

7-25-1984

Avion 1984-07-25

Embry-Riddle Aeronautical University

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The award-winning newspaper
of college students



THE SNOWY PEAK OF MTF-RAINIER is a backdrop for McDonnell Douglas F-15 Eagles from the 318th Fighter Interceptor Squadron, based at McChord Air Force Base, Washington. The 318th Squadron is the second Air Defense Tactical Aik Command squadron to convert to the F-15 from the F-106. The Air Force plans to re-equip all of its air defense

squadrons with the F-15, which is designed and manufactured in St. Louis, Missouri, by the McDonnell Aircraft division of McDonnell Douglas Corp. The 48th Fighter Interceptor Squadron, based at Langley AFB, Virginia, converted to the Eagle last year.

Flight curriculum to change in '85

By Louis M. Kady
Embry-Riddle's new flight curriculum, which will give students the option to earn a multi-engine rating, is expected to be implemented January 1, 1984 by the Flight Department pending FAA approval.

In addition to providing a single-engine/multi-engine option for a commercial/instrument pilots rating, the new curriculum will allow flight students to substitute simulation hours in ground trainers for actual flight hours.

"It was felt that not all students have a desire necessarily to gain multi-engine experience," said Paul McDuffy, Chairman of the Flight Department and Chief Flight Instructor. "The curriculum will allow the student an opportunity to make a choice as to how he wants to tailor his flight training program based on his own professional requirements."

McDuffy emphasized, "The idea is to hold down the cost of the flight training. It's obviously going to be somewhat less expensive to operate a complex single-engine airplane in a commercial certification program than it

would a multi-engine airplane." Unlike the current curriculum, all required hours will not have to be flown in the actual airplane. "The simulation will be integrated right into the flight course rather than as a separate lab like it is now," furthered McDuffy.

According to McDuffy, the use of the classroom-type ground lab preflight instruction has been written out of the new program. He continued, "Along with this new curriculum development will be some modification in the Aeronautical Science program. There will be some changes in the structuring of courses to substitute for the ground labs themselves."

Along similar lines, McDuffy mentioned, "There is more opportunity in the new flight program for more one-on-one tutorial-type orals with a flight instructor; although that may not be the most efficient way, it does seem to be more beneficial in some areas over the classroom type environment."

McDuffy made known that students should be able to transition into the new program without any difficulty when the

new curriculum takes effect. He said that only the students who have surpassed the FA204 flight course will still be required to continue with the multi-engine option.

"The multi-engine option for commercial certification will continue to involve flight courses, while the single-engine option will only involve five."

"One thing that we are unsure about is to what extent students will choose either option

we don't know," admitted McDuffy. "That's something we will have to wait and see."

According to McDuffy, the concept of a split-option plan for the Flight Department began about one year ago. He expressed enthusiasm for the new curriculum and credited many individuals for the effort of establishing it. "It has really been a collective effort on a lot of people's part in the Flight Department," commented McDuffy.

E-RAU welcomes the "Flight Deck"

Two seniors tie in grill contest

The Name the Grill Contest is over and, after more than a month and 141 entries, a winner has been selected. Decided upon by the student-staffed committee, The Flight Deck is the name chosen for the new grill area in the University Center.

The winning entry was submitted individually by two students, Dale P. Harris and John A. Hedin, who will share the \$50 cash prize. The students received their awards in a ceremony held

on the Flight Deck Monday, July 23.

Dale Harris is a senior in Professional Aeronautics concentrating in Air Traffic Control. The San Jose, Calif. native is formerly an International Campus student at RAF Bentwaters in England. He studied at the E-RAU Residence Center there while working as an Air Force air traffic controller. Dale is anticipating graduation from the Daytona Beach campus in

December 1984.

John A. Hedin, a senior in Aeronautical Studies with a concentration in Computer Science, is quite excited about the part he played in the future of the University Center. Hailing from Forest City, Iowa, the Home of Winnebago Motor Homes, John said the selection of his entry is, "right up there as one of the highlights of my life." John is planning to be married on the Flight Deck "in about ten

years."

A sales technician at Computers, Computers in Daytona Beach, John is also a company pilot for BWA, Inc. and Sunrise Charter, both in Ormond, Beach. He plans to graduate at the end of the Summer B term in August. The Senior Class Council recently decided to fund the construction of a sign bearing the winning name. A committee consisting of council members and SGA Student Representatives will meet to decide on the medium for the sign. Neon, wood and brass are among the materials being decided upon.

A small plaque bearing the

See Contest, page 2

Discovery will launch in late August

By Brian F. Finnegan

NASA officials have responded to the dilemma concerning the space shuttle Discovery by announcing a new launch date no earlier than August 24 and cancelling the 41-F mission previously slated for August 29.

Most of the payloads on the glitch-plagued 41-D mission will remain on board the orbiter and two satellites from the 41-F mission will be integrated into the next shuttle launch.

Added to the payloads to be carried on Discovery's maiden flight are AT&T's Telstar 3-C spacecraft and the Satellite Business Systems' SBS-D satellite. Both satellites utilize the McDonnell Douglas PAM (payload assist module), which, following deployment from the space shuttle cargo bay, will launch them into geosynchronous orbit, some 23,000 miles above the earth.

Failure of the PAM engines

during a February shuttle mission caused the Indonesian Palapa-B and Western Union Westar-6 satellites to be placed into improper orbits. Subsequent successful tests of the PAM engine allowed NASA officials to proceed with plans to launch the satellites on this mission.

Retained from last month's aborted mission is the Navy/Hughes LEASAT spacecraft which uses the Minuteman engine.

At this time, the crew assigned to the 41-D mission is intact. The crew of the cancelled 41-F mission, commanded by USAF Col. Karol J. Bobko, will be reassigned.

