

10-31-1984

Avion 1984-10-31

Embry-Riddle Aeronautical University

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Happy Halloween!

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AVION

An Award-Winning College Newspaper

Volume 48 Issue 8

Embry-Riddle Aeronautical University, Daytona Beach, Florida

October 31, 1984

Clyde Morris bike path finally opens

Students undertook task that 'couldn't be done'

By Craig Pellissier
Avion Staff Reporter

The culmination of plans and efforts for the E-RAU bicycle path came to a peak last Friday. The event was held at the E-RAU main entrance and began at 10:00 a.m.

The ceremony began with opening remarks by Provost Eric Doten who commended the fine efforts of Randy Alexander, an E-RAU alumnus, Tony Pinto, an

E-RAU student and others who were instrumental in the project. Doten went on to state the bike path was a result of "continued efforts by concerned citizens."

Doten then introduced keynote speaker Randy Alexander. Alexander explained that his interest in the bike path stemmed from a near miss incident involving a bicyclist. He then realized the need for the prospect and combined efforts with Tony Pinto to undertake the task that "couldn't

be done". Alexander stated that he enjoyed the work and felt that it was an invaluable experience. He thanked former Provost Jack Fidel and said that his support was a constant help to the cause.

University acting president, Jeffery Ledewitz continued activities by delivering a speech. He praised Alexander and Pinto for their efforts and perseverance in the project. Ledewitz stated that "this is an example of what students can accomplish when they have goals, objectives and a willingness to persist". He continued by presenting Merit Awards to John Kuhl, district bike way coordinator for the state of Florida and Youstus county Roads and Bridges department representative, Melissa Smith, Daytona Beach Mayor Kelly who also presented an award in appreciation

of his continued help and fine representation of Daytona Beach citizens.

Upon acceptance of the award, the mayor went on to congratulate former students for their involvement. "If the bicycle path saves one life in the future, it will be worth it". He also mentioned the possibility of an additional path extending on Beville and Beville Roads.

The community representatives were optimistic that the Clyde Morris bicycle path will add a much higher margin of safety for both students and other bicyclist. The ceremony was finalized when Dr. Ledewitz presented Alexander with plaque in recognition of his achievement for starting the Clyde Morris bicycle path a reality. Alexander and John Kuhl then pedaled a tandem bicycle through the ribbon at 10:22 am.



Mayor Larry Kelly (left) and Provost Eric Doten prepare as John Kuhl breaks the ceremonial ribbon on the new 'bikeway'.

50% fare clarified

By Rob Dixon
Avion Staff Reporter

On October 8, Piedmont initiated a new student fare which offered 50 percent off of the regular standard fares. Many students took it for granted that these fares are always the lowest fares; however, the Supervisor fares to some cities are still the cheapest.

On October 6, all the airlines raised their fares. Piedmont included, William G. McCree, Piedmont senior vice president, marketing, stated that the new 50 percent fare should attract students looking for fall and winter travel bargains.

Peter Swinson, Director of Pricing and Yield, stated "that the October 6 increases reflected modest

increases in routes over 500 miles." He further stated "they were pulling back some of these changes." The changes were made by using a systemwide approach in all the cities Piedmont serves.

As a result of this pricing system, the 50 percent discounts turned out to be more than the supervisor prices to some cities. For example, from Daytona to New York, the regular coach fare is \$544, the Supervisor is \$218 and the student fare is \$272. To San Francisco, the fares are \$934, \$419, \$467. To Denver, they are \$740, \$389, \$370, and to Pittsburgh they are \$530, \$289, \$265. It would benefit all students to check the supervisor fares and the student discount fares before making a reservation.

Martin welcomed as Av Tech dean

Temporary appointment now permanent

By Bernice Robinson
Avion Staff Reporter

Embry-Riddle welcomes its new Dean of Aviation Technology, Bill Martin. Martin has been the acting Dean of Aviation Technology since December 1983. It was only recently, in June 1984 that he formally accepted this position. Martin's association with aviation began in the early 60's, and spans over two decades. Martin entered aviation in the 60's as a private pilot. He later entered the Army in 1966 and served as a helicopter pilot. In his unit he served as a unit instructor pilot, executive officer and safety officer.

When Martin left the Army in 1970, he had received the Bronze Star with valor and several airman's medals.

Upon leaving the Army, Martin decided that he wanted to stay in Aviation, so he gave up his Marina in Michigan and pursued flying further.

Martin entered E-RAU in 1970. That same year he became involved with materials management at the University. In 1971 he became a part time flight instructor, initiating a lasting contact between Martin and E-RAU's Flight Dept.

In 1972 he graduated with a Bachelor of Science in Aeronautical Science and became a full time flight instructor at the university.

In December 1973, his flight instructor duties were interrupted because of the work he had done with E-RAU concerning Daytona Beach Aviation, specifically, the Jones-Martin concept paper

which provided guidelines for the E-RAU takeover at Daytona Beach Aviation. For a period of six months, Martin served as the general manager at Daytona Beach Aviation, where his previous business management skills were an asset. In May of 1973, Martin went back that same

year Martin took on the duties of Administration Asst. in the Flight Dept. In 1974, he became Supervisor of the Flight Dept. and the following year he became Asst. Chief Flight Instructor. It was during 1974 that Martin first became involved with flight curriculum development in order to conform with F.A.R. Part 141 curriculum from 1975 to the present. In 1979, he became Chief Flight Instructor. Around this time Martin conceived the office of Flight Studies. This office enables quality control of the Flight dept. under a group, and allowed the school to perform flight examinations according to demonstrated ability instead of accumulated hours. E-RAU was the first school to enact this policy. In 1980, he became the Associate Chairman of the Flight Department. In 1982, he became Asst. Dean of the College of Aviation Technology. Both of the aforementioned offices benefited from Martin's management skills. It was recently, in December 1983 that Martin was appointed to the Dean's Office.

When asked if he was planning on changes of the policies or procedures of the office, Martin



Aviation Technology's new dean, Bill Martin.

DC-9 engine failure closes DAB airport

By Craig Pellissier
Avion Staff Reporter

Due to undetermined reasons, an Eastern Airlines DC-9 carrying 2 people, including former Prime Minister Edward Heath of Great Britain, experienced an engine failure during takeoff.

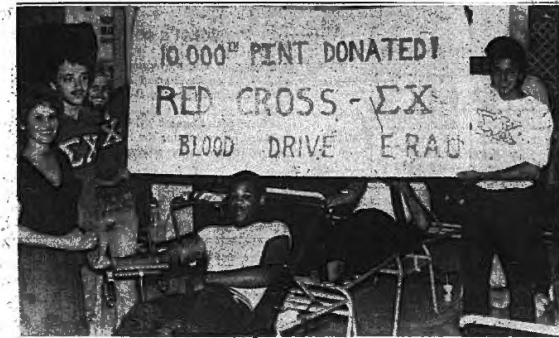
Flight 888 bound to Atlanta had completed approximately one-third of its takeoff run when a mishap occurred. Rotational speed had not been reached when loud bang was heard followed by smoke and flames from the left number one engine.

Captain Paul Ward maintained control of the aircraft and pro-

ceeded to taxi clear of the runway with power from the remaining engine. According to ground witness, Greg Ballew, an E-RAU student, the fire occurred met the aircraft on the ramp adjacent to the terminal and quickly removed the cobling to ensure that the fire was extinguished.

According to Captain Ward, the takeoff was aborted without incident and upon further observation it appeared that the fourth compressor stage of the JT8-D Engine had partially disintegrated. Parts of the compressor had exited the exhaust of the

See TURBINE, page 9



Robert Brightful is congratulated by (L-R) Carol for being the donor of the 10,000th pint of blood.

