-TECH, page A9

## Students brace for tuition hike

(CPS) — Administrators say they're confident students will be able to absorb another year of huge tuition increases by resorting to more student loans and using more financial aid, despite a recent study showing that financial aid is drying up for students.

Lehigh, for example, is trying to offset a nine percent tuition hike next year by making more means available to students, says Agnes Clifford of the school's treasurer's office. At Chicago State University,

Budget and Planning Director Wayne Rath says students won't be priced out of school "because major scholarship amounts also increase in a percent equal to increases in tuition. That's been consistent over the years."

It may also be changing. "Nobody really expects that very much the next few years," says Dennis Martin of the National Association of Student Financial Aid Administrators in Washington, D.C.

A January, 1984 College Board study, moreover, concluded federal aid to students has declined by 21 percent since 1981, making campus costs markedly more difficult to finance.

The study blamed the phasing out of Social Security benefits for students and tougher restrictions on Guaranteed Student Loans (GSL) for limiting tuition increases outpace increases in student income and aid each year since 1980.

As a result, students have been going deeper into debt to pay their way, Martin says.

While some schools like Lehigh have big "institutional" loan funds to help students finance their educations, Martin says "community colleges and some of the smaller public colleges and independent colleges"

see TUITION, page B5



## Shuttle ready for Friday liftoff

By Brian F. Finnegan

NASA space shuttle Challenger will be launched Friday on the what some consider to be the most dynamic mission to date. Commanded by veteran astronaut Navy Capt. Robert L. Crippen, the shuttle crew's mission has two primary objectives. Most significant is the retrieval and repair of the crippled Solar Maximum satellite. Also on the agenda for the mission 41-C crew is the deployment of the Langley Research Center long-duration exposure facility.

Solar Max is an observatory launched into space early in 1980 to monitor a period of particularly high solar activity. A malfunction of the observatory's attitude control in December, 1980 placed Solar Max in a slow 1 deg./sec. rotation. The mission goal is to place

the long-duration facility in a circular orbit as the shuttle maneuvers to intercept Solar Max on the second flight day. Liftoff is scheduled for Friday, April 6, at 8:59 EST from the Kennedy Space Center.

The Solar Max interception, retrieval, repair and redeployment represents many months of preparation. The success of this extremely time-critical mission will prove the viability of the space shuttle to many future commercial users.

The 41-C crew accompanying commander Crippen on his third shuttle mission is pilot Francis R. Scobee and mission specialists Terry J. Hart, George D. Nelson and James D. Adrians van Hofen. Mission specialist Nelson will have the honor of flying the manned maneuvering unit to dock with Solar Max. Hart and van Hofen will assist from the payload bay.

On flight day three the shuttle will rendezvous with the malfunctioning satellite and Nelson will stop its rotation with the MMU's attitude hold capability. Commander Crippen will then maneuver the Challenger closer and Hart will retrieve the satellite for repair in the cargo bay.

Solar Max was initially designed for repair in space. However, the time schedule is tight. If the repairs cannot be made within the two day span allowed or if the repairs do not check with ground based transmitters, Solar Max will be returned to earth aboard the shuttle.

Challenger is returning once again to the Kennedy Space Center Landing Facility on day seven. The anticipated re-entry is planned for early Thursday morning, April 12. Touchdown is expected at 8 a.m.



The Golden Knights open Saturday's air show in the traditional manner as the Christian Eagles show military and civilian aircraft highlighted the Daytona event.

Skyfest 84 Section B

## IATA Director speaks on future

By Tony Pinto

Speaking to a crowd of well over one hundred faculty, staff and students, International Air Transport Association, Director General, Knut Hammarskjöld, delivered a presentation entitled

*The air transport industry in the year 2000.*

As Director General of the International Air Transport Association (IATA), Hammarskjöld represents 127 air carriers from throughout the world in matters that relate directly to commerce, economics and sound air transportation system that must effectively meet the needs of many nations.

Hammarskjöld brings to IATA more than 20 years of experience with the Swedish Foreign Service, European Free Trade Association and Chairmanship of the IATA Executive Committee, which oversees the Association's activities.

Of Swedish nationality, Hammarskjöld was educated at The Hague, attended a boarding school in Sweden and

graduated, with a Masters in Philosophy from Stockholm University. His university studies focused on the fields of economics, political science, law and language.

With the Hammarskjöld family having a long tradition of governmental service at the highest level, Knut Hammarskjöld continued that tradition with the Swedish Foreign Service, serving in Paris, Vienna and Moscow as the Deputy Head of the Swedish Delegation to Paris. After that, he was appointed First Secretary in charge of the civil aviation desk in the Swedish Foreign Office.

Time then found Knut as head of the Foreign Affairs Department of the Swedish Civil Aeronautics Board where he coordinated policy among

the government and agencies concerned with the international aspects of civil aviation.

When Knut Hammarskjöld speaks, it is from a background that is most impressive and accomplished.

In his opening remarks, Hammarskjöld briefly reviewed the current state of the airline industry worldwide, noting that prophesizing can be a dangerous business, especially in an industry as progressive and subject to change as the air transport market. He says, "Economic growth translates into expanding demand for air transport and recession means stagnant or depressed travel markets."

Continuing, Hammarskjöld pointed out that this will be the decisive factor for the performance of the industry between now and the year 2000.

"Thankfully with the world beginning with the United States", he concedes, "seems to be slowly emerging from a period of widespread recession, which again vividly demonstrates the impact of economic factors on the airlines."

Hammarskjöld pointed out that in the years 1980 through

Inste  
this week

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# Editorial

## Janice stay home

Janice Lowell should not represent the Student Government Association at the Board of Trustees' April meeting in Prescott, Ms. Lowell, recently elevated to the SGA presidency, does not meet the qualifications of a voting Trustee member.

Embry-Riddle's Board meets twice yearly to discuss and vote on university policy. The spring meeting is in Prescott and the fall meeting is in Daytona Beach. The university pays to transport all of the Board members to these meetings. The SGA president is usually a voting member of the Board.

But this time the situation is different. Last April the students elected Chuck McKenney president of the SGA. Two weeks ago McKenney officially resigned, one week before the new SGA president, Tom Conrad, was "elected" (he ran unopposed). As president, McKenney was sworn in as a voting member of the Board last April; something Tom Conrad will experience this month and something Janice Lowell will never experience.

Appointed an SGA representative during Summer A, 1983, Ms. Lowell never ran for an elected position. When Tom McClimpsey resigned as SGA vice-president during Summer B, Ms. Lowell was appointed by the SGA representatives to fill his shoes. Now, with the resignation of McKenney two weeks prior to the election, Ms. Lowell has automatically assumed the 'lame-duck' presidency.

What can Ms. Lowell do for Embry-Riddle students while in Prescott? In an official capacity, nothing.

What did she do for Embry-Riddle students while in Daytona Beach? For one, she clouded her term as vice-president with secrecy. Her familiar "no comment" when questioned about critical student issues prevented her from paying consensus from receiving the facts. Two previous years of inert Student Government were appropriately punctuated by her non-productive term as vice-president.

Tom Conrad, though he ran unopposed, seems an enthusiastic victor. Not wanting to seem as though he was walking away with the election, even though he did, he campaigned heavily. He spent quite a few dollars on advertising and is probably responsible for attracting many of the few voters that did turn out.

This kind of enthusiasm needs no introduction. He'll do fine at the Trustees' Prescott meeting without an escort.

# Guest Commentary

## School prayer

By Jim Crocker

America has always believed itself to be a free nation under God. The Statue of Liberty in New York's harbor stands as a constant reminder to us of our glorious heritage and our cherished love of freedom. Today, the Lady of the Harbor is in sad distress. Alas, the Lady does not seem able to stand up to the test of time.

Ironically, America's belief in freedom does not seem able to withstand the same test either. Freedom's principles are in disarray, our First Amendment liberties are as weatherbeaten and eroded away as the covering of the bronze lady.

Meanwhile, in Poland hundreds of youth protest against a government which will not permit its people to acknowledge God outside the four walls of the church. Society is secularized and God must not venture beyond the sanctuary. "God, thou shalt not be heard from again, is the 11th (eleventh) commandment dictated by man to his God!

In France, the people cry out against government intervention in its private schools where its corrosive influence threatens religious liberty.

And here in America, we don't allow prayer in our schools. When they return to us the freedom we have been denied? When will we be permitted to take God with us beyond the four walls of our churches and outside the sanctuary? If we believe in God then we must not settle on silent prayer.

Those who observe prayer use scarce tactics. But what have we to fear from God? In opposing Poland and France, it becomes obvious that there is more to fear from an oppressive government which denies God than from a nation that acknowledges him!



# Letters

## Caught

To the Editor:

As a senior at Embry-Riddle with only five classes left, I got quite a shock the other day. While at the cashiers office cashing a check, my student identification card was taken because the birthdate had been changed.

When I first came here four years ago, I was not old enough to purchase alcohol or be admitted to any of Daytona's many drinking establishments. In what seemed like a harmless act, I changed my student I.D. to make myself older.

Now after almost four years my student I.D. was taken and I had an appointment to see the Dean of Student Affairs. Luckily my punishment was minor. Altering university documents is punishable by anything from probation to suspension from school. Not only that, but you can also get in trouble with the law.

My suggestion to other students is to think about the seriousness of this act before you commit it. You're surely better off to wait until you reach the legal drinking age than trying to beat the system by altering a university document.

Name Withheld

## Blood positive

To the Editor:

It was recently my privilege to work with Sigma Chi Fraternity during the blood drive, they

sponsored at E-RAU. I did not want the opportunity to pass without expressing my admiration for the brothers of Sigma Chi.

Geoffrey Kaufman, Public Relations Chairman and the other fraternity brothers did such a tremendous job promoting the blood drive that we were able to collect 399 units of blood, breaking another record - the most blood collected at E-RAU during a spring drive. Lives depend on it.

The brothers of Sigma Chi were available to the Red Cross staff at all times, helping to make the drawing run smoothly. On behalf of all of us here at Red Cross, I would like to thank all of the blood donors and the Sigma Chi volunteers for their "Gift of Life".

On another note, Sigma Chi has answered a call for help from the Red Cross Disaster Services. They have agreed to join our Emergency Assistance Program and will be called upon in times of hurricanes or other disasters to help evacuate persons from the peninsula and other vulnerable areas who, for whatever reasons, would not be able to fend for themselves. Just as they literally saved lives by helping collect those precious units of blood, they'll be saving more lives by removing those storm victims from danger.

The Daytona Beach area is fortunate to have such dedicated young men. Their reflection on the university can only increase the respect that the community has for Embry-Riddle.