Accreditation issued for the aborted June mission is valid through the launch of 41-D in August. The Public Affairs Office at the Kennedy Space Center reports that these credentials will not be re-issued, so it is important that badges and automobile window passes not be lost.



That Baton Stuff...

These four young ladies are rehearsing a routine learned while attending a recent seminar held at E-RAU. The event, "Showtime '84," did not concern aviation, but was rather a camp held for high school cheerleaders and

majorettes from throughout Florida. The campers stayed in Dorm 1 and used many of the facilities here during their practice and training sessions, which were held two weeks ago.

AVION photo by Miguel Vidal

Main entrance raises concern

By Craig A. Pellsajer
Avion Staff Reporter

A growing number of students have begun to express concern about the potentially hazardous condition that currently exists at the entrance to E-RAU at Clyde Morris Blvd. Complaints are primarily focused on the problems of long delays, congested traffic and frequent accidents due to the lack of adequate traffic staging.

During the last few years numerous accidents have occurred at the E-RAU - Clyde Morris entrance. According to the Volusia County Bureau of Statistics, nine such accidents took place in 1983. The most recent accident happened July 2, 1984, resulting in the serious injury of a woman who was attempting to make a left turn into campus.

One of the most apparent difficulties, is northbound vehicles attempting to gain access at the E-RAU entrance during morning hours. During this time, traffic is frequently backed up as far as a quarter mile south of the university. This causes many students to be late for class, missing important lessons and as one student said, "It can take anywhere from 2-15 minutes to get through that traffic jam."

According to Bob Walters, E-RAU Supervisor of Security, "Traffic problems related to the university entrance have been apparent for all of the six years that I've been here."

Walters also said that many students are tempted to ignore warnings and illegally make a left turn into campus, via the service road near the security building. On several occasions the Daytona

Beach Police have issued as many as forty citations to students during a one hour period for the infraction.

The reason that the service road can't be used as an auxiliary entrance is the fact that the county granted E-RAU the right to construct the access road provided that it was used only for adiabound access.

The traffic light that is presently installed is subject to frequent malfunctions during rain and on some occasions, delays changing colors for as long as 10 minutes. This could cause an additional hazard if an impatient student tries to "beat" the light.

Despite the grim situation, there are measures being taken to improve the E-RAU entrance. Clyde Morris Blvd (state road 483) was originally owned by Volusia County. However, the state recently acquired the road as an addition to the state highway system.

The state recognizes the need for more adequate traffic staging, according to a recent letter from the Florida Department of Transportation to the County Traffic Engineers Dept. The letter stated, "There is a need to construct a left turn lane at the intersection and to modify the signal operation to provide a northbound protection left turn phase."

The letter went on to state, however, that "The Department is unable to commit to the funding of this project at this time but we will keep it in abeyance until additional funding becomes

see Hazard, page 3

★ CAREERS ★

Lockheed-Georgia Company, Marietta, Ga. will conduct a three week accelerated maintenance training program on campus August 17 through September 7, 1984 for August maintenance graduates and alumni with Airframe and Powerplant licenses.

Participants who successfully complete the course and meet all company hiring requirements will become a part of Lockheed's workforce on the CS-B project as Structures Assemblers and Assembly Installers at the Marietta, Georgia facility.

Applicants must be U.S. Citizens or permanent residents. The deadline to sign up for this program is Monday, August 13, 1984.

Sign up today in the Career Center.

Editorial

We need to shed some light

Most commuting students who must drive onto to Embry-Riddle's campus off of northbound Clyde Morris Blvd. should know how annoying it can be during the morning rush when traffic gets backed up far from the entrance intersection. Although it is not as profound as it will be this upcoming Fall, this problem with the traffic intersection is much more than an annoyance; nine accidents in the past year indicate that this intersection is very dangerous and that it has the potential for being responsible for future student deaths. Furthermore, there is no reason to wait until the first fatal accident occurrence before we come to the realization that this intersection stands for improvement.

Ideally, the intersection improvements should include the construction of a separate lane for entering campus, along with a right-of-way signal. It is inevitable that the State of Florida, who owns the road, will someday send the construction crews over and build a terrific new intersection. Yet, the time for improvement is now, before more student deaths are forever logged into E-RAU's records.

Fortunately, the University has been corresponding with state officials in efforts to put an end to this problem. Unfortunately, it appears that the State has other priorities at the moment. What we, the students of E-RAU need to do is make our intersection improvements a State priority.

A good way to make the State listen is with a petition; a better way would be for every individual affected by the current traffic problems to send an individual letter explaining their plight.

Another set-back to intersection improvements is, of course, lack of funding on behalf of the State. In these regards, the University has already offered to State officials that it would consider sharing the cost of an interim solution. In addition, the University has been presented with an option plan including different degrees of improvement. While it may be unreasonable to pay \$40,000 for a complete road widening, it does sound reasonable to pay \$5-6,000 for a four-phase signal.

With the burden of funding now on the University, it is hopeful this project will become a priority rather than get caught up in "Administrative Red Tape." Of course, the University must continue to fund other projects such as the new Learning Resources Center and academic complex repairs. The point is, other campus improvements may not be worth much if about half our students can't get onto campus safely in the first place.

If concerned write to:
Florida Department of Transportation
P.O. Box 47
Deland, Florida, 32721-0047

President's Corner

The new Grill area has been named the "FLIGHT DECK", replacing the old name of PUB on Monday, July 23. This contest has been going on for the past four weeks and received quite a response. The Name the Grill Committee was chaired by Brian Finnegan with a remaining five members, Pete Shaw, Michael Geletka, Zeke Zechini, Joy Finnegan and Dave Marler. My special thanks to those who participated in giving suggested names, and to the committee for their extra effort and time in reviewing each entry. Also, I would like to thank the E-RAU Post Office for their cooperation in collecting the entries. Without their help, the process would have been much more time consuming and complex.

The Weight Room Committee met last week in trying to complete all the operations and strategies for the opening date in September.