Student shot, recovering

By Brian F. Finnehan

Thomas Barker, an Embry-Riddle sophomore, was shot in the stomach during an argument this past weekend and, as of Monday night, was listed in stable and satisfactory condition at Halifax Hospital. "He has been transferred to the Concentrated Care Unit from the Intensive Care Unit and is doing good," said Mrs. Walker, the hospital supervisor. Barker and three other Embry-Riddle students, Paul Bertonioli, Robert Armstrong and Joseph Muckle, were involved in an argument in front of 41 N. Ocean Ave. in Daytona Beach when a man, known only as Steve or 'Little New York' shot at Bertonioli and did not hit him. Steve then shot Walker and the bullet struck him on the right side of his stomach, damaging his spleen, colon and one of his kidneys. The bullet came to rest at the front of his spinal column.

The operation to remove the bullet was apparently successful, but Mrs. Walker could not rule out the

critical condition and Mrs. Walker called his move to concentrated care, "a promotion."

According to the report filed by Daytona Beach police officer R. S. Lukens, the students went to the Ocean Ave. location after being ripped-off during a drug deal. The shooting took place during an unrelated argument with two men at the residence.

Police arrested a companion of the gunman, Douglas Clay Reynolds, 30, and charged him with aggravated battery after being identified by Barker's friends. Steve had not been apprehended as of Monday night. Steve is described as being 20 years old, 5 foot 3 inches tall and 120 pounds. He has medium-length, dark brown hair and a medium complexion and was last seen wearing blue jeans and a dark windbreaker.

Dean of Student Affairs, Robert Rockett, said that Embry-Riddle officials do not plan to take any action in the matter except "to help the family all we can." He said, "Off-campus behavior under the jurisdiction of the police is between them. Had the incident

See MARTIN, page 4

Editorial

Nuclear war would...

Among young people in our nation, a very dangerous trend has surfaced: For the first time ever, the majority of young people (23-30) are politically conservative.

In and of itself, conservatism, the maintaining of existing order of society, is not bad. However, our generation has lost sight of the issues which face us as a people. If one were to accept as a premise that the destruction brought about as a result of a full scale nuclear exchange between super-powers is equivalent to suicide, then the argument for nuclear weapons becomes immediately invalid.

We live each day of our lives with the threat of intercontinental nuclear war. Pull yourself free from time and momentarily think on a scale much larger than getting a good job after college, or getting a new suit or a fast car. Stature and possessions enhance our lives on the short term, however a single exchange of U.S. Minuteman missiles and Soviet SS-20's would forever change the way we live and die.

As our young generation moves from the crib to decision-making positions in politics, industry, and the military, we must be aware of the role we play. Presently, we're a cynical, conservative group which places importance on strength and power. For many, the thought of buying a pair of designer jeans is far more important than protecting human rights in Central America, or even civil rights in our own country. This is Wrong!

As a super power, we are responsible not only to ourselves but to the rest of the world, not to play with nuclear fire. We collegians must play the role we have assumed and think beyond the present. We cannot last forever with nuclear arsenals before some human or computer error forces a launch. A deliberate nuclear exchange is unlikely and presently U.S. doctrine dictates limited nuclear war.

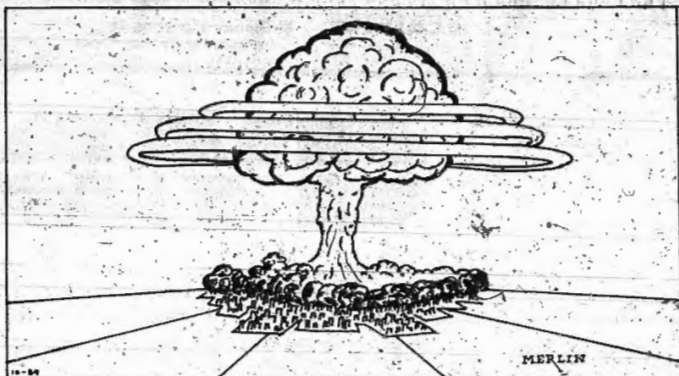
Our build-up of strategic offensive weapons has cut launch to target time from Pershing missile sites in Germany to Soviet Command Targets to six minutes. The Soviets can no longer accept erroneous computer warnings of a U.S. missile launch. The result of our deadly accurate Pershings has put the Soviets on "Launch-or-warning" status. Theoretically, the Soviets will launch weapons if they receive only a first stage incoming target from our Pershing sites.

We have recently been dealing with a new defensive weapon technology, it is called "Star Wars" by many. The first plank of the Republican Party defense platform commits us to "Star Wars" development. For those who believe in it, "Star Wars" offers a way out of the nuclear threat by making nuclear weapons obsolete. Unfortunately, if one accepts that effective "Star Wars" technology will eliminate the possibility of a successful nuclear exchange, then we lose all initiative to negotiate a nuclear disarmament.

Excluding ideas such as atmospheric dosing of missiles and ultra polished weapons to reflect lasers, what if we do develop a successful "Star Wars" defense barrier? What about Soviet submarines 200 miles into the open ocean that may fire intermediate range missiles? "Star Wars" will not defend against these positions. Why then pursue "Star Wars" whenever must commit nearly a trillion dollars to the technology?

If each of us accepts as his or her responsibility the task of helping to increase the awareness of our world position, then maybe we can wake up and make educated decisions about how our lives will be affected by war, nuclear weapons or maybe even peace.

Over one fifth of the undergraduate students enrolled at Embury-Riddle belong to one or another precommissioning programs for the Defense Department. Since such a large number of us are committed to the military, we as professionals, must come to grips with the reality of our roles. After all, if entire nations understood each other's positions, then the need for a self-destructive capability might not exist.



...change forever the way we live and die

LETTERS

An open letter from the Provost concerning tuition increase

TO: All Daytona Beach Campus Students
SUBJECT: Fall 1985 Tuition Rates

In my conversations with many of you these past weeks, I have pledged to be timely, up front, and honest on campus issues affecting your welfare. Accordingly, this letter is to inform you of the recent Board of Trustees decision to increase tuition rates, effective Fall 1985 from \$115 to \$125 per credit hour.

This action was taken following a careful review of projected revenues and expenses for the next academic year. Like everywhere else, our expenses are increasing, and we rely almost exclusively on tuition and fees for revenue. In actuality, nearly two-thirds of the additional revenues are programmed to meet faculty and staff personnel

costs in order for us to continue to prepare you for professional careers in today's high-tech society.

Your concern about being able to predict your academic expenses while at Embury-Riddle is appreciated. The student resources, who sit as members of the Board of Trustees, expressed this concern to the rest of the Board, and as a result, the Executive Committee has made future tuition policy an agenda item for their December meeting. The results of this meeting will be made available to you.

The bottom line is — tuition is going up because costs are going up — and we have to keep pace. The good news is that the administration and Board of Trustees are aware of the need to provide adequate planning factors to allow you to budget future expenses.

Eric Doten - Provost

Outraged

To the Editor:

I just received a notice in my box about another tuition increase, and I'm very surprised that it took this long for the administration to realize what a bunch of shenanigans they have around here for a student body.

Another note, Dr. Ledewitz didn't fact earlier this year say to a group of concerned students that there would not be any tuition increase for another two years. Well, they didn't waste any time, did they? How many times must they do this to us before we realize "they" are not looking out for us but only for

themselves. It is up to us to look out for ourselves, to grow up and be responsible for our actions and to not put up with this abuse. I predict in five years this school will either go broke or have a major restructuring of its administration because of its misuse of our funds. Because this school is run 60-70 percent by tuition dollars, it does become "our" funds. The increase, they say, is for rising costs but I don't believe that, and I'm tired of being nickel-and-dimmed to death concerning our education. What makes them think they can get away with this? We have rights

the right to a decent education at a reasonable cost. If you don't think they are going to make a bundle on this deal, just break out your calculator and see.