Carol LaFlam

## Blood negative

To the Editor:

"FREE CHICKEN DINNERS." Yeah-right. (Okay, okay.) "A small discount on out-of-the-way, over priced bird and biscuits," close enough." First let me state that since I started here in the fall of '82, I have had for three Red Cross drives. Further, I had fully intended to give for this one. The promise of a free chicken dinner came as added incentive and welcome reward.

But a 50 cent off coupon to a store five miles off my bicycle route home left me somewhat perturbed. I didn't even pick it up from the table.

Somewhere between Geoffrey Kaufman's good intents and chicken in my face, someone didn't come through with the widely publicized compensation.

The drive did not reach its goal. Consider that perhaps disgruntled blooder aired their dispositions to prospective blooders, quite possibly influencing many to not bother.

Certainly to be avoided in the future, this situation hopefully will not hinder future drive results.

A chicken dinner is like a parachute; if not given to whom it is promised, that person may not be able to be persuaded again.

William K. Harrod  
Box 2582

# The faithful student

CLASS AVE. 53%  
HIGH 69%  
LOW 17%  
NO CURVE



It wasn't a tricky test, it was just excessively hard!

# the avion

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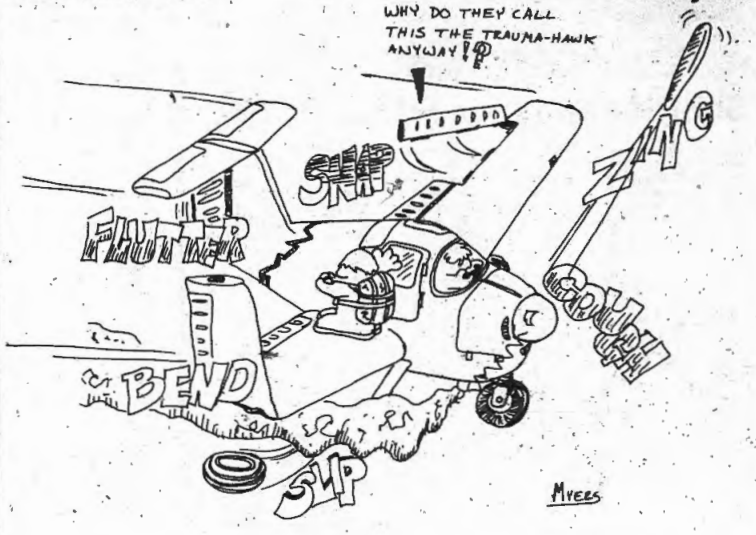
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# SQUAWK 7700

# bill myers



WHY DO THEY CALL THIS THE TRAUMA-HAWK ANYWAY?

Myers

# Poison Ivy, Woman troubles and getting arrested



**Poison Ivy, Oak and Sumac** season is here: If you have touched any of these three, wash your skin immediately with soap and water. If your first awareness is the rash, you need a soothing agent to reduce the itching. Use crushed aloe vera, plantain or jewelweed leaves, vitamin E oil, or a paste of baking soda, Fels Naptha soap and water. Cover the rash with a clean cloth to keep from scratching it.

**Arrests overseas:** Last year, 3,000-Americans were arrested in 97 foreign countries for offenses ranging from narcotics and disorderly conduct to murder.

If arrested, you should ask to

contact your embassy. Be polite but persistent in making this request. American embassies are usually informed when Americans are arrested in foreign countries.

A consular officer will visit an American in prison as soon as possible and provide him with a list of local attorneys, including their specialties and qualifications. The consul can also call an attorney for the American if he isn't able to make a call, notify his friends or relatives at home, help him wire for funds, make sure his basic health and safety needs are being met and make sure he's not being discriminated against because he's an American.

What the embassy can't do: Get someone out of jail. Americans are subject to the laws of the country where they are residing or visiting.

Married children are returning home to live with their parents: For the first time since the post-World War II housing shortage, more and more young middle-class families are living with one set of parents. Main reasons: the recession and housing squeeze.

**Statistic:** In 1981, 1.2 million residences had a related family sharing the living quarters. By March 1982 (the latest available figure), that number had risen to 1.9 million.

**Woman troubles:** When women dominate a field of work, it suffers a drop in status and wages become stagnant. Conclusion: Women still have quite a way to go to gain economic equality in the workplace. Further proof: a woman earns only \$65 for every dollar paid to a man in a similar job and this gap shows no sign of narrowing.

**You can drive-away services** drive your car to a destination if you don't want to do it yourself. Cost: around \$300. It takes about 7-10 days (cross-country). Drawbacks: insurance, gas and maintenance for the trip are usually extra. Your car also suffers the strains of a long trip.

Alternative: send your car by truck or train. Although the price is higher (around \$1000), it includes insurance. Slow walkers are slow learners: says an old wives' tale. The trouble is, it may actually

be true. Children who are slow to walk (or slow and talk) have lower IQs. And they experience greater difficulties when they start learning to read. Surprise: slow talking alone is not associated with low intelligence or with later reading problems.

**Sea Rash:** Of a quick burn can result when people with sensitive skin put cologne or perfume on areas of the body exposed to the sun. (Some soaps and deodorants may also produce this effect.) The ailment: Photodermatitis.

**Remedy:** Apply colognes and perfumes to clothing, not to skin. Certain drugs and medications also make the skin hypersensitive. Examples: diuretics, antibiotics and sulfa drugs. When taking them, be careful to limit time in the sun.

**Oral Allergy:** additional

payments a separated husband made to his wife under a verbal modification of their written separation agreement were not deductible as alimony. Reason: to be deductible, payments to a separated spouse must be required under the terms of a written separation agreement. Verbal agreements won't do.

The most impressive career choices among today's college freshmen: Elementary and secondary school teaching, scientific research, nursing, social work and the clergy.

**Categories on the rise:** Engineering and computer programmer and analyst. Objectives of the students: Financial security, personal authority and recognition.

**Fat dogs die young:** The mortality rate for a dog that is 30 percent overweight is 50 percent

higher than a pet of normal weight. About half the dogs in America are significantly overweight. About 400 much food. Most dogs will eat anything set before them.

**Recommended:** select a quality, high-protein commercial dog food and limit the dog to that. Serving sizes will depend, of course on the breed, weight, activity level and physical condition of the dog.

**Nautilus Eye:** is a superficial infection picked up from pads of exercise machines such as the Nautilus system. The sweat on the pad facilitates growth of bacteria that cause conjunctivitis. The eye becomes infected by direct contact or by touching the pad and then your eye. Suggestion: bring a towel to use as a barrier between the pad and your skin.

## AV-TECH

(continued from A1)

Martin stressed that no one would lose their job due to the reorganization. In a letter to department heads, he stated, "The personnel, duties and responsibilities of the Flight Operations Division will be consolidated with those of the Flight Technology Department. This consolidation will result in having only one department, the Flight Technology Department, responsible for all flight related activities on the Daytona Beach campus."

With these types of changes, some upper level management positions of the affected departments will also have to be

changed. Richard Whaley, who is currently in charge of Flight Operations, will eventually become in charge of aircraft maintenance. Melville Byington, Chairman of Flight Technology, requested the opportunity to return to the classroom as an assistant professor. Paul McDuffy, Chief Flight Instructor, will become the new Chairman of Flight Technology.

The positions of Director of Flight Training and Chief Flight Instructor will be made into one position known as Chief

Flight Instructor. This in turn will be combined with the position of Chairman of Flight Technology. Therefore, McDuffy will be wearing two hats, that of Department Chairman and Chief Flight Instructor.

With all flight related responsibilities under one individual, Martin is expecting a more efficient operation. He signs down the AV-Tech "shake-up" by stating that the students will not notice any differences because all of the changes are of the administrative type.



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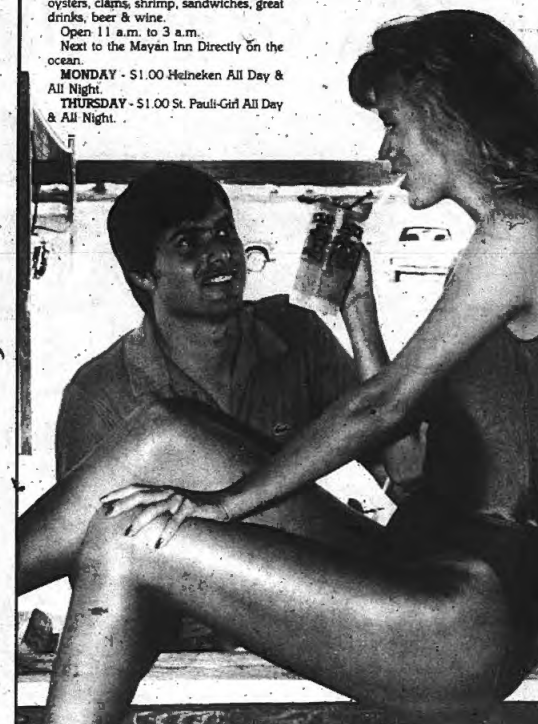
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Jazz at Embry-Riddle

# Jeff Lorber to perform Saturday

The solid success of his *Outsize* LP confired keyboardist/composer/producer Jeff Lorber's position as the very pinnacle of contemporary progressive music. In addition to hitting the top of the jazz charts, it captured the ears of the R&B world, paving the way for the creative expansion *It's a Fact*.

With each successive LP, Lorber has taken his musical talents into new directions and found audiences receptive to his excursions, and with *It's a Fact* he's fused his jazz, funk, rock and R&B influences into his most distinctive LP yet.

It's the clearest statement of Lorber's music, of his ability to go outward from his jazz beginnings and incorporate new elements. As one writer described his live music: "It's jazz tempered with funk; the beat starts on the street and the solos arc into the ozone. It's music five miles wide."

Jeff Lorber grew up in Philadelphia, began taking lessons in classical piano at age four, and while still in grade school, gave a recital on his original compositions. When he graduated from high

school, Lorber moved to Boston and attended the Berklee School of Music. There, his musical direction veered off the classical path and towards the school's jazz orientation.

Lorber spent 18 months at the school, then took up private studies with such pianists and composers as Ray Santilli, Madam Chastoff and Ran Blake. Briefly, he left music to take up chemistry, then fell victim to his musical yearnings. So on your sign, he headed out for the Pacific Northwest; there, as a continuation, is Lorber's new home of Portland, Oregon, the Jeff Lorber Fusion had its beginning.

"As soon as I moved to Portland," he related, "I started getting a lot of gigs since there was a centralized music scene there, characterized by a style of funk-jazz. Latin music was pretty popular too. And that's how it all got started." He then started his own band in 1976, soon out of hundreds of demo tapes. "I was offered a contract with Inner City Records...who budgeted his debut album at \$1,000.00." "Today," Lorber says, "That wouldn't even cover the price of the tape."