Chief Justice Al Williams has taken on the task of reviewing the traffic light problem at the entrance of the school. He has made many phone calls on the procedure for replacing the light with a new one, including a turn arrow. There have been nine accidents in the past year resulting in injury. It needs prompt action and I will keep you informed as he progresses.

Thomas M. Conard III
SGA President

the avion

- EDITOR IN CHIEF: Louis M. Kady
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- NEWS EDITOR: Ali Saadeh
- LAYOUT EDITOR: Stephen Sullivan
- SPORTS EDITOR: Kelly Shortt
- BUSINESS MANAGER: Jonathan Russell
- AVION ADVISER: Dr. Roger Osterholm

This week's staff:
Jocelyn Finnegan, Brian Nicklas, Bill Schrock

The opinions expressed in this newspaper are not necessarily those of the University or all the members of the Student Body. Letters appearing in THE AVION do not necessarily reflect the opinions of this newspaper or its staff. Copy submitted may be edited for brevity and will be printed provided it is not lewd, obscene, or libelous. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion is a member of the National Council of College Publications Advisors, Associated Collegiate Press and Columbia Scholastic Press Association. The Avion also subscribes to the Campus News Digest and College Press Service.

Published by the students weekly throughout the academic year and bi-weekly throughout the summer and distributed by THE AVION, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: 904-232-5541 Ext. 1082.



"WE'RE AT THAT AWKWARD AGE - OLD ENOUGH TO VOTE, PAY TAXES, AND GET SHOT AT, BUT TOO YOUNG TO GET ANESTHETIC FOR IT..."

Letters

Dictatorship

To the Editor:
I would like to write to you in regard to the way a student chooses to spend his time. I am currently in advanced electricity and approximately three days ahead on my project in shop. I have been informed that I cannot proceed until we cover the next section in class. Now according to FAA regulations, the instructor has the right to release students to the library without making up the time.
Since I am ahead on my projects, I now have two hours a day

to kill in a hot, stuffy electricity lab. When I asked the instructor if I could be released to the library, he said flat-out - NO! When I asked him why, he said because students end up at Big Daddy's instead. When I told him what I thought about that, he suggested that I leave anyway and just make up the time. Now apparently, he doesn't care if I stay or go; so it seems to me that he's using his position to give him a sense of power.

Kirk Barrett
Box 6521

CONTEST

(continued from page 1)
names of Harris and Hedin will be placed on or near the sign to preserve their identities in history forever.
The Name the Grill Committee was comprised of six Embry-Riddle students. Donating their time to the selection of the new grill name were Peter Shaw, a

Senior Class Council member; Zeke Zechini and Mike Geletka, Student Government Representatives; Jocelyn Finnegan, an Avion staff reporter; and Dave Marler, SGA Entertainment Committee Chairman. Avion Managing Editor, Brian Finnegan, served as the Name the Grill Committee Chairman.

Thanks

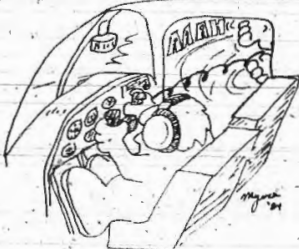
To the Editor:
The financial aid office would like to thank everyone for being cooperative and patient while we were closed to the public for a week. We would like to extend a special thanks to the departments who were directly affected by our closing and an extra special thanks to the students who also endured our closing.
We would like to inform everyone of what we were able to

accomplish in this weeks time period. During this week, we processed 755 loan applications for a total dollar value of \$1,336,190 along with an additional \$436,663 in Pell Grant, NDSL, SECO, FTFV and state grant awards.

Once again, we would like to thank everyone for their cooperation.

Financial Aid Office

bill myers
SQUAWK 7700



WHILE I THINK OF IT THAT DOOR OPENS AT TIMES

Digital brake-by-wire system introduced

AKRON, Ohio - Tiny microelectronic chips that have revolutionized electronics are going in one of the newest devices used on airplanes to help them land safely: surely and in the shortest stopping distance.

They are a digital, brake-by-wire antiskid system developed by Goodyear and will be used on the Gulfstream IV, a new executive jet being developed by Gulfstream Aerospace Corporation, Savannah, Ga.

The system uses electrically transmitted braking signals from the pilot to provide more reliable and efficient braking than earlier systems.

Antiskid brake control systems translate wheel speed information into electronic commands to control brake pressure, permitting the most efficient braking

for existing runway conditions and improving safety.

The Gulfstream IV is the newest version of the highly successful Gulfstream jet series and provides optimum comfort and convenience for as many as 19 passengers. It will have a laser-driven navigation system, a transistorized electrical system, an electronic cockpit display system and a fully computerized flight management system.

Both the Gulfstream III and Gulfstream IV use Goodyear wheels and carbon brakes.

The Gulfstream IV will be the second airplane in the world to use Goodyear's new antiskid system. The first is the Swedish military's new JAS 39 multi-role combat aircraft, now being built by a consortium of Swedish companies.

Aero-plane identification

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

Klyde Morris

... THE TWO EAST GERMANS THEN SUCCESSFULLY TUNNELED TO THE WEST UNDER THE MACHINE GUN TOWERS, AND BARBED WIRE.

THEY SAID BLUE JEANS, AND MICHAEL JACKSON'S FEARS WERE THEIR MOTIVE FOR ESCAPING FROM EAST GERMANY. IN A RELATED STORY...

... ELEVEN E.R.A.U. STUDENTS WERE CUT DOWN BY MACHINE GUN FIRE WHEN TRYING TO CROSS NO-MANS-LAND, AND GET AT ADOLESCENT CHEER-LEADERS CURRENTLY ON CAMPUS.

NO MOTIVE HAS YET BEEN GIVEN IN THIS SUICIDAL OUTING..... IN SPORTS, THE TIGERS CLINCHED ANOTHER ONE.....