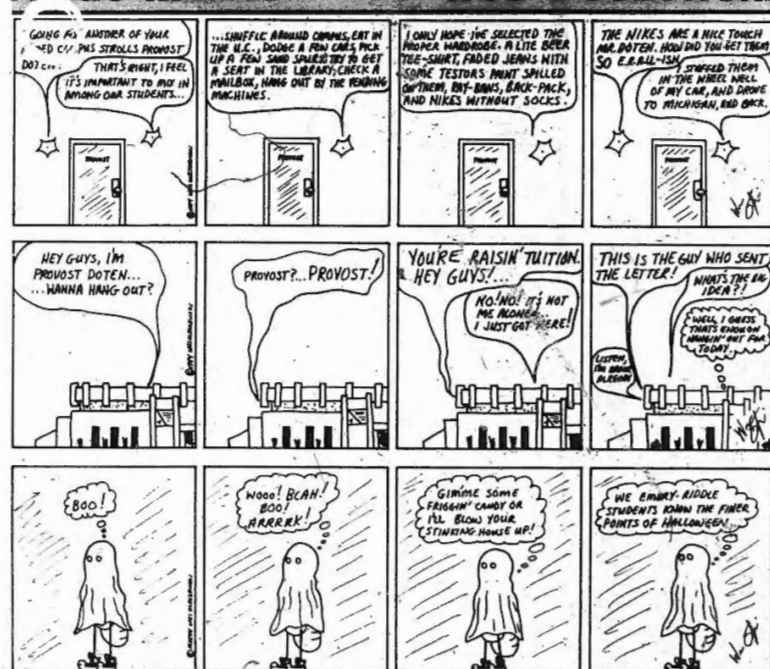
It takes money to make money and since they can't get it from outside sources, they are going to get it from you in the form of a cost increase. I could care less if E-RAU needs a chalet in West Germany or a twin-engine agricultural bi-plane, but all I know is I'm having to pay for it and I'm not seeing any results. All I hear about is they don't have enough money, but when are they going to see the true

needs of the students here at the Daytona Beach campus. Since this school is a good money maker for them, then why not stick it to the students one more time to get over this financial hump. As the old saying goes, if you're not a part of the solution then you're a part of the problem. Get involved and be a part of your student body and put an end to this madness. Talk it up with your friends, your not alone in fighting the tuition increase problem.

Richard G. Troiano
Avionics, Box 5348
255-0471 Ext. 25

Kivde Morris

wes olaszewski



Bomb threats

To the Editors:

Why do one or a couple of people have to cause so many problems? There are very little problems during the summer but it has started and it is the worst I have seen since I have been here. I hope the culprit or culprits read this and heed. Bomb threats are

no solution for not studying for a test or having fun. It cost money! Everytime a class is interrupted by a bomb threat it costs each student \$8.63. That figure comes from the cost of \$115 per credit hour and that there is forty hours of class a term. That costs about \$8.63 per class hour per student. A single class of 25 students, then, costs \$215.75, times that by the number of classes that have to be interrupted. Say, for instance, there were ten classes. That means that figure is now \$5393.75. That is just the dollar amount affecting

the students personally, not the cost of the police, fire department, and Riddle Security force.

If some freshman is so dumb that all he or she has to do is call in bomb threats, I feel you should be expelled from school and also pay all the students back for the time that they miss class plus any other costs that can come about from the bomb threats and the maximum federal and state penalties be imposed. The teachers now have the class take the tests out in the parking lot and continue taking the test. Bomb threats no longer postpone tests, so, whoever you are, stop wasting the students money and valuable class time.

I spend a lot of money, myself, to get an education here and if I find out who is stealing my money and education from me, I might

See Letters, Page 3

President's corner

I would like to welcome Kurt Meyer and Peter Ejlarque as new Representatives to serve on the Student Administrative Council. Both are highly qualified and I am sure they will serve the student body to their fullest.

I would like to thank Matt Maranto, SGA vice-president, and the Student Union Board for completing the 1984 Fall Budget. Many hours were spent on the estimation process of current and future revenues.

Matt, Chairman of the Fraternity, Clubs, and Organizations Allocation Committee (F.C.O.A.C.), presented to S.U.B. S.A.C. for approval, the new guidelines for F.C.O.A.C. The motion passed unanimously giving the committee smoother operations for distribution of funds.

This past weekend the Student Administrative Council held a goal workshop to prioritize the projects for the upcoming year. This is necessary to have a master plan showing short term goals and long term goals to benefit student needs.

Thomas M. Coard III
SGA President

Florida law, money and juvenile court case handling



HOW TO FIND A LAWYER IF YOU NEED ONE: If you do not have a lawyer and wish to be referred to one in your area, you may do so by calling your nearest lawyer referral service (listed under "Attorney" in the telephone directory yellow pages). For those areas not served by a local service, The Florida Bar has a statewide referral service toll free number 1-800-342-8011.

IS JUVENILE LAW LENIENT WITH OFFENDERS? The question of leniency is, of course, in the eyes of the beholder. The goal in juvenile court is rehabilitation, that is, giving a juvenile an opportunity to get his life straightened out while not having a "record" hanging over him the rest of his life.

ARE THERE ANY PLANS BEING FORMULATED FOR THE MORE SERIOUS JUVENILE OFFENDERS? There are already provisions in Florida law for the handling of serious juvenile offenders. Youth charged with capital offenses, i.e., carrying the punishment of death or life, can be indicted by the grand jury. Certain youth can have charges filed directly in criminal court by the state attorney. The state attorney can request the juvenile court judge to transfer jurisdiction of a youth to criminal court to be treated as an adult. This action usually occurs regarding juveniles with long records of offenses who have not responded to rehabilitation and who have become too sophisticated for the juvenile system.

IF YOU UNKNOWINGLY GET INVOLVED IN AN ILLEGAL MONEYMAKING BUSINESS WHICH IS LATER SHUT DOWN BY THE GOVERNMENT, IS THERE ANYTHING WE CAN DO TO GET YOUR MONEY BACK? The first order of business would be to trace the whereabouts of the companies. Although it is unlikely that a company involved in an illegal moneymaking business would register property with the state and/or local governmental entities, it might be wise to make an initial inquiry with the Secretary of State in Tallahassee to determine whether the company, in fact, did comply with the state's law in filing and registering their corporation. If the corporation was properly filed with the Secretary of State, the directors and officers of the corporation would be included in that report.

A report of your dealings with the company should be reported to the Consumer Fraud Division in Tallahassee, Florida. Although it is unlikely that this action would result in the recovery of any monies by you, it may serve to help future investors in companies such as these, to avoid making a similar mistake. In the absence of finding the companies and/or principals responsible, it is unlikely that any of your money can be recovered.

WHAT ARE SOME OF THE VALID ARGUMENTS FOR TRYING JUVENILE CASES IN THE ADULT COURTS? The U.S. Supreme Court has stated that the following factors must be considered when deciding if children should be tried as adults: 1) Seriousness of the offense in violation of the law; 2) Whether the offense was against persons or property; 3) Whether child's associates were adults; 4) Protective merit of complaint; 5) The sophistication of the child; 6) Previous record of child; and 7) Prospects for adequate protection of public and the rehabilitation of the child.