### Catoblist to appear at E-RAU on April 11th

Anyone who hasn't heard of Bob Clampett by now has been living in a cultural vacuum. Some of the zaniest animated cartoons ever made came from Bob's wild and fertile imagination. As a writer-director at Warner Brothers studio, Bob played a key role in the development of the Warner style of humor and of such classic characters as Porky Pig, Bugs Bunny, Daffy Duck, and Tweety (which he modeled in part after his own pudgy baby picture).

His cartoons dominate the top-ten lists voted by animation fans, and include such classics as *A Tale of Two Kitties*, *Tin Pan Alky Cats*, *Corny Concerto*, and *The Great Piggy Bank Robbery*.

Young Bob designed the first Mickey Mouse doll for Walt Disney, and then in 1931 helped draw the first Warner Brothers Merrie Melodie cartoon and

many early Looney Tunes. After 16 successful years, he left Warners to try to start his own studio.

His first TV show, *Time for Bunky*, featured hand puppets of his now-famous cartoon characters Beany Boy, Cecil the Sea Sick Serpent, Capt. Huffman, and Dishonest John. An animated version, *Beany and Cecil*, was a big hit over the ABC-TV network during the 1960s, and it is presently being seen in over 40 foreign countries.

Bob was chosen as one of the eight great animators of all time by *Media-Scene* magazine, was honored in Paris by the prestigious *French Film Body*, *The Cinematheque Francaise*, and more recently was guest of honor at New York's Museum of Cartoon Art, where he carried out their tradition by sketching an autographed drawing on the men's room wall.

### On the turntable

# The Cars: on top of it

By Alex Sokolaki

When *The Cars* first album came out over 6 years ago they rose straight to the top of the charts with their simple brand rock-a-roll spiked up with different, exciting use of the keyboard.

On their new album, "Heartbeat City," they take that excitement one step further and, like many old established bands, are incorporating the new synthesizers used today. This all seems to be successful because the album has climbed from 24 to 12 in just its second week on the charts. Also, the first single has climbed from 26 to 11 in the same amount of time.

Concerning the first single, "You Might Think," you might think it came off the first album. Its basic melody with Ric Ocasek's throaty vocals make it a typical Cars hit. Some other things that are typical Cars and come across well are, "Hello Again," "Magic," "Why Can't I Have You," "I

Refuse," and the title track, "Heartbeat City."

Two of the best songs on the album are "It's Not The Night," and "Stranger." Both are different from the usual Cars style but the first ("It's Not The Night") is sung not by Ocasek but by Ben Orr. Orr also sings lead on the song, "Drive." This is a good sounding ballad-type tune with a haunting background that would make it a good cross over hit (one thing will reach high in the charts on the rock, Top 40, easy listening and dance charts).

With only one song over 4 1/2 minutes long (as on most of the 4 previous albums), *The Cars* have made some appealing short cuts that, although a little more synthesized, are still in *The Cars* style. One reason might be because this is the first album they co-produced (along with Robert John "Mutt" Lange).

On a scale of 1 to 10, "Heartbeat City" is an 8.

## E-RAU Entertainment presents

### An Evening with Jeff Lorber In the Heat of the Night Tour

"...about the best of his stuff I've heard since Chick Corea's output a number of years ago; and Lorber is more musically sophisticated..."

Phillip Elwood, San Francisco Examiner.

Saturday, April 7, 9:00 P.M.  
Free Admission

## Golf anyone

Daytona Beach Golf and Country Club, 600-Wilder Blvd., Daytona Beach, 255-4517, 6:30 a.m. to 7:00 p.m., 36 holes.

Holly Hill Par 3, 1651 North Nova Road, Holly Hill, 677-3095, 8:00 a.m. to Dark, 18 holes and miniature golf.

Indigo Lakes, U.S. 92 at I-95, Daytona Beach, 259-7111, 7:00 a.m. to 7:00 p.m., 18 holes.

Par 3, 2500 Volusia Avenue, Daytona Beach, 252-3983, 8:00 a.m./variable closings, 18 holes.

Pelican Bay Golf and Country Club, Beville Road (SR 400), 788-1524, 7:00 a.m. to Dark, 18 holes.

Riviera Country Club, 500 Calle Grande, Ormond Beach, 677-2464, 6:00 a.m. to Dark, 18 holes.

Spruce Creek Golf and Country Club, off Taylor Road, 2 miles west of I-95, 767-2232, hours vary, 18 holes.

Tomoka Oaks Country Club, U.S. 1 and Nova Road, Ormond Beach, 677-7117, Daylight to Dusk, 18 holes.

## Tennis anyone

City Island Courts, 253-9222, open 24 hours, 6 courts - lighted, metered.

Cypress Courts, 925 Cypress Street, 258-9198, open daylight only, 2 courts.

Derrysville Courts, 835 Derbyshire Road, 258-9390, open 24 hours, 7 courts, lighted, metered.

Ormond Beach Tennis Center, 300 North Nova Road, 677-0327 XT: 250, 8:00 a.m. to 8:00 p.m., 6 courts - 2 lighted.

Seabreeze Courts, 1101 North Atlantic Avenue, 255-6202, open 24 hours, 2 courts, lighted, metered.

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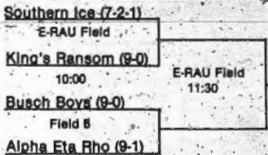
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**University Center Ballroom**  
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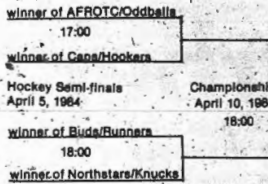
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Hockey



Weekend sport shorts

At the start of the Intra-mural Basketball Championship, we had 14 teams competing for the win. After an easy start and a trying end, we crowned the "ROCKERS" as our Spring 1984 Intra-mural Basketball Champions. The Rockers captain "Slim" Andrews and all the team mates, Terry Williams, Durwin Mitchell, Roger Peart, Gene Corbett, Felix Walker, Armon Henry, Steve Bontle and Carlos Postell all worked hard to win and did a great job. On Wednesday March 28th at 5:00pm seven participants came out to the basketball courts to compete in the free throw contest. The strong wing was a great factor in the contest. We had a winner spite the wind, after 25 bajects for each person our intramural champion was Mark Terry with 21 baskets.

On Sunday March 25th at the Mainland track six participants showed to race against time. After the two and a half mile run our first place winner was Nick Sirianni with a time of 13:40. Nick did a great job, congratulations. Our second place winner was Mike Wadner with a nice time of 16:16, and not too far behind in the running was Delia Fahimi with a time of 17:16. Yet another Doubles Racquetball Tourney goes to the downside with twelve teams and only three courts to compete on with competition at peak level. Once again Steve Glone along with partner Kurt Naas won the competition proving to the victors go the spoils. Our runners-up, Gabe Munoz and John Kraus played an excellent game of racquetball.



Peter Edward Rose, now of the Montreal Expos, shows the form that has made him the best hitter in National League history. The 43 year old perennial all-star is continuing to make his run at the all-time record for base hits in a career. He needs only ten to reach the 4,000 hit mark and another 191 to tie Ty Cobb.

Rose joins Expos

By Tanya Hubbard  
Avion Staff Reporter  
Frank Viola hurled 6 scoreless innings - and also started a triple play - while Mickey Hatcher and Kent Hrbek cracked solo home runs to lead the Minnesota Twins to a 3-1 victory over the Montreal Expos in an exhibition game this past Saturday at Tinker Field in Orlando.  
Expos fans will see many new faces this season. One in particular is veteran player Pete Rose. Jun 201 hits shy of Ty Cobb's record of 4,191 hits, Pete-Rose went 2 for 4 against the Twins. At the end of the '83 season, Pete found himself searching for a team that would guarantee him full time playing status. For a while, it looked as though no one was interested in signing Rose; until the Montreal Expos decided to take a gamble. The Expos signed him to a 1-year contract estimated at \$700,000. To make room in the line up for Rose, they traded first baseman Al Oliver, a career .300 hitter.  
Hitting only .245 last season, Pete was known as the team motivator. Rose believes that his "pride, love and commitment to baseball" are the factors that keep him going when he himself is in a slump. Pete

thinks of baseball as "grown-ups playing a kids game." He is a strong believer in working hard and having fun at the same time. "I've seen so many players get frustrated with baseball and allow this frustration to interfere with their performance. They just have to learn how to have fun."  
Montreal's minor league player Tim Thiesen, recalls the time when he used to watch Pete play and dream of having his motivation. "I watched Pete play when I was a kid... and I always dreamed of becoming a baseball player like him." After spending the 1984 spring training season working with the major league team, Thiesen will be returning to the minor league farm system where he plans on taking advantage of every opportunity there is to improve his style of play. "This has been a good camp for me, I've learned a lot from guys like Speier and Rose."  
Rose is not sure in what capacity he will be participating in baseball in the upcoming year; however, he is sure that he will still be affiliated with the sport in some form. If Saturday game is any indication of how Pete will perform this season, then acquiring Rose was worth the gamble.

Sports Editorial

Orioles, Sox to repeat in A.L.

By Joe Eim  
Sports Editor  
Now that all of you loyal readers and Sports Editor haters have had a chance to contemplate my National League picks of two weeks ago, it's now time to make my American League predictions.  
Judging from the reactions of everyone I've heard from about my National League selections, the general consensus is that I should either a) have my head examined, b) be shot at sunrise (this is from a few Braves fans), c) never write again or, d) all of the above.  
In the interest of fair play and equal time, I invite all of you to send me your own predictions; I will then put them together and take an "average" of all of them and print the results in the next Avlon.  
Then I will take them all and place them in a sealed envelope and, in the fall, I'll open them and award a prize to the person who comes closest to what actually happens. So for everyone out there who thinks they know something that I don't (and it seems like everyone feels that way), now you all have a chance to prove it. Good luck to everyone with the guts enough to "put your picks where your mouth is."

AL EAST

The AL East may be the toughest division in baseball, but that may be because they play against the worst division in baseball, the AL West. Regardless, the Orioles should repeat as division champs this year. They shored up their only weak spot, third base, by signing Wade Gross from Oakland. Any team that has the first and second vote getters for the MVP award, Cal Ripkin and Eddie Murray, should have no problem winning the division.  
The rest of the division is a tough call. The Tigers are strong up the middle but weak at right field and third. They could also use some bullpen help. The Yankees will definitely slip without "Oozer" Gossage. Toronto proved they were a quality team last year but can't afford any injuries and are still a young team. Milwaukee should improve if they get their hitting stroke back. Boston and Cleveland will fight it out in the cellar again, despite both team's improvement.