Summer graduation speaker named

By Mária Grant

Senior Class President
As the President of the graduating class, I would like to commend all graduating seniors and inform you as to what the senior class council is doing for you.

First of all, our speaker for the graduation ceremony will be Mr. Bruno G. Caputo. He is the Vice-President and General Manager of Great River Operations, the Electronics Manufacturing Center for Grumman Aerospace. As for fund raising, we have

had donut sales and car washes which were profitable, however, the popcorn and concessions at the races were not as profitable.

Please donate any time you can to the car washes and other fund raising events. Just sign up in the Student Activities Office.

There have been a few obstacles in deciding on the location of the party. Due to laws prohibiting parties with liquor at public grounds, feedback against using the U.C., and monetary problems with having it at an established night club that at-

tracts a large local crowd, we have decided to try for the Aku Tiki, the Beachcomber, the Halifax Club or Kings Inn.

The Aku Tiki has been the most generous and affordable of all, so this is probably where our party will be.

We must realize that during the summer months in Daytona Beach the time and ways in which to raise money is limited. The Project for this class will be to co-sponsor the new grill sign with the Student Government Association. This has been decided upon

after considering all other prospects. We are working to raise money for it and to add to the money donated to us by the Alumni Association for our party.

So far we have received a discount from the Indigo Inn, who has dropped their rates for us from \$72 - \$42 for the graduates and their families. There will be a listing of other hotels offering discounts in the Student Activities Office.

The Outstanding Faculty award(s) selection will take place

at the final meeting of the senior class which will be held during the first week of August. A memo will be sent to the August graduates with specific dates and times, so please attend.

Due to the past conflicts in the graduating class Presidential Elections, we have formed a committee to set up guidelines to avoid future dilemmas. Any input you may have will be appreciated.

The senior class has also looked into the possibility of holding a class reunion in five years and

the Alumni Association will assist. Seniors will be receiving a packet from the Alumni Association at cap and gown pick-up in order to keep you associated with the University.

If you know of a person qualified to be a speaker at future graduation ceremonies, send in their names and positions as well as a biography on them to keep on file for future graduation ceremonies.

A special keg party will be held for all those who helped out at the fund-raising events.

Scholarship Bank sends financial aid sources

Private financial aid for high school and college students is readily available during the summer months, according to The Scholarship Bank, a nation-wide student search service.

According to the director, Steve Danz, students in need of funds for college should apply now. Danz indicates that private aid sources, such as foundations, civic and trade groups and large corporate donors generally

disburse funds throughout the year, whereas most governmental sources have fixed deadlines. One reason for the year-round giving is that tax-exempt foundations are required by law to distribute a percentage of their assets each year and continue to fund students until the funds are disbursed.

The Scholarship Bank will send students a computer-generated, print-out of financial aid sources

that appear specifically suited for each student. The bank has approximately 25,000 aid sources, and each student can receive between 20 and 50 specific sources. According to the bank the average scholarship is approximately \$750 to \$1,000, and most of the sources are based on interests and occupational goal or college major, and not as much on need as are governmental sources.

While some of the sources require a certain major, a number of sources are given for students interested in working part-time, or willing to undertake a research project, or write an essay. According to the director, a number of large national corporations sponsor workstudy grants, which are also sent to the students. There is a modest charge for the service.

Students wishing to use The Scholarship Bank should send a

stamped, business-sized self addressed envelope to 10100 Santa

Monica No. 2600, Los Angeles, CA 90067.

Hazard

(continued from page 1)

available.
In response to the needs of the university, several letters have been written by school officials describing the necessity of a more efficient intersection.

One such letter from D.J. Harrison, Director of E-RAU's Physical Plant suggested, "Since the problem is sufficiently critical to Embury-Riddle, we would consider the possibility of sharing in the cost."

The proposed improvement would involve widening the road near the intersection, installing an additional lane for non-turning traffic, a left hand arrow and a shallow divider to separate two of the lanes. The project can

be accomplished one step at a time.

George Holder, Volusia County Operational Engineer estimated the cost for steps of the project. The completed project would cost approximately \$40,000. Improvements without widening the road should cost approximately \$8,000 - \$10,000. The new traffic signal is estimated to be \$5,000 - \$6,000.

Additional information may be obtained by contacting the Florida Department of Transportation, P.O. Box 47, Deland, Florida, 32721-0047.

A petition for improvements is available. Anyone interested may stop by the Avlon/Phoenix office to sign it.

Entertainment committee survey

In order to serve the students of Embury-Riddle's Daytona Beach campus better, the E-RAU Entertainment committee requests that you answer the following survey on entertainment preferences. Please return completed survey to the SGA office, located in the University Center.

1. Musical Preference (Check two)

- Rock
- Jazz
- Reggae
- Country
- Rhythm & Blues
- Other (Please specify)

2. Class of Entertainment

New upcoming talent
vs.
Older well established talent

3. Breakdown of Entertainment

- One big concert with just a few acts
- Medium sized concert with more small acts
- Small concerts with many small acts

4. Which type of acts do you prefer (Pick three)

- concerts
- movies
- lectures
- comedians
- coffee houses
- talent shows
- other (please specify)

5. Would you be interested in getting involved in any of the following areas of the Entertainment Committee:

- Sound, lighting, promotion, publicity,
- hospitality, stage crew, security?

If so, please leave your

Name
Box number

notices

AIR SCIENCE TUTOR PROGRAM

Students in need of extra help in lower level Air Science courses are advised to contact Degan Middlekauf at ext. 1270. At present, time Ms. Middlekauf has an abundant list of Air Science tutors; she will be happy to help you contact a tutor so that you can receive appropriate aid. A small fee is involved.

SENIORS GRADUATING FALL '84

Fall graduation applications are being accepted now and a student will be given a PRELIMINARY GRADUATION EVALUATION in order to help prepare for a smooth completion. Any necessary changes to a student's fall registration can be done during the add/drop period.