HERE ARE SOME OF THE BASIC DIFFERENCES BETWEEN JUVENILE AND ADULT LAW IN FLORIDA: The major difference between juvenile and adult criminal law in Florida relates to the sanctions imposed. An adult, upon being found guilty, receives a sentence for a specific time, either of probation or incarceration. A juvenile is placed upon community control or is committed to the Department of Health and Rehabilitative Services for an indefinite period, but no longer than his nineteenth birthday; the length of his stay is dependent upon his rehabilitation. Another difference is that an adult's record is public while a juvenile's record is kept confidential and is eventually destroyed.

training at Bartow Air Base, Florida, and at Reese Air Force Base, Lubbock, Tex. He also edited a weekly newspaper at Reese.

He worked for three years as a supervisor and investigator for a large insurance company in New York City while he worked nights on his master's degree, for which his thesis was on the Civil War poetry of Herman Melville. He has published many newspaper articles on contemporary issues for the Worcester, Mass.; newspapers, and an article on grammar for the scholarly College English journal. He has also written articles on Melville, Whitman, Emerson, and Richard Bach, as well as a book-length manuscript on the downing of the Korean airliner over Sakhalin a year ago. In addition to teaching journalism and technical writing here, he also serves as the faculty advisor at the Avion. He admits that his major literary interests are in nineteenth-century British and American writers, especially the Romantics like Coleridge, Emerson, and Emily Dickinson. His doctoral dissertation was a 500-page study of the publications of Isaiah Thomas.

[Due to the complexity of the law, questions answered in this column are of a general nature and may not necessarily apply to a similar legal problem.]

Dr. Roger Osterholm to teach Modern Literature and feature aviation writings

Aviation writings are featured in the course on Modern Literature offered for the Spring Semester. The course is numbered HU-305 and carries three credits. Antoine de Saint Exupery, William Faulkner, Tom Wolfe, and Randall Jarrell are included among the writers to be studied. Dr. Roger Osterholm, Associate Professor of the Humanities, will be the instructor. The class will meet Monday, Wednesday, and Friday at 2:30 p.m. Dr. Osterholm, who has flown jets in the U.S. Air Force, has long had an interest in aviation literature. About the course he said, "We will read 'Catch-22', 'The Right Stuff' and Richard Bach's 'Illusions' and other writings as examples of Modernist and Postmodernist styles and themes on mysticism, realism, and the absurd."

"Especially interesting will be to see how great recent writers use the image and experience of flight," he added. Ten months ago Dr. Osterholm gave a talk on aviation films at a literary conference held at Florida State University, Tallahassee. He came here in the fall of 1979 from Worcester, Mass.; where he served as the head of the Humanities Department of Central New England College.

notices

Spring '85 Graduates

We suggest that you fill out your Evaluation Application for a PRELIMINARY GRADUATION EVALUATION. We will try to process as many as possible prior to the "ADVANCED REGISTRATION" for Spring '85.

AMT Preregistration

Advicement for Spring, 1985, Trimester will be from 0900-1600 hrs., Nov. 2 through Nov. 8 in the Conference Room in the AMT Building on a first come-first served basis—no appointments.

Advicement is mandatory for all AMT students as well as students in other degree programs taking AMT courses.

All students listed as AMT or taking AMT courses must have an AMT Advisors signature on their registration forms or advanced registration will be denied.

There will be no advicement during Advanced Registration.

FAA Written Examinations

Embry-Riddle Aeronautical University will administer FAA Pilot Written Examinations for the following:

November 6, 13, & 20; Tuesday, 0830 - Common Purpose Room, U.C. December 1, Saturday, 0830 - O-109, GRW Complex.

Students intending to take an FAA Pilot Written Examination are required to sign up in office D-200 or call extension 1307 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 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.

Book Review

Rise of the Fighter Aircraft: Superb book

By Brian Nicklas
Avion Staff Historian

Rise of the Fighter Aircraft: 1914-1918, by Dr. Richard P. Hallion (Baltimore, Md. The Nautical & Aviation Pub. Co. of America), 200 pages, 46 photos, maps and line drawings, appendices, notes, bibliography.

This is the eighth book by Hallion, who is Historian of the Air Force Flight Test Center at Edwards AFB, Ca. Most of his previous work has been on the pioneering phases of flight,

especially the flight test realm. This most recent work is also a pioneering era, that of air-to-air combat. This era is, as Hallion points out, often overlooked as a source of knowledge to apply to present day combat situations.

Rise of the Fighter Aircraft covers the transition of what was basically a sporting vehicle into a lethal weapon, up to and including the advances of technology and WW I. The airplane offers the best example of how wartime exigency forced an immature technology into a

main structure. If among all the good points of the book one had to choose as to what stands out, it would most

Competition is underway

The third Annual Scholarship Essay Competition is sponsored by International Underwriters/Brokers, Inc., and is administered on-campus by Ms. Teresa Healy, Director of International English Programs at ERAU.

Only full-time foreign students are eligible. Essays are to be 1500 words or less, written on the following topic: "International students in the U.S.A. represent a wide range of knowledge, experience, and culture. Discuss specific steps

Letters (Continued from page 3)

just writing that animal's neck before I turn them in to the cops.

If any one knows who the animal or animal are, please let the cops know so that the

students may attend classes unaffected by anymore stupid bomb threats at this university.

Daniel Baumgartner
BOX 3437

Beware

To the Editor:
Be on the lookout for a licensed killer. The weapon used is a yellow Volkswagen bug.

On or about Oct. 26, 11:28 e.d.t., the killer approached me from the rear. I was on my motorcycle. I was stopped at the crosswalk in front of the U.C. giving way to the steady stream of pedestrians coming and going from class. Choosing to wait for a larger opening, I let a ten foot gap pass by.

The killer then became furious. He raced around me and shot through the hole which was by now in the oncoming traffic lane. The students in the crosswalk had to stop or risk termination. I hoped he made it to class on time.

I propose that we start to keep a tally of the known frequent abusers of the recently installed crosswalks and stop signs. At the end of the week, we could have a pep rally and demolish the winner's car. Just think of how it would raise school spirit.

A concerned Biker

HELP WANTED:

These positions are now open on the Avion staff

- Advertising Salesmen
 - Artists
 - Feature Writers
 - Photographers
 - Production Workers
 - Space Technology Writers
 - Sports Writers
 - Staff Writers
- Other positions opening up soon

Join the most visible group on campus, and help start your future off on the right foot.



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On the turntable

Great listening with Apollonia 6

By Alex

In the past, they were known as Vanity 6. That was before lead singer Vanity went solo. This left the Prince (discovered group without a lead singer or a name for that matter. Then along came Apollonia Kotero. Now they're known as Apollonia 6 and so is the name of their debut album.

The album, Apollonia 6, differs only from the Vanity 6 album in terms of who played the music. The Vanity 6 debut was performed by The Time. On Apollonia 6, there are a variety of different musicians that appear

on the album to back up the trio of Apollonia, Brenda and Susan.

The album itself is just purely fun. The first single, "Sex Shooter" has kept up the Vanity 6 spirit with its raunchy, straight forward style. It's a real good chart mover, too moving up to the top 40 on the black music charts in just two weeks. It's also a great dance tune but then, so are all the songs on this album.

On the album, the best track is probably "Blue Limonene," with its hard hitting beat performed by the "glamorous" Sheila E. (who also plays on "A Million Miles (I Love You)" another fast

dance song). Then there's the jazzy sounds on "Some Kind of Lover." Also, playing the quirk on the song "Happy Birthday, Mr. Christian" is The Revolution (Princes' back up band who were also seen in the movie Purple Rain.) The song is unique in how it tells of a girl love affair with the principal of her high school (Mr. Christian) on his birthday.