AL WEST

The Chicago White Sox will join the Orioles and repeat as the division winner. They were the only team in the division that finished above .500 last year, and they won the title by a whopping 20 games. No one in the division is 20 games better and, although the race will be close, no one will be strong enough to topple the Sox.  
The rest of the division will be fighting for second place. The Oakland A's are the most improved team in the West, adding Joe Morgan, Bruce Boche and Bill Caudill. Kansas City will always be at least good as long as they have Dan Quisenberry and George Brett. Texas, with the best team ERA in the league last year, still needs power to be a contender. The remaining three teams will have to battle it out for draft choices.  
Well, there you have it. Don't forget to get those picks in for the NL and the AL. We'll then see just how smart you all really are.

AL EAST

1. Baltimore
2. Detroit
3. Milwaukee
4. Toronto
5. New York
6. Boston
7. Cleveland

AL WEST

1. Chicago
2. Oakland
3. Kansas City
4. Texas
5. California
6. Minnesota
7. Seattle

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# Management society tours Eastern's facilities

By Deryak Nicholson  
On Friday, March 2, members and non-members of the Society for the Advancement of Management left E-RAU campus for Miami to attend a tour of the Eastern Airlines facility.  
By 1300, the last of the cars were on Interstate 95 bound for Miami. After an enjoyable 4 1/2 hour trip, we checked into and relaxed in comfort at the Biscayne Springs Villa Hotel, near Miami International Airport. There, we had an informal gathering where non-acquaintances got the opportunity to meet one another. Before the night came to a close, we decided to share in the night life of Miami, which included eating at the Village

Corner and Chinese Street House.  
Between 2600 and 0900 the following morning, after a quick breakfast, we gathered in the main lobby of the hotel and had the opportunity to meet Mr. Robert Kaye, the man who made this interesting venture a reality. Within a half hour, we arrived at the security gate to the Eastern Airlines hangars of the Miami International Airport. There, we were given passes and introduced to a co-worker of Mr. Kaye who assisted by co-conducting the tour.  
After a briefing, we proceeded first to one of the hangars where the Lockheed TriStar and other wide-bodied aircraft

are serviced; the two gentlemen described the general operations performed at Eastern. Just outside the hangar was a triStar L-1011 which was undergoing servicing and we were taken aboard. In the cabin, its capabilities and highlighting features were pointed out, and comparison was made with the airline's other type of aircraft, as well as those which the company does not operate.  
We were taken through the hangars of the smaller aircraft owned by the airline - Boeing 727 and DC-9, of which a few each were in the process of undergoing maintenance and miscellaneous checks. The aircraft maintenance operations

atmosphere of numerous scaffolding, dismantled aircraft components, aircraft jacked up off their landing gear, different stages of repainting was interesting to witness.  
The engine department and warehouses were next. Eastern Airlines has allocated a few warehouses and building solely for their engine checks and overhauls. Numerous engines of both wide-bodied and smaller type of aircraft were strung and supported by hydraulic equipment throughout the building. Thorough inspections are con-

ducted here and Mr. Kaye took this opportunity to explain how the different engines reverse their thrust after touch-down.  
The department where engine fan blades and undercarriage components are stored was next and Mr. Kaye informed us that one main leg assembly of an Airbus weighs over 5 tons.  
A few Airbus 300's were in the hangars so we had the chance to be taken aboard one of them. Again, our two tour-guides enlightened us on its outstanding features.  
The discussion aboard the

Airbus concluded the tour and we were all out of Miami by 1500 feeling satisfied. The tour was a success, and in more ways than one. Apart from the informative aspect, informal socializing was characteristic throughout the day, and we did get the opportunity to meet, relate to, and acquaint ourselves with one another.  
S.A.M. is a small, relatively new and growing club. We look forward to upcoming seminars and engagements as equally interesting as the Eastern Airlines tour.

# L-5 going to shuttle launch

By John Getay  
The L-5 Aerospace Society will be holding its next meeting Wednesday, April 4 in W-309 at 6:30 pm. We will be discussing our upcoming NASA weekend.  
On Friday, April 6, we will once again be going to watch the launch of the Challenger space shuttle. Designated mission 41-C by NASA, the mission will deploy the first Long Duration Exposure Facility scientific satellite and attempt to repair the malfunctioning Solar Maximum Satellite. The

launch is at 8:59 am and L-5 will be leaving E-RAU promptly at 7:00 am. If you haven't picked up a ticket, you can get them at our meeting tonight. The cost is \$3 for members and \$5 for non-members.  
Friday night is the L-5 Aerospace dinner at Captain City's. The cost is \$7 for members. If you are not a member, you are still welcome to talk to our members about L-5's activities.  
Our final event for the trip is a trip to NASA's John F. Ken-

edy Space Center. We will run a carpool to the cape from E-RAU 10:00 am, Sunday, April 8. The ESC visitors center will be able to listen to live transmissions from the orbiting Challenger while we are there and the bus tour will be running. The cost is \$4; however if over 20 people go, we will be able to take advantage of the group discount.  
Anyone wishing to attend any of these events should come to the meeting tonight in order to get further details.

# Alpha Eta Rho pledges quizzed

By Kim Robinson  
With only a small portion of the trimester remaining, Alpha Eta Rho brothers have been keeping quite busy with a number of different activities.  
Last Friday evening, March 23, AHP held their final interview. The pledges were questioned on fraternal matters and after a careful evaluation of each individual, a decision was made. Congratulations to those pledges who successfully completed their third interview. All pledges are required to attend the Ritual this Saturday at the President's residence.  
Slayfest 1984 at Daytona Beach Regional Airport did not go by without AHP brothers

having a hand in the action. The Inter-fraternity Council was commissioned by National caterers to have the different organizations of E-RAU operate the concession stands at the airshow.  
AHP provided a total work force of 20 brothers with three tent supervisors; Steve Sullivan, Mitch Williams and Beth Ann Panaro, who coordinated AHP's operations. The brothers' jobs ranged from selling hot dogs to taking surveys from all the aviation buffs. All the brothers managed to slip out at some time to get a glimpse of the Blue Angels, Christen Eagles and even Bob Hoover's spectacular stunts. All in all, it was a hard working weekend.

yet an enjoyable one.  
Among the business discussed at last Thursday's meeting, AHP brothers elected two new IFC representatives for next fall, Danny Smith; Scott Roper and alternate Sheri Byrd will proudly represent AHP in the Inter-fraternity Council. Congratulations to the brothers; it is certain they will do a fine job in tightening the relations between the various fraternities.  
In the wide world of AHP sports, the team won their first softball playoff game ending the 2-30 club 15-13. An outstanding performance was exhibited by Chris Aldridge who hit a 3 run homer. Keep up the good work.

# Army ROTC cadets receive 'Army Aviation' confirmation

By Cadet Cpt Al Ricci  
Army aviation began its illustrious history on June 6, 1942, when the War Department approved organic aviation for the field artillery. On April

21, 1983, years later, Army aviation became its own branch.  
Prior to the decision by the secretary of the Army, the Army had not fully explored how best to organize, train and fight

Army aviation and its systems. Army aviation will play a key role in its future air/land battle because of the unique maneuvering capability, the firepower it possesses and the added dimension its systems will

bring to the battlefield.  
The first chief of the new Army aviation branch, and commander of Ft Rucker, is Major General Bobby J. Madsen.  
All cadets hoping to be in the aviation branch have been chosen 100 percent. The follow-

ing MSIV cadets received aviation branch: Brian Anderson, Wayne Bumbick, Kevin Garner, Charles Hurdleston III, David Kinney, Stanley Hewett, Frank Mendez, Jim Beasi, Al Ricci, Al Scull and Harold Kauner. All these cadets will receive their

flight training at Fort Rucker, Ala. after their Officer Basic Course is over.  
If you are interested in becoming an Army aviator, stop by the Army ROTC office (B516) and let Major Fitzgerald answer any questions you have.

# ODK selects new members

By Lou Kady  
The Icarus Circle of Omicron Delta Kappa, the National Leadership Honor Society, will be holding an initiation banquet for its new members on Friday, April 6. The dinner will be held at the Treasure Island Inn and is scheduled to begin at 7:30 p.m.  
The cost for members and guests is \$10; all those interested in attending should RSVP to Scott Cooper, Box 5593.

As a recent business meeting, members of ODK selected new members out of many applicants. Criteria for membership selection included involvement in extra-curricular leadership activities at E-RAU as well as a 3.0 or greater grade point average. Categories evaluated were Scholarship, Community and Religious Affairs, Journalism, Speech and Music.  
Congratulations is in order

for Alisa Abdu, Mark Adams, Gordon Crago, Christopher J. Durbin, Elizabeth Ann Fulano, Robert Hardwick, James Harper, Martha Melton, William Shockley, Mike Wadner and Douglas Young.  
At a following meeting, new officers were elected. The new officers are Scott Cooper, President, Geoff Murray, Vice-President, Elizabeth Ann Fusaro, Secretary and Richard Smith, Treasurer.

**IATA**  
(continued from A1)  
1982, the international scheduled services of IATA member airlines - representing some 80 per cent of the total international traffic - together showed an operating loss of 1.7 billion U.S. dollars. Adding this together with interest payments for those same years - nearly 4 billion dollars - and you arrive at an overall deficit exceeding


5.5 billion dollars.  
As far as looking ahead to the year 2000, Hammarskjold looks at the evolution of the industry as the pace of technological development. He doesn't expect things to change much; fuel and airlines. "It is pretty safe to predict that airlines will still depend on kerosene for their motive power well into the next

century", he says.  
Continuing, "It is probable that research into alternative fuels, such as liquid hydrogen, will have greatly intensified. Most of the airlines", he concludes, "flying the worlds routes in the year 2000, are likely to be derivatives of types now in service or about to be introduced."