Renters insurance protects property against loss from fire and theft

One aspect of the renting situation that many students traditionally neglect is the proper insuring of their personal property.

The Off-Campus Housing Office strongly recommends that each student purchase a Renter's Insurance Policy, (a.k.a. personal property insurance), unless you are covered under your parents' home owner's policy. This type of insurance will protect you against the loss of the contents of your dwelling resulting from fire and theft (some policies cover other areas such as natural disasters) and in most cases is applicable to the theft of personal items from your car.

Additionally, most policies of this type provide for additional living expense should you have to leave your dwelling for some reason. Liability protection against your being sued by anyone injured in your dwelling, bodily injury expense for medical payments incurred by anyone injured on your premises, and a deductible amount.

It is important to remember that the coverage you purchase is on your personal belongings, and does not apply to those of your roommate. Each roommate should have his/her own policy.

Prices for Renter's Insurance are highly variable, ranging anywhere from \$50 to \$100 annually. The rate depends upon the location of the unit, the type of construction of the unit, and

insurance company ratings with respect to the purchaser. It is usually a good idea to shop various companies and compare rates.

Additionally, there is a Federal Crime Insurance Program sponsored by the U.S. Department of Housing and Urban Development. Information about this program can be obtained at the Off-Campus Housing Office (See Off-Campus Housing Office

Bulletin Board located behind the Grill area in U.C.).

In the event that you are a theft victim, you must be able to provide both the insurance company and the police with detailed, accurate information on what was stolen. A completed Valuables Inventory, could be of immeasurable value in the event of a theft. This, too, can be obtained at the Off-Campus Housing Office, Dorm II Room 176.

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Catholic Masses 7 p.m. & 10 p.m.

Common Purpose Room U.C.

Smithsonian to get Petty's Pontiac

Talladega, AL. - Is Richard Petty's Pontiac good for one more race? Richard Petty, Buddy Parrott, STP officials and everyone else concerned with the car, definitely hope it is.

So do officials at the Smithsonian Institute. The reason is that Petty and STP have complied with the request from The Smithsonian, the nation's show place in Washington, D.C., that the race car Petty won his historic 200th victory in at Daytona International Speedway on July 4th, be donated to The Smithsonian for display.

But, there is a small problem. The team needs the car for one more super-speedway event, the Talladega 500 at Alabama International Motor Speedway on Sunday, July 29th.

"We've got another super-speedway car," said Parrott, Petty's crew chief, "but we want to use this one at Talladega. After that, it will be put in the Smithsonian Institute."

"We're 99 per cent sure we are going to use the same car for the Talladega 500," continued Parrott. "It already has two wins (win number 197 in the 1983 Winston 500 and win number 200 at Daytona) and another win at Talladega would make three wins altogether."

"Even if it gets bent up some, we can repair it and it will still be the same car when the Smithsonian gets it," said Parrott.

"It's really a big honor for all of us to have that car in The Smithsonian," said Parrott. "A lot of blood, sweat and tears went into those 200 wins and I don't think anyone else will ever accomplish that."

"We set getting number 200 for Richard as our goal this year and we accomplished it. Now we hope to go on to better things and help him get number 201 at Talladega, and win one more time before going to The Smithsonian."



Daytona Beach Astro outfielder Curtie Burke leads off first base in recent act against the St. Petersburg Cardinals. Burke keeps a close eye on Cardinal pitcher, Mark Cahill as he goes through the wind up.

LOS ANGELES

Go **1984**

For
The
Gold
America

Astros sign E-RAU graduate

By Kelly A. Shortt

The Saracota Astros of the Gulf Coast League signed Glen Fraser to a one year contract this past June. Fraser graduated from E-RAU after the Summer A 1984 term.

Sarasota is the rookie level affiliate of the Houston Astros. In 1983 the Saracota team finished 7th in their league with a .475 winning percentage which put them 104th games out.

While at E-RAU, Fraser was enrolled in the Aeronautical Studies program. The Bronx, New York native played on the E-RAU Baseball Club.

Daytona Beach Astro assistant general manager and former E-RAU Eagle baseball coach, Mike Burton recognized Fraser's potential and arranged a try out for him. The Astros organization liked what they saw and subsequently signed him. "Glen signed on as an outfielder which shows a lot. Sarasota has more than enough outfielders on their roster," Burton said.

"I don't know that much about him (Fraser)," stated Carlos Alfonso, Mr. Alfonso is assistant coordinator of minor league instruction for the Astros organization. "I heard that he was signed. When I go to Sarasota I'll be able to get a good look at him," Alfonso said.

In a telephone conversation this past Monday, Fraser mentioned he hasn't played that much recently. "I injured my shoulder while diving for a fly ball," Fraser said. "I'm almost fully recovered now." He also mentioned that they have been playing him at first base. "First is new for me, but I feel I can handle it."

Scores, Stats, and Standings

SOFTBALL

INTRAMURAL SUMMER SEASON

WEEK 1 RESULTS

Hanover Tallhoopers 12
Outlaws 17
Riddle Rowdies 2
Yer's Club 6
Flight Tech 24
Diamond Cutters 19
Brook's Gang 18

WEEK 2 RESULTS

Hanovers 9
Outlaws 21
Tallhoopers 11
Slide Rules 15
Our Gang 6
Yer's Kids 7
Riddle Rowdies 4
Flight Tech 12
Yer's Club 22
Diamond Cutters 13

TODAY'S SCHEDULE

Field 3 1700Hrs
Outlaws vs Riddle Rowdies
Field 3 1700Hrs
Outlaws vs Yer's Kids
Field 3 1800Hrs
Tallhoopers vs Yer's Club
Field 4 1800Hrs
Flight Tech vs Our Gang
Field 5 1800Hrs
Diamond Cutters vs 1700 Fld 5

MOTOR SPORTS

NASCAR
Talladega 500 entry list

As of July 16 the following listed below have entered the July 29th race.