Apollonia's singles abilities are only present on a few songs but when she does sing, it's clear to hear her innocent yet bold sounding voice. The other songs are sung by either Brenda or Susan. One song Susan sings ap-

pears to be keeping up a "6" tradition like the funky sound on "Make-up" or "Drive Me Wild" and it's called, "Ooo She She Wa Wa." The song starts by saying:

I got a shape like a bottle of co-co-cola, I got a built in attitude like you never see...

The album's production by the Starr Company is done extremely well for a debut album. But the Starr Company also works with The Time, Sheila E. and the last Vanity 6 album. And it looks as if Apollonia 6 will keep in the Vanity 6 tradition and produce a hit.

What's On Top

ROCK TRACKS

- 1. SURVIVOR Capt Hold Back
2. DAND DORNE Blue Jean
3. US Proud (In The Name Of Love)
4. JOHN CAFFERTY & THE BEAVER BROWN BAND On The Dark Side
5. SPECIAL Topical Fearful
6. TOMMY SHAW On His Own
7. BOB SEGER & THE SILVER BULLET BAND Understanding
8. THE HONEYDRIPPERS Rockin' At Midnight
9. SAMMY HAGAR Can't Drive 51
10. JOHN WAITE Tears

COUNTRY SINGLES

- 1. IF YOU'RE GONNA PLAY IN TEXAS Alabama
2. CITY OF NEW ORLEANS With Nelson
3. I'VE BEEN AROUND ENOUGH TO KNOW John Schumaker
4. GIVE ME ONE MORE CHANCE Ernie
5. SHE SURE GOT AWAY WITH MY HEART John Anderson
6. THE LADY TAKES THE COWBOY EVERYTIME Amy Gutlin & The Gatlin Brothers
7. FOOT'S GOLD Law Greenwood
8. I DON'T KNOW A THING ABOUT LOVE Conway Twitty
9. PLEDGING MY LOVE Emorylou Harris
10. ONE TAKES THE BLAME The Statler Brothers

RHYTHM & BLUES

- 1. JUST CALLED TO SAY I LOVE You-Sheila E
2. I FEEL FOR YOU Chaka Khan
3. SWEET AWAY Diana Ross
4. COOL IT NOW New Edition
5. CENTRE OF THE GLOBE Jackson
6. JUNGLE LOVE The Time
7. LET'S GO CRAZY Prince and the Revolution
8. THE MEDICINE BONG Stephanie Mills
9. DON'T STAND ANOTHER CHANCE Janet Jackson
10. PURPLE RAIN Prince and the New Power Generation

TOP TEN IN BRITAIN

- 1. FREEDOMS WHAMI
2. I JUST CALLED TO SAY I LOVE YOU-Sheila E
3. THE WAR BONG Culture Club
4. NO MORE LONELY NIGHTS-Paul McCartney
5. TOGETHER IN ELECTRIC DREAMS-Gloria Mordant & Philip Ombay
6. SWEET AWAY-Diana Ross
7. SMOUL TO THE TOP-Style Council
8. GHOSTBUSTERS-Par Parker, Jr.
9. I'M GONNA TEAR YOUR LOVE DOWN-Paul Young
10. MISSING YOU John Waite

MTV NEW VIDEOS

- PAT BENTON My Belong
2. T. Lipton And Leslie
3. HANK WILLIAMS JR. All My Rowdy Friends
4. UB40 It Happens Again
5. QUEENRYCHIE Take On The Flame
6. GENERAL PUBLIC Tenderness
7. MICHAEL FURLONG-Use It Or Lose It
8. FOGALONE Blaine You Blind
9. DUKE JUPITER-Rescue Me
10. BONE SYMPHONY-It's A Jungle

DANCE TRAX

- 1. I FEEL FOR YOU-Chaka Khan
2. SWEET AWAY-Diana Ross
3. TWO THINGS-Franne Goss To Hollywood
4. SLIPPERY PEOPLE-The Staple Singers

LET'S GO CRAZY/EROTIC CITY

- 1. BLUE JEAN/ANGINA WITH THE BIG BOYS-Devid Bowie
2. TUCH ME (ALL NIGHT LONG)-Whit Featuring Fonda Rae
3. OUT OF TOUCH-Darryl Hall and John Oates
4. BODY ROCK-Maria Vidal
5. STRUT-Shena Easton

NEW ON THE TOP TEN

- WE BELONG-Pat Benetar
HELLO AGAIN-The Cars
J DOYANNA KNOW-REO Speedwagon
DO WHAT YOU DO-Jermaine Jackson
SOUL-THE JACKSONS
STANGER IN TOWN-Toto
ALL NIGHT LONG-Billy Squier
JUNGLE LOVE-The Time
THE BELLE OF THE ST. MARK-Sheila E.
HOT FOR TEACHER-Van Halen

Source: Billboard week ending 10/29/84. List of phone numbers for various locations like Bayfront Center, Bob Carr Auditorium, etc.

Steppen Out...

This week Steppen Out visited what now seems to be a bi-annual event in the Magic Kingdom at Walt Disney World and that's the five band concert night which attracts concert-goers who like all types of music.

It was last Saturday night when the groups Cheap Trick, The S.O.S., Jand, Shannon, New Edition, and K.C. and the Sunshine Band played at different places in the park to about 25,000 ticket holders.

The format was as so; Cheap Trick played at center stage in front of Cinderella's Castle Forecourt at 10 p.m. and again at 12 a.m. This was so that you could see the other bands that performed in any order you wanted. Also, if you chose to see the same band more than once, you could do that and then ride the rides which all were open.

Cheap Trick and K.C. and the Sunshine Band played two, longer shows. Whereas, the others played three shorter shows. Some of the songs Cheap Trick played were "Surrender," "She's Tight," "Up The Creek," "If You Want My Love, You Got It," and they're most famous, "I Want You To Want Me," among others. The first show ended sooner than it should have because of technical difficulties but the midnight show rocked the crowd as Cheap Trick's Rick Nielsen played his 5 neck lead guitar.

In the Tomorrowland Theatre, K.C. and the Sunshine Band brought back musical memories with songs like "Get Down Tonight," "Boogie Shoes," "Disa's The Way I Like It" and K.C.'s solo hit from last spring, "Give It Up!"

Sharing the stage with K.C. was The S.O.S. Band who played three hits like "Just Be Good To Me," "Just The Way You Like It" and "Tell Me If You Still Care." They played at 9 p.m. when the concert started, 11 p.m. and again at 1 a.m. surrounding K.C.'s shows.

Performing inside in the Tomorrowland Terrace (where she played at the last concert on Valentine's Day) was Shannon. She sang her breath out with songs from her very successful debut album. Songs like "Give Me Tonight," "My Heart's Divided" and "Let The Music Play" got the packed audience dancing as well as the nightclubs where these songs are still big hits.

Finally, in the Fantasy Fair Stage was New Edition. Like Shannon, they are fairly new in the music business and already have top ten hits that they played in concert. Those songs were "Cool It Now," "Candy Girl," "Is This The End," and "Jalousy Girl." They're sound is like that of the Jackson 5 back in the early 70's.

All in all, every group played very well live and seemed to enjoy themselves as much as their fans and I did. Yet, in my opinion, there were too many fans there and I couldn't get a very good view of most of the bands. The concert in February with Shannon, Evelyn King, The Commodores, The Dazz Band and Jump in the Saddle seemed less crowded and I enjoyed myself more. Maybe Disney officials will realize this problem and the next concert will be the best.

Coming To Florida. Map of Florida with text listing various rodeo events and dates.

Network Video advertisement for E.R.A.U. Students. Features 50% off Regular Membership for \$25, regular one year membership for \$50, and includes 4 free tape rentals.