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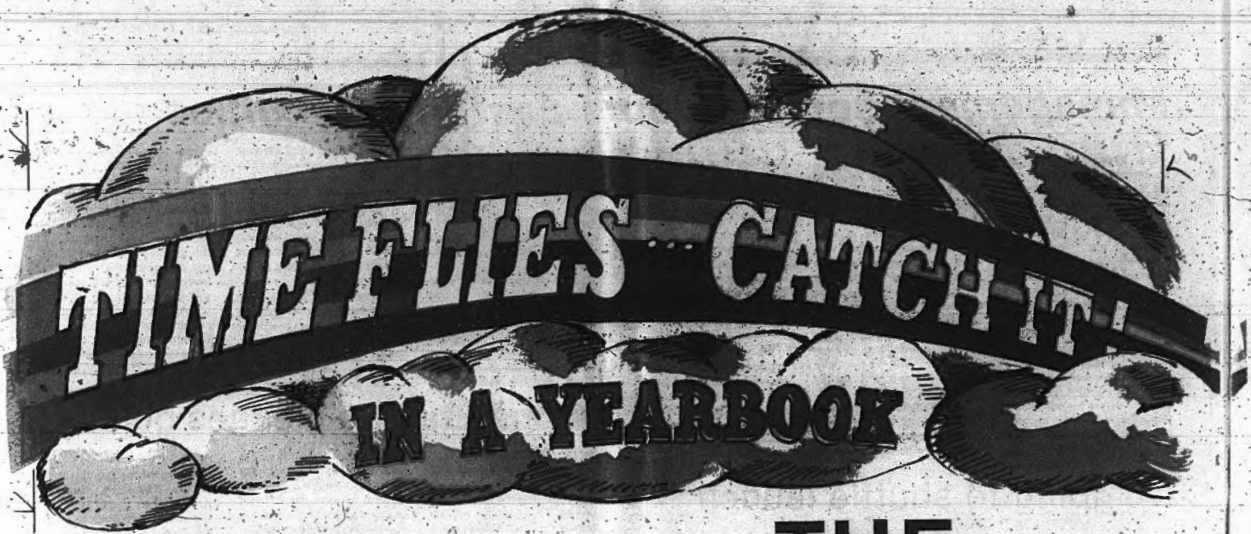
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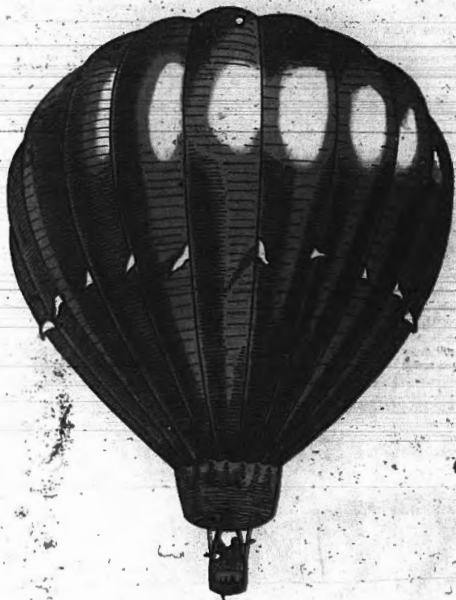


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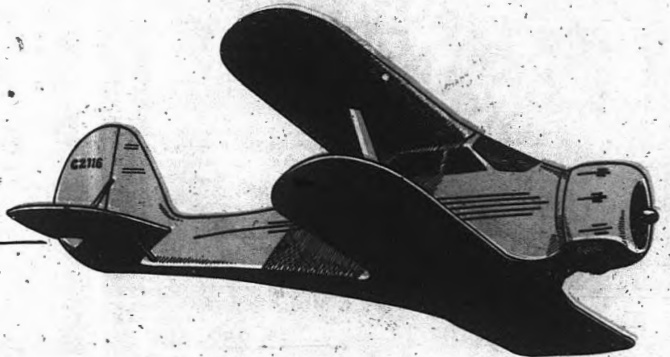
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# SKYFEST, Daytona gets The Right Stuff

## Blue Angels highlight weekend airshow

By Geoff Murray  
This past weekend was a chance for a great portion of Embury-Riddle to enjoy some beautiful weather, intense fun, and a load of absolutely fantastic flying and aerobatics.

Of course, speaking of the Chamber of Commerce presentation of SKYFEST '84, Daytona's first major airshow in years. Saturday drew a crowd of over 12,000 and on Sunday 15,000 individuals showed up to enjoy a day of pure visual fantasy.

Each day began with a member of the Army Golden Knights parachute team dropping into airshow center while being circled in a corkscrew fashion by the members of the Christen Eagles.

The day went on with several other acts including Bob Hoover, Jimmy Franklin, John Kazian and numerous static displays.

The highlight, however, had to go to the United States Navy precision flight team, the Blue Angels.

The Angels have performed throughout the world for over 35 years and thrilled several million people with their amazing aerobatics and controlled maneuvers.

Their thirty-six minute presentation took the team through awesome precision flight maneuvers including the Blivot, the Fortus, four-point hesitation rolls, vertical rolls and other fantastic stunts.

After watching their practice performance on Thursday and Friday, one could only jump at the opportunity to interview these "men of the blue and gold."

Before meeting these gentlemen, my opinion visualized them as overly pompous, egocentric, obnoxious, wild and clishu.



Quickly I was proved wrong. A clique has bad connotations, a more admirable adjective is "family" these guys spend 300 days out of the year together. Pilot number 1 is "papa" and the rest of the guys are his "family." They're close knit, respect each other tremen-

dously, and the six are well respected by the entire crew. The flight leader, Commander Larry 'Hass' Pearson can best be characterized as the laid back but stately kind of individual that leads any responsible group. He stands a good six feet, is

thin, warm face and has closely cropped brown hair. A pilot to stay the least.

Hass has been flying for the Navy in several different capacities since he first joined. He earned his Aeronautical Engineering degree and attained his Master's at the U.S. Naval Postgraduate School.

After quite a bit of hard work and determination, Larry entered the U.S. Naval Test Pilot School in 1975 and graduated with distinction the following year. As a test pilot, he participated in numerous projects at the Pacific Missile Test Center and the Naval Weapons Center, flying different types of aircraft including the F-4, F-8, F-14, and F-86. Based on experience gained during this tour, he was selected a member of the Society of Experimental Test Pilots. He has also served at Patuxent River as a test pilot.

Hass summed up test pilot school as "twenty-two reports in only 11 months." These reports are equivalent to a university thesis. Pearson stressed the importance of "hard work and determination while in college."

Larry has also achieved all his goals in life. He commented "I wanted to become a Naval Aviator, a test pilot and a member of the Blue Angels. I've done everything I wanted to do."

Flying Angel number 2 is Mark Lauritzen. Mark grew up in Jackson, Mississippi, was graduated from Mississippi State University and also received his commission into the USMC upon graduation through the Platoon Leaders Course Program. Mark trained in the F-4 Phantom and held the position of Line Division Of-

See ANGELS, page B5

### Aerobatic Wizard

## Bob Hoover brings experience and class to airshow

By Mike List  
Avion Staff Reporter  
The straw hat, perched on top of a tall, slender frame, stands out above the crowd gathered by the bright yellow P-51 Mustang. This is Bob Hoover, pilot-extraordinaire and gentleman, internationally

known for his airshow magic with the Shrike Commander and Mustang. Attired in a business suit, he could be your typical office executive, but those who saw his performances at Skyfest know better!

Born in Nashville on January 24, 1922, Bob Hoover soloed on

his 16th birthday, eventually teaching himself aerobatics in a rebuilt Piper E-2 Cub. He got alicent often when he first started flying, but overcame it by determination and practice.

While a student in basic flight training with the Air Corps, Hoover spent much of his time, teaching the instructors advanced aerobatics. During World War II, he was assigned to an assembly/repair depot in North Africa, where his piloting skills were used to test newly assembled and repaired aircraft, such as the P-40, Hurricane and P-38.

"I was flying over 100 hours a month," says Hoover, "mostly in fighter types. There were many emergencies, but it gave some good experience."

Eventually, Hoover pleaded for and got a combat assignment with the 52nd Fighter Group, flying 58 combat missions in Spitfires before being shot down and captured, later escaping to Allied lines.

After the war, Hoover became a test pilot with North American, later to become Rockwell International, and was involved in testing F-86 Sabres and F-100's.

Hoover's aerobatic skill saved him on one occasion when an F-86's experimental hydraulic stabilator system failed and pitched the airplane straight up, on takeoff. After anxious minutes, during which he had no control over the pitch of the aircraft, he was able to stabilize the ship and land safely.

On another occasion, Hoover attempted to land an F-100 whose engine had quit; but the controls froze while he was flaring to land, and still doing 285 knots, somersaulted across the ground. He suffered a cracked vertebrae, but recovered and continued flying.

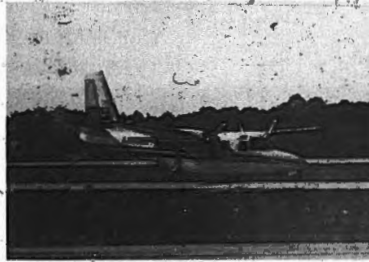
During the 60's, at an airshow in Moscow, he was invited to fly the Yak 18, a Russian aerobatic monoplane. "The Russian pilots were very regimented in their flying," said Hoover, "not like the Americans. They were forbidden to fly aerobatics below 300 feet."

With a smile and twinkling eyes, he continued, "I decided we should show the flag how good we were. I came right down on the deck, inverted. Now they won't let me fly in

Russia." In charge of special projects for Rockwell, Hoover travels the country, performing at airshows with the Shrike and P-51. "The Shrike is a stock aircraft, not beefed up for aerobatics in any way. People have come up to me after a show, wanting to buy my airplane. They think it's special," told Hoover.

Small wonder after watching him swirl the Shrike with ease through point rolls and loops with both engines shut down. Hoover flew the P-51 to Daytona Beach from Los Angeles, non-stop, in 7 hours and 40 minutes which, he admitted, "Got a little long."

Excusing himself for a press engagement with his Shrike, Hoover shook hands all around, then smiled and asked, "Which way is Deland?" Down-to-earth, and gifted with superlative flying skill, Bob Hoover is "the Pilot's Pilot," a hero with wings, irreplaceable in the flying community. Some say that if man had been meant to fly, he'd have been given wings. But then, they haven't seen Bob Hoover.



## Thousands enjoy Skyfest

By Mike List  
Avion Staff Reporter  
Thousands of smiling, sun-burned faces reflected the success of Skyfest '84, Daytona's first-class airshow held last weekend at the Daytona Regional Airport. Thundering engines, aerial acrobats and hot dogs; Skyfest had something for everybody.

Skyfest '84 opened Saturday under cool, cloudless skies, with crowds strolling through the generous static displays. There were 20 military types on display, ranging from a World War II AT-6 to the modern F-16, and helicopters from the Coast Guard, Navy, and Army. The Navy P-3 Orion seemed to have a never ending line of people waiting to pass through her, and the Cobra helicopter gunship became a playground for smiling youngsters in oversized helmets as they battled foes in a galaxy far, far away. There were also a few ultralights and homebuilts including two very nice Christen

Eagle II biplanes from Ormond Beach, a composite foam and fiberglass long EZ and Quickie. The fraternities were much in evidence with their stands and concessions, as was the Air Force ROTC detachment.

The modified, black Waco "Mystery Ship" of Jim Franklin took local TV news sportscaster Rod Luck aloft for a breezy aerial tour on the top wing Saturday before the start of the show. Then the Eagles aerobatic team of Charlie Hillard, Gene Soucy, and Tom Pobererzy took to the sky in their Eagle II biplanes, performing simultaneous snail rolls on takeoff. They circled the descending Army Golden Knight parachutist, officially opening the Airshow.