73 Steve Moore-Chevrolet
74 Bobby Wawak-Buick
75 Dave Mardle-Pontiac
77 Ken Ragan-Chevrolet
81 David Soeben-Buick
82 Mark Stahl-Ford
84 Jody Ridley-Chevrolet
87 Roddy Baker-Buick
88 Rusty Wallace-Pontiac
90 Dick Brooks-Ford
96 Sturlin Masile-Chevrolet
97 Dana Combs-Chevrolet
98 Joe Rutledge-Chevrolet

BASEBALL

Daytona Beach Astros

Up Coming Home Schedule

July 26 Winter Haven
July 27 Winter Haven
July 30 Yoro Beach
July 31 Yoro Beach
Aug. 1 Lakeland
Aug. 3 Ft. Myers
Aug. 4 Ft. Myers
Aug. 5 West Palm Beach
Aug. 6 West Palm Beach

For more information on these games contact the Daytona Beach Astros at 233-1500.

FOOTBALL

Sat. August 4, 8pm
Houston Oilers vs Tampa Bay Buccaneers

Indianapolis Colts vs Miami Dolphins

For more information on these present home games contact the Tampa Bay Buccaneers at 1-813-870-2700 and the Miami Dolphins at 1-305-421-6733.

Cycle champ, Kenny Roberts drives Ford

Three time world motorcycle champion Kenny Roberts made his debut in an exotic prototype racer at the International Motor Sports Association Camel GT prototypes visited the newly renovated Walkins Glen circuit for the first time private testing.

The Lowenbrau and Blue Thunder racing teams joined Ford for the testing, and all three teams came away pleased with the condition of the racing surface.

Roberts took a few laps behind the wheel of the Ford Mustang GTP. Joining Roberts with the Ford bikes were Tom Gloy, Tim CoConis, and Jan Beckwith.

Defending Camel GT champion Al Holbert led the fastest lap of the day in the Lowenbrau Special Porsche 962, which had won its first race only two days earlier Mid-Ohio. Holbert lapped the circuit in 1:44.5, or 116 miles per hour.

Camel GT point leader Randy Lanier and runner-up Bill Whittington both drove the Blue Thunder Chevy-March. Whittington gave an indication of fast times to come when he eclipsed his own Group 3 track record on only his second lap at speed, topping 112 miles per hour. The veteran's best time of the day was a lap of 1:45.2, or 115.7 miles per hour.

Lanier, in his first visit to Glen, quickly improved his lap times and wound up joining CoConis and Gloy in breaking the 1:50 barrier.

Roberts, however, stole the show. After taking only one lap around the circuit in a passenger car, Roberts clocked his first lap ever in the Ford prototype at 2:06. Only two seconds over the existing Camel GT mark! Two laps later he clocked a 1:55, impressing trackside observers with his smoothness and quickness in finding the fast lane around the track.

Whittington said he found the circuit in excellent condition, just as when he last raced, and won, at the Glen.

Army recruiters now able to give promotion bonuses to enlistees

Army recruiters have been authorized to offer early promotions to Private (E2) and enlistment bonuses up to \$8,000.

"Both of these programs," according to Lieutenant Colonel Allyn J. Palmer, commander of the U.S. Army Recruiting Battalion, Jacksonville, "will be available to qualified high school diploma graduates who score in the top half of the Armed Services Vocational Aptitude Battery tests."

Palmer is responsible for Regular Army and Army Reserve recruiting in 29 southeast Georgia counties and 38 counties in north and central Florida.

"Early promotion to Private E2, the second pay grade, is available to young men and women who enlist in the U.S. Army through September 30, 1984," Palmer stated. "This means the new soldiers will start at \$95 a month more in pay. The new soldiers have the option of going immediately into the Regular Army or entering the Delayed Entry Program. In the Delayed Entry Program, they have up to 365 days to report for active duty."

"Both of the military occupation specialties in the \$8,000 enlistment bonus package are available to the United States or overseas as a unit."

"The introduction of the early promotion program and the expansion of the enlistment bonus packages is in addition to some very exciting programs already in existence," Palmer concluded. "We can offer qualified young men and women the Army College Fund by which the young soldier can accumulate up to \$20,000 for continuing education; a two-year enlistment option, and training in a particular skill. In many cases a station or unit of choice is guaranteed in writing before enlistment."

New system helps fighter pilots

ST. LOUIS, Mo. McDonnell Aircraft Company division of McDonnell Douglas Corporation is developing an on-board system for fighter planes which plans air-to-air and air-to-surface missions.

Called the Tactical Flight Management (TFM) system, it calculates the most desirable course and speed to avoid air defenses and take advantage of terrain for low-altitude flying. The system can automatically fly the aircraft according to its plan.

The TFM system also can provide gun-pointing and snap-shoot capability during a dogfight.

According to Dr. William J. Murphy, McDonnell Aircraft's TFM program manager, the system is the first of its kind for use in combat. Less sophisticated flight management systems are used by some commercial aircraft, Murphy said.

TFM system research, now in its third year, is a \$1 million program sponsored by the U.S. Air Force. Its last phase of concept development will be completed in August or September when Air Force pilots test the system. McDonnell Aircraft's flight simulators.

The TFM system links a fighter plane's mission computer to the aircraft's flight control system and engines. A pilot needs only to enter relevant data, such as target position, time of arrival at target and location of anti-aircraft threats. The TFM system then computes a flight plan and guides the plane automatically to its target. Alternatively, the pilot can fly the aircraft according to the flight plan.

"One of the purposes of the system is to reduce the pilot's work load," Murphy said. "Another is to provide the best mission plan for pilot survivability."