UNCLE WALDO'S SALOON - BILLARDS advertisement. Features a free pool offer for one hour with the ad and E-RAU ID, from 11AM to 7PM. Also lists other services like beer, wine, and pizza.

OCEAN DECK advertisement. Features a woman in a bikini sitting on a beach. Text includes "ANYTIME IS THE RIGHT TIME TO PARTY HEARTY AT THE OCEAN DECK LIVE-HOT-ISLAND REGGAE WITH WINDJAMMER" and "7 NIGHTS A WEEK *NEVER A COVER* BEACH PARTY EVERY SAT. & SUN. 4:30-6:30 WITH WINDJAMMER".

Martin (continued from page 1) article. Discusses the challenges of being a public figure and the importance of staying grounded. Includes a section titled 'Book' discussing 'The Great War' by John H. Coatsworth.

SCORES, STATS AND STANDINGS

FOOTBALL

E-RAU INTRAMURALS

LAST WEEK'S RESULTS

Wrecker Crew	19
Mad Dogs	14
Boys	20
Lambda Chi	0
Slick Fox	20
Riddle Runarounds	14
Blue Demons	12
Sigma Chi	14
B.O.W.	0
Tallhookers	13
Alpha Eta Rho	0
Cruisers	0
Fabulous 15	0
Cruisers	28
Nuclear Waste	0
Sigma Phi Delta	0
U.S.A.	0
Busch Boys	0
Riddle Runarounds	0

Photo by Scott Thompson

Rockers defense puts the heat on the Organized Crime quarterback (99) in action this past Sunday. Quarter-final playoff games will be played Sunday, November 4. Only eight teams remain in the race to be the Spring 1984 E-RAU Intramural flag football champion. Slick Fox and Air Force 1 remain undefeated even after the regular season.

Air Force 1
Sigma Pi
Bonzai Beach Babies
Lambda Chi

Standings

Wrecker Crew	19
Mad Dogs	14
Boys	20
Lambda Chi	0
Slick Fox	20
Riddle Runarounds	14
Blue Demons	12
Sigma Chi	14
B.O.W.	0
Tallhookers	13
Alpha Eta Rho	0
Cruisers	0
Fabulous 15	0
Cruisers	28
Nuclear Waste	0
Sigma Phi Delta	0
U.S.A.	0
Busch Boys	0
Riddle Runarounds	0

THIS WEEK'S SCHEDULE

PLAYOFFS

Sunday, Nov. 4

10:00
The Boys vs Busch Boys

11:50
Org. Crime vs Wrecker Crew

12:30
Air Force 1 vs Alpha Eta Rho

1:50
Slick Fox vs Sigma Chi

NOTE: All games will be played on the north field at the county fields across from the E-RAU Admin. building.

Standings

Wrecker Crew	19
Mad Dogs	14
Boys	20
Lambda Chi	0
Slick Fox	20
Riddle Runarounds	14
Blue Demons	12
Sigma Chi	14
B.O.W.	0
Tallhookers	13
Alpha Eta Rho	0
Cruisers	0
Fabulous 15	0
Cruisers	28
Nuclear Waste	0
Sigma Phi Delta	0
U.S.A.	0
Busch Boys	0
Riddle Runarounds	0

THIS WEEK'S SCHEDULE

PLAYOFFS

Sunday, Nov. 4

10:00
The Boys vs Busch Boys

11:50
Org. Crime vs Wrecker Crew

12:30
Air Force 1 vs Alpha Eta Rho

1:50
Slick Fox vs Sigma Chi

VOLLEYBALL

E-RAU INTRAMURALS

Standings

Wrecker Crew	19
Mad Dogs	14
Boys	20
Lambda Chi	0
Slick Fox	20
Riddle Runarounds	14
Blue Demons	12
Sigma Chi	14
B.O.W.	0
Tallhookers	13
Alpha Eta Rho	0
Cruisers	0
Fabulous 15	0
Cruisers	28
Nuclear Waste	0
Sigma Phi Delta	0
U.S.A.	0
Busch Boys	0
Riddle Runarounds	0

BASKETBALL

E-RAU INTRAMURAL

Standings

Wrecker Crew	19
Mad Dogs	14
Boys	20
Lambda Chi	0
Slick Fox	20
Riddle Runarounds	14
Blue Demons	12
Sigma Chi	14
B.O.W.	0
Tallhookers	13
Alpha Eta Rho	0
Cruisers	0
Fabulous 15	0
Cruisers	28
Nuclear Waste	0
Sigma Phi Delta	0
U.S.A.	0
Busch Boys	0
Riddle Runarounds	0

SOCCER

LAST WEEK'S RESULTS

Wrecker Crew	19
Mad Dogs	14
Boys	20
Lambda Chi	0
Slick Fox	20
Riddle Runarounds	14
Blue Demons	12
Sigma Chi	14
B.O.W.	0
Tallhookers	13
Alpha Eta Rho	0
Cruisers	0
Fabulous 15	0
Cruisers	28
Nuclear Waste	0
Sigma Phi Delta	0
U.S.A.	0
Busch Boys	0
Riddle Runarounds	0

Avion Sports presents Football Pool 1984

The Avion sports football pool for 1984 is sponsored by Keith's "Northern Style Deli".

To enter, cut out this entry form and circle who you think will win in the matchups provided below.

Deadline for entries will be Friday, November 2, 1984 at 1630 hrs. Entries can be dropped in the campus mail or brought to the Avion sports desk.

A winner will be selected Monday, November 5, 1984. Winners are selected on the basis of the amount of correct answers made on the entry form. Should a tie occur, then the winner will be selected by how the entrant best answers the tie breaker question. If a tie still occurs the entrants will be contacted to engage in a one on one sudden death playoff based on a five question trivia quiz mediated by the Avion Sports Editor.

The tie breaker question will only be used in case of a tie. In the event of a tie and one of the entrants does not answer the tie breaker question, the other entrant will win.

The winner will be able to receive a large sub sandwich FREE from Keith's Subs. Avion staff members are not eligible to participate.

This Week's Winner: was Ray Fletcher. The Aeronautical Science major correctly choose 13 of 16 winners.

Ray was tied with two former winners, Chris Swendsen and Fred Van Brunt. The answer for the tie breaker was 46,500.

AVION SPORTS FOOTBALL POOL

NATIONAL FOOTBALL LEAGUE

- Cleveland at Buffalo
- Green Bay at New Orleans
- Houston at Pittsburgh
- Kansas City at Seattle
- L.A. Raiders at Chicago
- N.Y. Giants at Dallas
- Philadelphia at Detroit
- San Diego at Colts
- Tampa Bay at Minnesota
- Cincinnati at San Fran.
- L.A. Rams at St. Louis
- Miami at N.Y. Jets
- New England at Denver

COLLEGE

- Auburn at Florida
- Air Force at Army
- Wake Forest at Clemson

TIE BREAKER

The first ever football game the University of Central Florida Knights played was a victory. Name the score, date and opponent.