Bob Hoover was delayed in his P-51 performance due to condensation in his gas tank, so Jim Franklin, in the 450 hp Waco took his place. His breathtaking performance in-

See SKYFEST, page B6

## E-RAU alumni pilot Angels support ship

By Geoff Murray  
If the Blue Angels C-130, affectionately named "Fat Albert," ever flies into Daytona Beach again, step into the cabin and on the forward bulkhead a sticker reads "Embry-Riddle Aeronautical University: ALUMNI."

Perhaps there should be two stickers, for both of the pilots of "Fat Albert" are graduates of Embry-Riddle's Daytona Beach campus. A third pilot who did not travel to Daytona Beach during SKYFEST is a graduate of Purdue University. The two C-130 pilots, both of the United States Marine Corps, visited the campus intermittently during their four day stay here.

Captain Jameel Joseph and Captain Pete Donato are privileged with the honor of commanding the C-130 everywhere the Blue Angels travel. The C-130 is the only support aircraft that the Blue Angels utilize during their tour.

Pete Donato earned his Bachelor of Science degree at E-RAU in 1973 after serving in the Army. During his tour with the Army, he served as a helicopter pilot in Vietnam. His

decorations include the Bronze Star, Air Medal of Valor and Vietnamese Cross of Gallantry with Bronze Star. Pete was born in Watertown, New York.

Upon receiving his aviator's wings, Pete entered Air Force flight training in the C-130 Hercules at Little Rock, Arkansas. Upon completion of that training, he was assigned to Marine Aerial Refueling and Transport Squadron at the Marine Corps Air Station, Cherry Point, North Carolina.

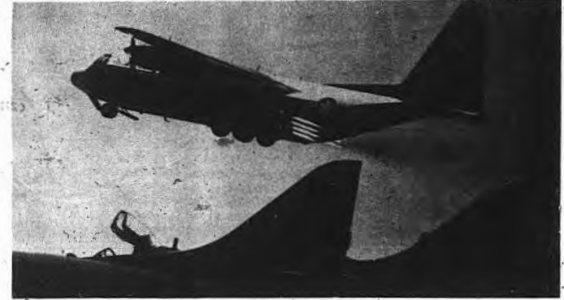
Having both attended E-RAU during the same time frame, the two men are quick to comment on the improvements within E-RAU over the past ten years.

States Donato: "When I was here the campus was on the other side of the airport operating out of travel trailers! The Student Center [UC] had been built but not opened yet." When asked about the flight line, Donato commented "All flight-ops were also out of a tiny

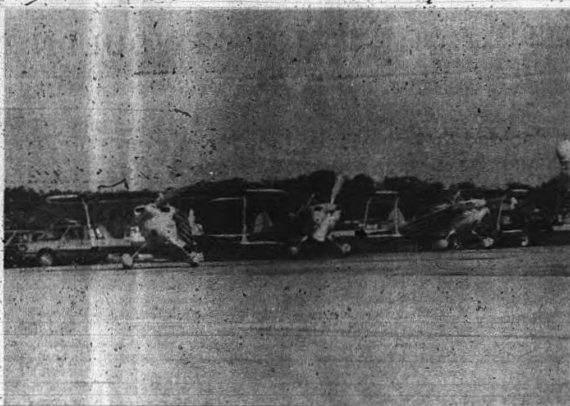
trailer." "J" Joseph visited a few old professors over the weekend but due to a busy schedule didn't get to see everything and everybody. He did comment that seeing Doc Horowitz (he was also called "Doc" then) and other long-time members of the University was special.

The enrollment at E-RAU has climbed. In the 73-75 period E-RAU averaged 1,200 students

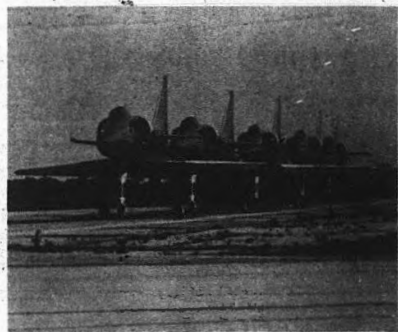
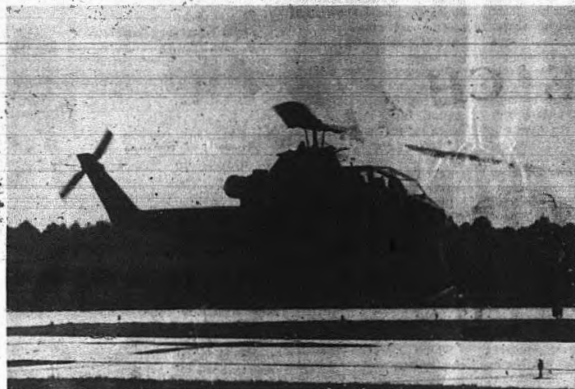
see ALUMNI, page B6



# Daytona Skyfest 1984



Photos by  
Rich Grey and  
Kelly Short



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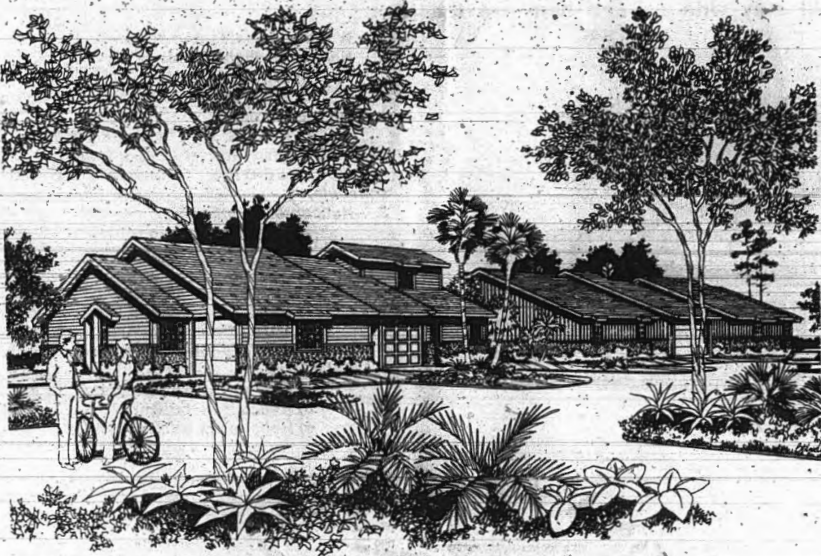
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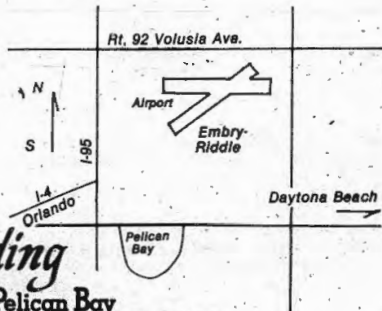
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# Blue Angels thrill thousands at Daytona Skyfest

(continued from B1)  
ficer, Flight Officer, and Squadron Landing Signal Officer. The pilot of aircraft number 2 has flown more than 2600 hours in tactical jet aircraft and made more than 130 carrier landings.

The Blue Angels Left Wing position, or number 3, goes to USN Lieutenant Curt Watson. One of the first items Curt brought up during our interview was his past football experience. Curt attended the University of Tennessee on a scholarship and played three years of football. During the 1972 football season Curt signed on with the Green Bay Packers but returned to Tennessee in 1973 to complete his studies and graduate with a degree in Business Administration. Ironically, Curt was active with Army ROTC while in school; but at the time (immediately following Vietnam) the Army was not in great need of pilots. Officer candidates were given the option to break their contracts.

However, Curt still desired to become a part of the US military, pursuing his "love of aviation." Curt enrolled in the Navy Aviation Officer Candidate Program and was commissioned a naval officer in 1976. Proceeding into the flight program, Curt received his Wings of Gold in June, 1977.



Curt described the Naval flight program as "a sink or swim pace - you've got to keep up with it. It's worth it in the end." While discussing flying, the pilot of Angel no. 3 said "It's a lot of work to try to be the best you possibly can. But after the work is done all one can do is enjoy it."  
Curt excelled in flight school, flew the A-7 and joined the Blue Angels in October, 1982. He has accumulated 2,500 flight hours and 320 carrier landings. His interests include water and snow skiing. He is 33 years old, a

bachelor, and lives in Pensacola, Florida.

In aircraft number 4 sits Lieutenant Commander Scott Anderson of the US Navy. Scott was graduated from Annapolis in 1975 and received his wings in December, 1976.

Scott has been a member of the Blue Angels since October, 1981 and has accumulated 2,600 flight hours and 300 carrier landings. He served as Number 7 Pilot and Narrator during the 1982 season and as left wingman in 1983. His interests include water skiing, snow-ski-

ing and tennis. He is 30 years old and resides in Pensacola, Florida.

Scott appeared to be the "Wild Man" or "Party Animal" of the group.

In Blue Angel Number 5, the Lead Solo, is Lieutenant Commander Chris Ives. Chris is from California and speaks very highly of the Navy and all of its programs. States Ives "The Navy has got to be the most fun I've ever had...EVER!" Chris speaks of his carrier experience with an energy that reflects his love for naval aviation. He's

made two landings on carriers at absolute minimums and has over 300 total carrier landings. "There's got much you can do out there when it's minimums. No such thing as an alternate." states Ives.

One incident that Ives cited in regard to yaw and pitching moments of an aircraft carrier described "twenty foot waves breaking over the bow of the carrier. "Try to follow that glide slope down to the deck!" comments Ives.

Chris is the smallest of the six pilots and is roommate with Curt Watson of Number 3.

Flying Number 6 is Lieutenant Andy Caputi of Newport, Rhode Island. He graduated from the University of Miami in South Florida earning a degree in Biological Sciences. Andy was designated a Naval Aviator in May, 1979. His flight experience includes F-4 Phantom, A-4 and F-5.

Andy enjoys speaking of the solo maneuvers that he and Chris Ives perform during the show. Caputi states that "Chris picks an altitude and I just follow his opposing lead." Before each of their maneuvers the two blow a puff of smoke for identification. Caputi describes their close proximity during the solo opposing knife edge as "sometimes only ten inches apart."

On Saturday's show Andy returned with a maximum of 7 Gs pulled and a negative 3. When asked how he handles multiple gravity, Caputi stated that "you just get used to it. Describing one of his first tough rides, Andy stated "I broke all the small capillaries in my eyeballs and the blood vessels under my eyes burst. It appeared that I had been pretty beaten up." More than I can handle.

After viewing both their practices [all pilots agreed that Thursday's gusty flying was hard...on their resumes. Now is the time to sit back and relax. The weekend went too fast - too much fun, not to say too much sun, also.

The Blue Angels flew out at dusk on Sunday. Having just finished my final interview with them before they flew out, I pulled out of E-RAJ, turned right onto Clyde Morris as I usually do, tucked my mirrors and reflected on what it takes to be one of the "Best Damn Aviators in the World."