The system can be used on the F/A-18 Hornet, the fighter system is being built for the U.S. Navy and Marines, and the AV-8B Harrier II, the vertical/short takeoff and landing (V/STOL) attack aircraft being produced for the Marines. The TFM system also can be used on the dual-role fighter version of the Air Force P-15 Eagle and on future fighter aircraft now in development, Murphy said.

"The TFM system could be operational on an aircraft in three to five years," Murphy said.

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Maintenance Chairman discusses past and future

The past, the present and the future were discussed in a recent interview with Frederick G. Mirgle, Chairman of the Aviation Maintenance Technology Department here. Mirgle has been in this position for four years and has taught at E-RAU for eight years.

Q: Of all Aviation Maintenance Technology functions, which gives you the most satisfaction?
A: The most satisfying job I do is teach. Being the Department Chairman, I miss that end of it. I will, however, be able to teach some this fall. Students are a lot of fun to work with. But having the responsibility for a department, this department at Embry-

Riddle is satisfying too, because it's the best.

Q: You have been involved in restoring some very historic aircraft engines and frames. What were two of the most significant projects you've worked on?
A: The first project that comes to mind was the rebuilding of the Menasco (Buccanor inline aircraft) engine taken from Charles-Lindbergh's Mohawk. The former senior curator of the National Air and Space Museum in Washington, D.C., Lew Casey, was looking for people to work on both the aircraft and the engine. Embry-Riddle was asked. We declined the rebuilding of the Mohawk. It would have taken

some four years of work. But we did agree to work on the Menasco engine. It took eight to nine months



Fred Mirgle

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to do this project; some of the work was done at my workshop at home. Presently, this restored engine is in Washington, D.C., awaiting the restoration of the aircraft. It will eventually be placed in the Air and Space Museum.

The second major project was restoration of two World War I rotary engines. They were LeRhone and Gnome engines owned by the Smithsonian. After their restoration, one is now in Washington, D.C. and the other was placed in a 1916 Deperdussin aircraft, totally original and bought by an individual in Orlando, Fla.

Q: What do you see as an impor-

tant advancement in Aviation Maintenance Technology here?

A: It is the area of Composites (see Summer News Update, May 1984). It's the teaching of this. There has been quite a bit of progress in it. It has been a challenge working with the FAA in changing the program of training in maintenance technology, making the transitions from traditional to modern methods. For example, some areas do not need the same emphasis that they did in earlier years. Wood/dope and fabric theory and practices can be demphasized and Composite Studies increased in the classroom. Another example of these changes is seen in more attention placed on opposing

Engines, versus lengthy study on radial engines. We are making some changes in the curriculum with the FAA's blessing.

Q: Looking into the future, how available will careers in Aviation Maintenance Technology be?
A: Jobs are and will be available. Training has not kept up with demand, so there will be jobs.

Credentialed are not the keys to success, they do open doors. I give the example of tools in a tool box. If you don't know how to use them, that's good are they. The graduate gets the opportunity by having these credentials, but if he can't use and apply his skills in the field, what good are they? Remember, the work doesn't stop there, it just begins.

Junkers transport saw worldwide service in thirties and forties

By Brian Nicklas
Avion Staff Historian

In the early 1930's an aircraft appeared that would make a mark upon both civil and military aviation in Europe. This aircraft was the Junkers Ju 52.

Originally produced with a single engine, the Ju 52 soon developed into a tri-motor, in the process which changed the designation to Ju 52/3m. With corrugated metal skin, fixed undercarriage and the unique Junkers "flying wing" design, the Ju 52 was an ungainly looking aircraft. The sturdiness and good handling qualities of the aircraft were legendary, helping it earn the nicknames "Auntie Ju" and "Iron Annie" from those who flew it.

One interesting aspect of the Ju 52 was that aside from being powered by Pratt & Whitney and BMW radial engines, it did take flight with Junkers diesel engines as well. The BMW powerplant

was the engine most often used in the Ju 52. However, the engine was undergoing several changes to improve the performance of the aircraft.

The Ju 52 initially made its keep as an airliner, becoming so commonplace in the skies over Europe that it is sometimes referred to as the "European DC-3" where it saw service with Luftwaffe, Sweden's AB Aerotransport and others.

With the start of the Spanish Civil War, the Ju 52 was being used as both a bomber and a troop transport; in the latter role performing the first large scale operational airlift in history, transporting Nationalist troops from Morocco to Seville.

Although it succeeded in the bomber role, the aircraft really was not suited to the task. Its light armament and low cruising speed (134 mph) making it an easy target for opposing fighters. At the end of the Spanish con-

flict, the Luftwaffe removed the Ju 52 from the bomber units, the bombers converting to transports or trainers.

The start of World War II saw the Ju 52 in many roles, one of the most important was its use as a paratrooper transport and glider tug during airborne assaults in support of the Blitzkrieg. In order to supply German troops throughout Europe, no matter what the season or setting, some 52's lost their wheels to have them replaced with skis or floats, thus making the aircraft even more awkward in looks if not flying characteristics.

Produced in large numbers, the Ju 52 continued to see service all through the war, performing exceedingly well in light of its shortcomings and the demands placed upon it.

In postwar years the Ju 52 continued to serve, not only in the military fleets of Switzerland, Spain, France and others but

also again as an airliner. Many carriers were seeing a rebirth but were short of aircraft, a shortage that was filled in part by Ju 52's.

In recent years there has been renewed attention shown to the Ju 52 and this comes not from the commercial sector, but from historical groups. South African Airways (SAA) has recently restored it to worthy condition a

Ju 52 purchased in England, and she is flown in the scheme of the first SAA aircraft, which was purchased in 1934.

A Canadian group bought the Ju 52/3m which was in the collection of the now defunct Wings and Wheels Museum of Orlando, with plans to restore all but one engine during restoration to accurately portray a Canadian Ju

52/1m of the 30's.