NAME _____
E-RAU Box _____
PROGRAM _____
PHONE _____

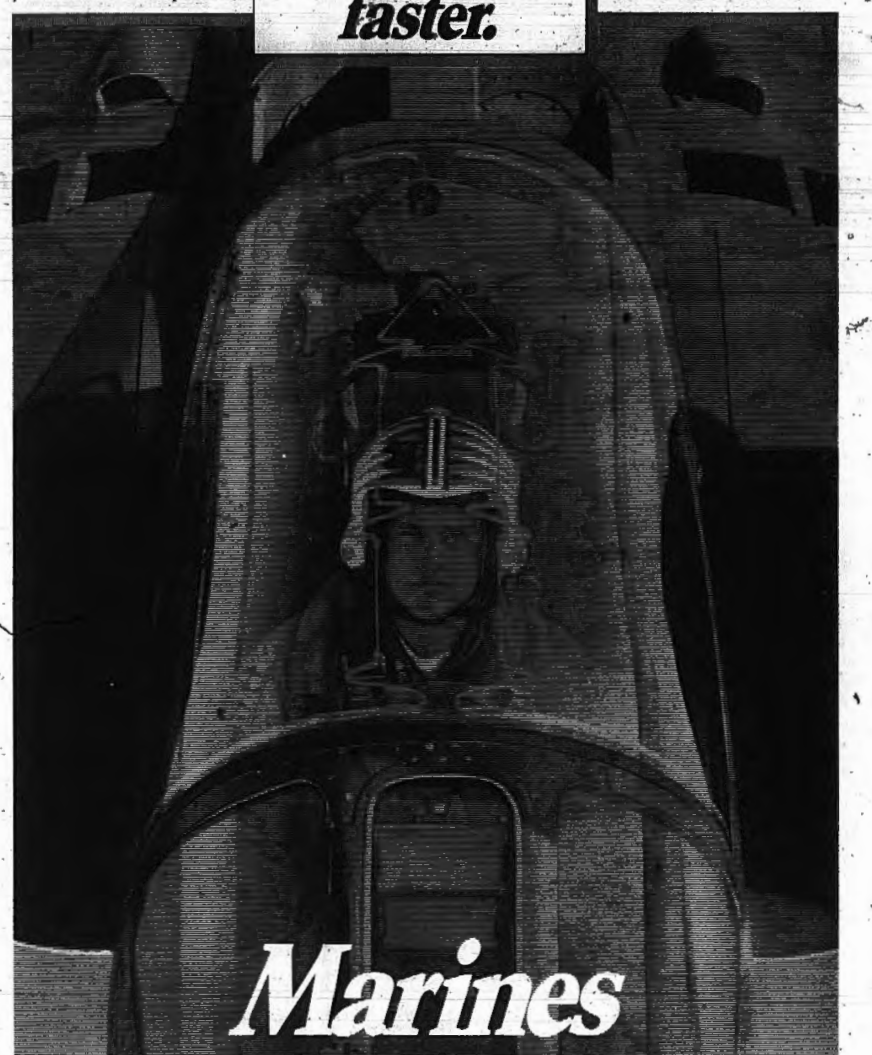
As a Marine Officer, you could be in charge of a Mach 2+ F/A-18A, a vertical take-off Harrier or one of our other jets or helicopters. And you could do it by the time you're 23. But it takes a special commitment on your part. We demand leaders at all levels. We teach you to be one. If you're a freshman or sophomore,

ask about our undergraduate officer commissioning programs. If you're a junior, check out our graduate programs. Starting salaries are from \$17,000 to \$23,000.

And you can count on going farther... faster.

We're looking for a few good men.

Go farther... faster.



Marines

See Maj Donnell at the University Center on Nov 5-8 or call 1-800-432-2061.



Cadets take second in triathlon relay

By Cdt. Capt. Kevin D. Garner

Army ROTC came in second place in the 1984 Daytona Beach Triathlon Sprint Classic in the relay team division. The race was held Saturday morning on October 20, 1984 at the beach. The race included a three-quarter-mile ocean swim, a 22-mile bicycle course and a five-mile beach run. Cadet James Dougal entered

the water north of the Main Street pier at 8:00 a.m. along with 100 other entrants. He swam the three-quarter-mile course in ocean swells which were three to five feet high. Cadet Dougal swam the three-quarter-mile ocean course in 26 minutes. He was in second place upon exiting the water at the Broadway Street approach where he met team member Cadet John White.

Cadet White was the bicyclist

for the team. To pull his share, in this team effort, Cadet White had to ride his bicycle from the Broadway Street approach down to the lighthouse at Ponce Inlet and all the way back. This was a 22-mile course with checkpoints on the route. Cadet White completed the 22 mile course in one hour and nine minutes with an average speed of 19.1 miles per hour. He finished this portion of the Triathlon trailing in fourth place

in the relay team division.

Cadet White met Cadet Timothy Gowen at the Broadway Street approach. It was Cadet Gowen's job to run the five-mile course from the Broadway Street approach down to the Daytona Hilton and back. Cadet Gowen started at a fast pace down the beach to make up for lost time. Along the course, Cadet Gowen passed two relay teams and made an excellent effort to catch the

first place team. Cadet Gowen ran the five mile course in 33 minutes with an average speed of 9.1 miles per hour.

The Army ROTC Triathlon relay team completed the 27.75 mile course in a total time of two hours and eight minutes at an average speed of thirteen miles per hour.

These three cadets had no time to prepare for this Triathlon with only three days notice. The team

effort that these cadets have demonstrated shows that it is possible that you can "be all you can be" in today's Army ROTC program.

These cadets should be congratulated for their fine efforts. If you are willing to meet today's challenges, in the Army ROTC program, please contact Major Fitzgerald in M-building or call extension 1173.

AHP pledges continue to prove their airworthiness

By Bert Barrocas

I can remember when I first came to E-RAU in the Fall Trimester of 1983 and one of my most important decisions was which fraternity to join.

Because of its high level of professionalism in the field of aviation, I decided to join AHP. My first step in becoming a member, and my most memorable, was pledging. After my pledge period, I then became a brother; however, it was then that I realized how meaningful it was to pledge AHP, and that if I had to, I would do it all again.

Lambda Chi Alpha sponsors fourth annual Haunted House this week

By Steve Williams

It has been another busy week for Lambda Chi Alpha. After an excellent day at Octoberfest, the members enjoyed a fantastic olympic theme party put on as a surprise by the Associate Members. Monday and Tuesday proved to be very educational and motivating as the Lambda Chi membership was visited by another fine chapter consultant. This time of year is always motivating because we find out what we are doing right, and how to change what isn't. He helps us set new goals and educates us in

The AHP pledge period lasts for three months. Within that period pledges are required to know all of the brothers and understand six lessons in their pledge books. Getting to know the Epitaph Rho Chapter and understanding the meaning of a professional aviation fraternity occur during one's pledgehip. Brother's interviews are mandatory during the pledge period. Each pledge gets to interview each brother to the point where a close bond seals their friendship.

Included in the process of interviewing brothers and knowing six lessons, pledges go through three

separate interviews to measure their progress. First interviews consist of asking pledges where they are from, and why they came to E-RAU. Second interviews are for the purpose of knowing if the pledges are meeting their requirements, and third interviews sum up the whole pledge period. Brothers then evaluate each pledge based on fraternal contributions.

This trimester Pledge Class Phi is proving its air-worthiness to the brothers of Alpha, Eta Rho. Pledge Class Phi, under the leadership of Pledgemaster Jim Jasmin, has done a successful job

so far. With help from Phi Class officers Francis "BUB" Bricose as President, Wesdy Richter as Secretary, Pat Aversa as Vice-President, and Emma-Jane McDonald as Treasurer, projects such as a car wash have been made possible. One particular car

wash held on October 20, 1984 held raise revenues for the pledge class by \$160.00. Another project, which helped improve brother-pledge relationships, was the beach party. In addition, Pledge Class Phi is scheduled to help out one of the local airports.

It was activities such as these that made my pledging period so memorable. "Pledges don't ever forget your pledge period, and if you have to do it all again take advantage of it because it is worth it in the long run."

Eta Mu Sigma recognizes Mr. Gannon as 'Teacher of the Year' for 1984 terms

By Mark Reeves

Eta Mu Sigma Correspondent

The largest Eta Mu Sigma initiation to date was held Friday, October 12 at the President's Residence. Forty management related juniors and seniors were honored for their outstanding scholastic achievements. This brought the club's membership to a record 65 students.