As my car passed under 6 left's departure path, Angel Number 1 and 2 passed overhead. Pulling over I drew the top down on my auto and gazed at the two more teams - 3 and 4, 5 and 6, equating back to Pensacola.

## TUITION

(continued from A1)  
have trouble making up the increased costs to students.

Even if they can, Martin adds students can't keep going into debt indefinitely.

"It's conceivable," he says, "that schools that can't balance the need for their own fiscal health with student's ability to pay will find themselves with an unacceptably high default rate in the future."

And new federal laws keep some students from borrowing more money even if they want to.

Northern Arizona student Albert Arvallo, for one, works summers but must keep his school work jobs to a minimum. "If you work, they will cut down on your (student) loan."

"My parents' income went up, and now I won't qualify for a loan," says Becky Johnson of

Bismark Junior College in North Dakota.

"My parents' income, although not big, was at a level I couldn't qualify for aid," echoes DePaul junior Jeni Jagow.

"They've taken us to the limit," adds Delaware senior Scott Webber.

Some students say they're over the limit. "My sister won't go to school now," says Vivian Burge of Los Angeles City College.

"she was on her way to college, but now she's looking for a training program" because LACC has become too expensive for her, Burge says.

"Tuition," explains Michael Alexander of Chaffey College in Alta Loma, Cal., "puts an additional burden on poor people. We will see a change in our student population because there will be fewer colored,

Hispanic and fewer minorities overall."

Washington State junior Judith Dillard says she knows of "people who aren't coming back here" because of rising tuition.

Enrollment figures, however, suggest higher tuitions haven't driven many people out of college in the past.

Despite 45-to-73 percent hikes in the last three years in 14 southern states, "southern enrollments have been increasing steadily," reports Joseph Marks of the Southern Regional Education Board.

Last year's nationwide 10 percent hike at public colleges didn't prevent a one percent enrollment increase.

The immediate impact of high tuition increases seems to be on quality of student life rather than on enrollment.

Northern Arizona's proposed

\$50 a term bike "makes a difference on laundry costs," Arvallo says. "It's something people don't even think about. I don't go out as much as I'd like to. I can't afford it. I don't go for pizzas."

Washington State's Dillard, who works summers and has a CSL, says the next tuition hike will cost her "a lot of miscellaneous stuff like shampoo."

"My parents pay my tuition, and this kind of puts a strain on them," says Charmis Jackson, a Chicago State junior. "They had to do without things like fixing up the house."

Yet resentment levels seem to have risen even discomfort levels.

"You get to the point where you feel it's not worth it," says University of Miami junior Nancy Larsen.

"There is a new bookstore," concedes classmate Webber, "but I was perfectly happy with the old one."

Washington State's Dillard says she has no idea "where the money's going."

Many students, of course, take a broader view. "Utilities are going up," notes Violet Muehrcke of North Bismark. "I understand why they're doing it (raising tuition)."

## Phoenix looking for new members

By Anne Gollightly  
Public Relations

Being a member of the Phoenix Yearbook Staff can be a rewarding experience. The Phoenix staff consists of a small group of people who have a number of varied skills and talents. Previous skills are not necessary, because we are willing to train. All anyone needs is a desire to learn.

Members not only work to produce a good yearbook, they

also participate in organized activities with the staff. These activities include pizza and beach parties as well as a dinner banquet each trimester. A select few participate in paid trips to exciting and informative national conventions.

The Phoenix needs photographers, copywriters, layout workers, graphic designers and artists. The Phoenix office is located on the second floor of the U.C. next to

the Career Center. Meetings are held every Wednesday at 6:00 p.m. We want an award-winning yearbook and we could use a few interested people.

The 1984 yearbook will be sold for \$5 and orders will be taken during the week of registration. We also have a few 1983 yearbooks left, so if you didn't get one they are also only \$5. Find out about getting your own 1983 yearbook at the Avion/Phoenix Office.

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## Beech Bonanza being used for auto fuel research

OSHKOSH, WISCONSIN, March 22, 1984 — Bruce Drangle of Gilman, Wisconsin has loaned his Beech Bonanza G-35 (N4248D) to the FAA Aviation Foundation for auto fuel research. The Bonanza is powered by the Continental E 225 engine.

Drangle, who is a member of the American Bonanza Society, delivered his aircraft to the foundation's "Kermitt Weeks Flight Research Center in Oshkosh" on March 14. In a meeting with EAA founder and President Paul Proherzney, Drangle said, "We must do

something to lower the cost of flying...EAA is the only organization working in this direction." Proherzney said, "We are especially grateful to Bruce for the loan of his Bonanza, and to the American Bonanza Society for their assistance. This is an

important step forward in a project that is critical to the future of personal aviation in America." Proherzney noted that the American Bonanza Society and several Bonanza owners had expressed intense interest in the auto fuel research program.

As previously reported, the FAA Aviation Foundation's engineering staff plans to conduct extensive testing on both high and low-wing aircraft. This Spring, Bruce Drangle's Bonanza will join a Piper Cherokee, a Cessna 172 and an Ercoupe at an Arizona desert proving-ground in early April.

Harry Zeisloff, the Foundation's Technical Director, said, "We are looking forward to this stage of our research program. We are convinced that the owners of a wide range of low-wing aircraft can safely take advantage of the use of auto fuel to lower their flying and maintenance cost." Zeisloff also had high praise for Drangle. "As any aircraft

owner knows, being separated from your prized airplane is no small experience. Bruce is an extremely generous and far-sighted individual. His actions will benefit thousands of low-winged aircraft owners around the country."

The EAA Aviation Foundation is offering auto fuel STCs for 101 separate aircraft models. The STCs are available to aircraft owners at 50 cents per installed engine horsepower. Non-EAA members add a surcharge of \$15.00 to the price. For more information write or phone the EAA Auto Fuel Research Department, Wittman Airfield, Oshkosh, Wisconsin, 54903-3065; 414/426-4800.

## Planetarium offering laser light concerts

The Museum of Arts and Sciences' Planetarium is now offering state of the art laser light shows for Daytona Beach, Volusia County and East-Central Florida. Using a multi-line Argon ion laser and two Helium-Neon lasers, our laser projectors are among the most advanced in the Southeastern United States.

Laser concerts combine fast moving patterns of laser generated light with stereophonic contemporary and classical music. Visitors will experience fifty minutes of sound and light blended together to create a unique sensual experience. The lasers and other optical special effects will move and pulsate to the music of contemporary artists Sja, Pink Floyd, Manfred Mann and

Synergy, as well as the more classical "The Planets," by English twentieth century composer Gustav Holst.

The opening concert "Star-Rider," designed for the whole family, will take visitors on a sound and light journey of imagination. Showtimes will be 8:00 and 9:00 pm. Friday and Saturday evenings beginning April 6. Special showings for groups and parties can be arranged. Admission is \$2.50 per person for non-museum members and \$1.50 for members. Because of the unique nature of the show, children under four years of age will not be admitted.

The lasers used in the concert were made possible through a generous matching grant from the Halifax Group of the

Museum of Arts and Sciences, a support group of young professionals within the Museum's general membership, and several generous private donors.

Laser light shows on Friday and Saturday nights are in addition to the Planetarium's educational star-shows, which will

continue at their regular times, Wednesdays at 7:30 pm and Saturdays at 2:30 pm.

Don't miss "Star-Rider," the first in a series of new "laser concerts" at the Planetarium. For more details, contact Lee Golden, Planetarium Director, at 253-0285.

## Aircraft dispatchers increase by ten

The list of E-RAU trained Aircraft Dispatchers increased by 10 during the weekend of March 23-25. FAA examiner Allen Rosmore, who is also a dispatcher for Eastern Airlines in Miami was high in his praise of the examinees.

Starting at 1:00 p.m. Friday,

the fourth-examinee completed a 2 am Saturday. Four more completed the lengthy practical exam on Saturday with the final two finishing on Sunday.

The successful applicants are: Hoyt Brauchler, Steve Dickerson, Gary DePasquale, Daniel Dupuy, Frank Grippi, William

Grubbs, Gregory Laemmrich, Lawrence Schack, Robert See and James Wilderob.

The E-RAU Dispatcher Training Program, which began in mid-1980, has been gaining momentum rapidly with over 1,000 students active at the pre-

sent time. Successful completion is based on the accomplishment of 10 Aeronautical Science courses with strict attendance requirements, an FAA written exam and an FAA practical exam. Approximately 50 new certificates should be awarded during the next three months.

## AFROTC helps make airshow success

By C/Capt. Rob Tatum  
This weekend's airshow was fantastic. Part of the credit is due to the efforts of the ROTC volunteers. All those who contributed their time did a great job.

The military aircraft on static display were coordinated by Lt. Col. Conlan. We would like to thank him for his performance

in coordinating this part of the airshow.

Last week's Junior ROTC drill competition was also a great success. This event was the result of a great deal of planning and work on behalf of Det 157 personnel. Congratulations to those who were involved on great success.

Pass-in-Review/Dining-Out is being held this Saturday, April 7. Lt. Gen. Charles Cleveland will be the reviewing officer. All cadets are to be at Memorial Stadium no later than 7:30am for practice. Full uniform must be worn. Pass-in-Review begins at 9:30 a.m. Dining-Out will be held at Holl-

day Inn Surfside. Cocktails begin at 6:00pm, dinner at 7:00pm.

Upcoming event include: April 6, Commander's Call with Lt. Gen. Cleveland; also, dinner with the General's wife for the wives and girlfriends of cadets; April 7, Pass-in-Review/Dining-Out. Have a great week.

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**SKYFEST**  
(continued from B1)  
cluded spins, and inside and outside map rolls, all below 2,300 feet. He also did the inverted ribbon cut, with the ribbon suspended a scant six feet above the runway.

The Blue Angels C-130, "Fat Albert," performed a jet-assisted takeoff and a high-speed pass with two Embry-Riddle graduates at the controls. They showed what short-field landings are all about, landing in less than one-third of the runway length.

The Army Golden Knight parachute team came slicing down, their red trails crisscrossing the sky, followed by precision landings in front of the crowd.

Bob Hoover now had the bright yellow Rockwell International P-51 Mustang performing satisfactorily, and proceeded to put it through its paces, with loops, point rolls, and his version of the Cuban Eight; vertical rolls added to the usual rolls on the 45 degree lines.

The Blue Angels performed with precision, giving new meaning to the term minimum separation. Their dark blue and yellow machines thundered past the crowds in tight formation, obviously pleasing the crowds.