Most of the surviving Ju 52's are in the hands of groups such as the Confederate Air Force, who keep their aircraft in markings similar to wartime German aircraft.

The Ju 52 has a long and colorful history, one the designer, Ernst Zindel, would not have foreseen when the prototype first flew in the fall of 1930.

Lambda Chi hosts Monte Carlo night

By Matt Maranto

The Brothers of Lambda Chi Alpha fraternity are working hard this summer to make this year's Monte Carlo night the best yet.

The event itself will take place Wednesday, September 5, in the University Center. Games such as pool, blackjack and craps will be there for students in win at using play money supplied by Lambda Chi.

The main goal is for each student to win as much as he can for

the auction that takes place at the end of the evening. Items auctioned off are mainly gifts from the local business community such as dinners, merchandise, etc.

Lambda Chi sponsors Monte Carlo night each year as a social event for getting new and continuing students together to meet each other, have a good time and win some (things) as well.

Lambda Chi is the most active fraternity on campus this sum-

mer, with many of its members involved in the Student Government Association and various other activities.

If you are looking for a National, non-binding, non-pledge, social fraternity, check out Lambda Chi Alpha. We have a box in Student Activities. It is worth your time? 165,000 total initiated in over 230 chapters and colonies think so. Lambda Chi Alpha...the fraternity of honest friendship.

PHOENIX YEARBOOKS STILL AVAILABLE

The 1983 PHOENIX Yearbooks are still available for those students who did not receive theirs last year. The cost for the books now are only \$4.00 since we have only a few left and we are getting ready for the 1983-84 yearbook to arrive around the beginning of September.

You can't beat the price of a yearbook for only \$4.00, so please get yours now. You may purchase the 1982-83 and 1983-84 yearbooks in the SGA office near the copy machine. For those of you who have not paid for the new upcoming '84' book you can also do so in the SGA office.

For you SENIORS, this is your last chance to buy one and to pay for the mailing charge to have it sent to your permanent address. Hurry up people and buy one of these yearbooks full of memories that will last a lifetime.

AOPA supporting flight safety audit

Aircraft Owners and Pilots Association (AOPA), the nation's largest pilots' organization, announced it is "supportive" of the Department of Transportation's plans to conduct a "comprehensive safety audit of general aviation." Speaking from the world assembly of the International Council of Aircraft Owner and Pilot Associations (IAOPA) in Cannes, France, AOPA President John I. Baker said, "If conducted in a reasonable and professional manner and if properly focused, the Department's effort could have a positive influence on an activity which already has demonstrated its dedication to safe flight and which has, in fact, amassed an excellent safety record."

Baker added that as long as the effort "does not degenerate into harassment of individual pilots, aircraft owners, mechanics, flight instructors and fixed-based

operators, his association will continue to be supportive." The AOPA President also said DOT must take the necessary steps to ensure that the inspections focus on areas which could directly improve flight safety and "not get unproductively wrapped up in 'nitpicking' minor deficiencies which, effectively, have no bearing on the safe conduct of flight." AOPA, whose affiliate organizations represent general aviation pilots in 28 other nations worldwide, has more than 265,000 members who own and/or fly general aviation aircraft in the United States.

DOT Secretary Elizabeth H. Dole, in announcing the 12-18 month effort, said the safety audit would cover all aspects of general aviation including flight schools, repair stations, mechanics and on-demand air taxis. The Secretary also said the study would look at the effectiveness of FAA standards on

operations and maintenance. AOPA's President said he was encouraged to see that the Department is willing to scrutinize itself and urged that their efforts be expanded to include all Federal Aviation Regulations and FAA programs, many of which have adverse impacts on aviation safety.

Baker cited as examples the FAA's current "ill-subvised" plan to close more than 250 Flight Service Stations nationwide; the Department of Defense's efforts to expand Special-Use Airspace, in particular that which is used by high speed military aircraft flying at dangerously low altitudes; and FAA's "totally unnecessary" implementation of "unsafe" Terminal Control Areas (TCAs).

AOPA, whose members fly everything from ultralights to corporate jets and beyond, did express "surprise" at the timing of the study. Said Baker: "There currently is no evidence to show

that general aviation operations have become less safe. In fact, accident statistics of the National Transportation Safety Board (NTSB) show the activity getting safer each year. Accidents and fatalities were down in all pertinent categories leading NTSB to call 1983 general aviation's 'safest year ever.'

According to DOT, the "audit" will begin in September when initial efforts are reported to focus on contract operators of large aircraft who fly older jets such as Boeing 707's and McDonnell Douglas DC-8's. However, AOPA strongly urges pilots to prepare now in the event DOT's timetable is accelerated.

Throughout the "audit," AOPA will monitor closely the process and urges anyone who believes they have been harmed or otherwise have had their rights infringed upon to contact AOPA's Membership Services Department at (301) 695-2130 immediately with details.

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Reno hosts model competition

RESTON, VIRGINIA. The Academy of Model Aeronautics today announced that the 58th National Model Airplane Championship (NATS) will be held in Reno, Nevada, August 5-12, 1984.

Thousands of contestants, helpers, and mechanics will compete in the championships accompanied by families, many of whom plan their vacations around this spectacular event.

The NATS is entirely open to the public at no charge. Only at the NATS can a visitor view more than 70 separate events. Many of the contestants have designed, worked, and trained for months for these matches. They range from Indoor Duration, with models weighing less than a

postage stamp to Pylon Racing with speeds approaching 200 mph, to mock aerial Combat and Precision Aerobatics.

Organized and directed annually by the Academy of Model Aeronautics, the governing organization for model aviation in the United States, the NATS has grown from a single event with 27 contestants to its current size. Once regarded as a hobby primarily for youngsters, aeromodelling is now recognized by enthusiasts of all ages.

The Academy recently opened the National Center for Aeromodelling in Reston, VA. It houses the national model airplane museum, a library, and the Academy's national headquarters.