When the Angels had exited the taxiway and parked in precise fashion on the ramp, the crowd responded with strong applause. Although the crowd had thinned considerably after

the Blue Angel performance, the show was a long way from being over. Jim Franklin again took to the air and proceeded to shake up the horizon, this time with wingwalker John Kazian. Seeing a man suspended in the wires between the wings while the plane gyrates through tight turns, rolls and loops is enough to make you believe in Superman.

The Caribou with the Golden Knights took off next and right behind them came Bob Hoover in the twigsengine Shrike, arcing up into the afternoon sky to begin his aerobatic routine.

Embry-Riddle Seminole pilots will be drooling for weeks after seeing his performance. A 16-point roll looks easy with Hoover at the yoke, even more so when he has both engines shut down. His "energy management series" incorporated point rolls, loops and a one-wheel touchdown, all with the propellers feathered and

still. When he managed to taxi back in front of the announcers' stand, with the engines still off, the enthusiastic crowd loved it.

The Eagle acrobatic team put on their last performance of the day, with formation aerobatics, inverted and right-side-up, loops in trail, and the beautiful "three hooks in the 'sky'" simultaneous Hammerhead turns with the aircraft line abreast.

The last act of the day was the Golden Knight parachute team, this time with ten jumpers coming down simultaneously. They linked together in the late afternoon sky, smoke trails converging before splitting up for chute opening.

As the last parachutist touched down, the crowd responded with applause and appreciation for a day full of flashing wings, sunshine and golden performances. The airshow was a success, and hopefully there will be many Skyfests to come.

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**LRC hours**

LRC FINAL EXAM HOURS

Thursday, April 12, 7:30 a.m. - 11:00 p.m.  
Friday, April 13, 7:30 a.m. - 11:00 p.m.  
Saturday, April 14, 8:00 a.m. - 8:00 p.m.  
Sunday, April 15, 11:00 a.m. - 11:00 p.m.  
Monday, April 16, 7:30 a.m. - 11:00 p.m.  
Tuesday, April 17, 7:30 a.m. - 11:00 p.m.  
Wednesday, April 18, 7:30 a.m. - 11:00 p.m.  
Thursday, April 19, 7:30 a.m. - 5:00 p.m.

**Pilot written exams**

Embry-Riddle Aeronautical University will administer FAA Pilot Written Examinations on Saturday, April 28 at 0830 in classroom G-109 and G-112.

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

At the time of the examination, each student must present a receipt for pilot exam fee, validated by the cashier's office, a Written Authorization form signed by an appropriate Aeronautical Science Division Ground Instructor, or the failed results of a previous FAA Written Examination and present as personal identification an Airman Certificate, driver's license, or other official document.

Explanation of application forms and procedures will be given at 0830. Immediately thereafter, testing will commence and, unless prior arrangements have been made, late examinees will not be permitted to enter the examining area while testing is in progress.

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1978 DODGE 4dr coupe. Blk. Rear engine intake/paint, black leather, 318, 4 speed, low tire on white spoked rims, double lock rear with 100 lbs. steel wheels. \$24,900. Call 252-3700. Call 252-3977 after 5 p.m.

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MOTORCYCLE HELMETS: 1 Waterfall, 1 year old (\$110 new), will sell for \$50. Call Bill at 756-2285. Also 1 passenger helmet, \$25.

APT. FOR SUMMER: A at Sunlighter Apartments. Have your own room, full kitchen, 2 bedrooms, pool, tennis, 1 mile from campus. \$325 for Summer A triply 1/2 electric. Great local, try off campus. Call 252-8079 after 7 p.m.

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travel
FLYING TO CHICAGO AREA. April 20, returning April 27. I need 3 people to share expenses, \$225 round trip per person. If you want a ride to Chicago and/or some place between Daytona and Chicago, contact Pat at 761-9539 or box 5530. Let me know as soon as possible.

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1 BEDROOM APARTMENT - furnished on Halifax river. Excellent location, swimming pool and recreation facilities. \$300/month - year's lease. Call 252-0315 for further information.

wanted
TYPIST NEEDED: to typed news copy for the Avlon; 10 to 15 hours per week. Must be able to type 45 to 60 words per minute. You also must be available on Monday mornings up until 10:00 am to work on the Avlon Historical file. This position will continue throughout the summer trimester. Call Lou Kady, jk102 or visit the Avlon/Phoenix office/partners in the U.S.

personals
Pamphlet,
No, not the fast! Don't do that! (Someone's) Baby Doll! Show you, even when you're a big girl.
Snuggles
Short,
Beach wear \$44 will be better!
Congrats, you're at the press.
Love, Gena

1977 FORD VAN - excellent condition, 6 cyl., good gas mileage, chrome rims, fully customized: steel, refrigerator, hot water, cassette and 4-disc. Must sell. \$1900. Call 788-9439 and ask for George.

1981 SUZUKI CR505L, black and red, just tuned up, asking \$900. Contact Andy Box 7272 or Art I, room 103 after 6:00 pm.

ROOMMATE NEEDED: Starting summer A. 2 bedroom, 2 bath condo, 1 block from the beach in Daytona Beach Shores, 6 miles from school. Partially furnished with pool, cable, and security. You must be a non-smoker and neat. Rent is \$225/month and 1/3 electric. Call Rob at 252-3377 for more details.

NON-SMOKER WANTED to rent my room summer A&B in a new 3 bedroom, 2 bath Port Orange home, just 5 miles down Clyde Morris. \$160/month and 1/3 utilities. Call Paul or Ed at 767-2908.

Summer graduation
STUDENTS ANTICIPATING SUMMER '84 GRADUATION: Summer graduation applications are now being accepted in the Registration and Records Office for those students anticipating Summer (June or August) degree completion. Each student will be given a preliminary graduation evaluation in order to help prepare for a smooth completion. Any adjustments to one's registration can be done during the add/drop period.

Remodeling
Beginning April 16, 1984, the University Center Dining Room, Pub Area, and Food Service lines will undergo extensive remodeling. The Food Service lines will be closed during this time; however, we will be serving breakfast in the University Center Dining Room Monday, April 16 - Wednesday, April 18, 6:30 am - 10:00 am. For your planning purposes, be advised that the Pub Area is being converted to a snackbar and a beer concession. Therefore, it will no longer be available for displays, sales, etc. We hope to have all areas finished by May 7, 1984. We apologize for any inconvenience the remodeling may cause, but when completed, we will have a service area everyone will enjoy. If we can be of any help, please let us know.

1978 DODGE 4dr coupe. Blk. Rear engine intake/paint, black leather, 318, 4 speed, low tire on white spoked rims, double lock rear with 100 lbs. steel wheels. \$24,900. Call 252-3700. Call 252-3977 after 5 p.m.

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TEST YOURSELF: Work 2-4 hrs/wk consistently plus your success-oriented Self-empowerment Marketing position available on campus. 1-800-244-0679.

ATTENTION ALL AMT STUDENTS: Save yourself 52 % off the listed price of a pair of wire-waist (safety wire pliers). Limited supply. For more information, contact Lou at 252-6283 after 5 pm or box 6450.

10% OFF ALREADY DISCOUNTED PRICES
HEAD TENSOR MEN'S & WOMEN'S SWIMWEAR & MEN'S SLIDER SLACKS & SHORTS.
BAILY BAGS SET \$20.99
OFF STOREWIDE RELOCATION SALE 3 days only
VOYAGER SHORTS \$19.99
VOYAGER BLOUSES \$12.99

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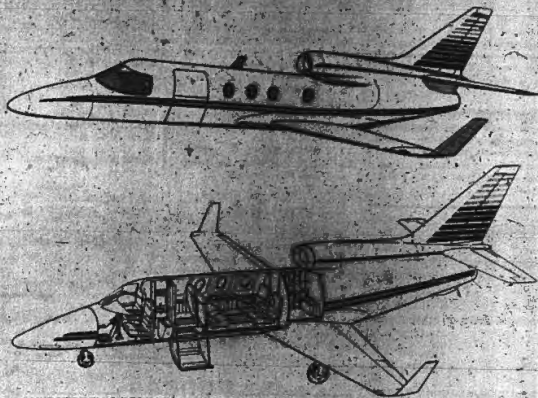
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GULFSTREAM'S PEREGRINE BUSINESS JET

**THE SHAPE OF THINGS TO COME** - the Peregrine business jet by Gulfstream Aerospace. Following the company's announcement to develop and produce the new single-engine fan-jet, Gulfstream's engineers released these illustrations of the new 42 ft. (L.) by 44 ft. (Span) certification prototype. Scheduled for first flight in early 1986, the six-place, 484 mph center-line thrust aircraft is expected to fly at altitudes up to 41,000 feet. The owner-fitness business plane is designed to provide a range of over 1,700 statute miles, plus 45 minutes of fuel reserves.

**ALUMNI**

(continued from B1) and, as stated by Joseph, "only two women."  
 "I commented that "Now there seems to be quite a few girls - almost like a real school." Other changes include the stress of other degree programs such as engineering, management and administration.  
 "I Joseph was a flight instructor in the day his last two

years of school. Throughout the evening he worked at Sky Harbour Aviation. Ironically, on Friday evening, the Daytona Beach Chamber of Commerce held a "hangar party" for the performers and sponsors. Joseph was brought on stage by his former boss and was commended on his many achievements. "I said "I used to sweep this very hangar - every night."  
 Pete and his wife, Mary-

Ellen, visited the first apartment they had as newly-weds and also visited restaurants and bars they used to frequent.  
 The two officers - enjoyed their visit and will always look forward to returning to Embury-Riddle.



**DC-2 engine shipped to Saudia Arabia**

LONG BEACH, Calif., March 21, 1984 - A 50-year-old rebuilt engine for a DC-2 airliner is being shipped to the rescue of a disabled aircraft in Riyadh, Saudi Arabia by the Douglas Aircraft Company here.

The unique demonstration of aviation product support - even after five decades - arose when a vintage DC-2 developed engine trouble more than two weeks ago while returning to Amsterdam after re-enacting the 1934 MacRobertson Air Race from London to

Melbourne, Australia. Almost fifty years ago, a 14-passenger DC-2 operated by KLM Royal Dutch Airlines won in the transport category of the MacRobertson "race and" finished second overall behind a pursuit aircraft, a deHavilland Comet built especially for the race. During the October race, the DC-2 carried mail and made every scheduled stop on an 11,000-mile route, completing the race in just over 90 hours.

The retracing of the route was sponsored by a Dutch television network and KLM, using one of only five DC-2s still in ex-

istence. Douglas built 156 DC-2s, which served as the forerunners of the world-famous DC-3 transport. The rebuilt engine belongs to the Douglas Historical Foundation, which is in the process of renovating another DC-2 here to celebrate the 50th anniversary of the first flight of the aircraft on May 11, 1934.

After the DC-2 in Riyadh returns to London, the borrowed engine will be returned here by April 22, so it can be installed on the aircraft being restored by the local group.

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