Provost Doten spoke to the Aviation Management Honor Society about being "number one". He alerted the students as to how easy it is to become complacent after having made it to the top. The provost was referring to both the honored student and Kimberly-Riddle Aviation Institute. "It is even tougher to remain number one than it is to get there," said the Provost. Mr. Doten went on to explain that once "number one" status has

been achieved people tend to relax their pursuit of improvement. The Daytona Beach Campus Provost was awarded an honorary membership in the Aviation Management Honor Society.

Eta Mu Sigma's "Teacher of the Trimester" award was presented to John J. Gannon for outstanding teaching qualities and consistent dedication to the Aviation Management Department. Mr. Gannon explained that, in the field of Education, recognition for good performance is elusive, unlike the Aviation Industry where recognition is readily apparent. Professor Gannon went on to say that the award was especially significant because it was the first indication so him

that he was on the right track. Eta Mu Sigma's members wish to extend our sincerest appreciation for his continued support of our efforts. If keeping with Eta Mu tradition of "work hard and play hard" members celebrated heartily throughout the event.

Thanks to all the members support in our recent fund-raising events. The doughnut, movie and Octoberfest occasions have increased our financial capabilities so that the club my subsidize more Eta Mu events.

Plan to make reservations for the Busch Gardens and/or Kissimmee Airshow trip by sending notice to Ray Casey at Box 5623 or call 788-7379.

Management Club pleased with dinner turnout this fall

By Craig Pallasier

Management Club Writer

The Management Club had its second dinner meeting of the trimester last Friday at Treasure Island Inn. The event was an uncompromised success with over 60 people in attendance. The distinguished Lawrence J. Twill, President and Chief Executive Officer of New York Air was present and delivered an excellent and informative speech.

Twill discussed several topics of Aviation Marketing and Management. He also stressed the importance of understanding economics, computers and

marketing for the success of an individual or corporation.

Another point Twill made was that the attitude and mentality of the Aviation Industry's hierarchy is now changing for the better, giving new managers a better chance of becoming established in their field.

One of the most striking points Twill made was that he felt most of the new management positions will be filled by young, bright, competitive and aggressive individuals.

Twill went on to thank the Management Club and Embury-Riddle for inviting him to the event.

AAAE national president to speak at dinner meeting this Thursday

By Jeffrey Miller

Mr. John J. Dickerson, Jr., National President of AAAE, will be guest speaker at a dinner meeting of E-RAU's AAAE Chapter. The meeting will be held at the Treasure Island Inn on Thursday, November 1, at 7:00 p.m.

Mr. Dickerson, who previously held the position of General Manager, New Jersey Airports, with responsibility for both Newark International and Teterboro, is currently Assistant Director in the Aviation Department of the Port Authority of New York and New Jersey. He has held high positions at the Port Authority, including Assistant to the Director of Aviation, Assistant Manager of Newark International Airport, and La Guardia Airports, and Manager of the Public Services Division at Kennedy International Airport.

Mr. Dickerson has held progressively more responsible offices in the American Association

of Airport Executives, and he currently serves as President of the 1900 Member Organization.

In addition, he served as a member of the Pallasier Park Board of Education, as a Director of the Essex County Red Cross, and he completed twenty-nine years as a member of the Board of Trustees of Englewood Hospital, including three years as its president.

In World War II, Mr. Dickerson served as a Transport Pilot in the Army Air Corps in the China Theatre.

Those interested in attending the dinner meeting should drop a not in Box 4109. Tickets are \$9.00 for members and \$10.00 for non-members.

Last Friday, October 26, thirty members of AAAE took a tour of Tampa International Airport. We would like to thank Mr. Ed Cooley of Operations for giving us a behind-the-scenes look at Tampa. Other airport tours have been planned for this tri and next tri.



Sigma Pi holds social

By David Severn

Sigma Pi Public Relations

On October 10, 1984, Zeta Beta Chapter of Sigma Pi Fraternity International sprouted its roots as a colody on the Daytona Beach Campus of E-RAU. This date lives on in all of our minds as the only dual colonization ever.

From colonization to our chartering on February 25, 1984, we all worked diligently to attain this goal. This precious time was once again celebrated by a fellow chapter in Gainesville. A majority of the brothers were there to help welcome this new chapter. Congratulations Gainesville!

Another blow was dealt to Sigma Pi this week by the Avion. The score at the football game against Alpha Eta Rho was not 26 to 12. Even though we lost this

game, we do not appreciate being misrepresented. However, congratulations still go to AHP for a good game. On the volleyball court last week, Sigma Pi lost its game against Eric's Kids. We gave it our best shot but were unable to defeat the opponents.

On Friday, October 19, the Brothers held a Brother-Pledge social event. All went well and this proved to be a viable alternative to Sigma Pi Delta's kill-a-keg. On the 26 of this month, the Brothers held a 60's party for all Sigma Pi's and we all had an excellent time.

Riddle Riders experience road to local springs

By Rick Fingers

Fourteen members of the Riddle Riders set out last Sunday morning on the trip planned for the day. Although a little rain slowed the pick down the hill, Alexander Springs was eventually reached. Canoe rentals and scuba lessons were available; however, most of the club went swimming in the crystal-clear water, and got stoned.

The officers of the club are as follows: President, Chuck Lee; Vice President, Holly Junker; Secretary, Rick Fingers; Treasurer, Mike Leverage; and Faculty Advisor, Mr. Bill Brown. In order to be considered a chartered member, you must attend the meeting on November 1 to sign and ratify the constitution. Idas will also be discussed for the next trip and a longer weekend trip sometime this trimester.

All those interested are welcome to attend tomorrow's meeting in Rm. E-613 at 7:00 p.m. If you have any questions, contact Chuck Lee at Box 6365 or Mr. Brown at Rm. E-614.

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Monday	Baked Ziti-2.79
Tuesday	Pizza-.30 off reg. price
Wednesday	Baked Lasagna-3.29
Thursday	Spaghetti-1.99
Friday	Revoli-2.59
Saturday	Meat Revoli-2.59

This includes bread and butter

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OPEN from 10pm

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Christian Fellowship observe Halloween festivities

By Dawn Keilh

Halloween is the day many of us look forward to going to parties, and playing pranks on our friends. Many of us celebrate this day without much thought, and so did I, until I found out the history and meaning of Halloween.

In the ancient days of Britain

and Ireland, the Celtic race worshipped two gods: the sun god and the god of the dead. November 1 happened to be the beginning of their calendar year, but their celebration for the dead was held on the eve of that day, Oct. 31. The Christian holiday was of Nov. 2, originally called All Soul's Day, which was held to honor the dead souls and saints.

Gradually, many of the pagan customs began to infiltrate the Christian holiday. The people believed that the souls of the dead were supposed to revisit, and many rituals were performed to ward off evil spirits. It was also thought to be the best time for divinations concerning marriage, luck, health and death. In Scotland, children commonly

played a game which would foretell who was to be married the coming year. As you can see, Halloween has developed from a pagan celebration. (Encyclopedia Britannica, pp. 862 Vol IV).

"Nevertheless, what does God say about this? In Deut. 19:7, it says "When you come into the land which the Lord By God gives you, you shall not learn to

do after the abominations of those nations. There shall not be found among you anyone that makes his son or daughter to pass through fire; or uses divination, or observer of times, or soothsayer, or a witch. Or a charmer, or a consulter with familiar spirits, or a wizard, or a necromancer. For all who do these things are an abomination to the Lord."

There are actually few people who practice these evil acts, but it does happen. You see, Satan is real, and there groups of people in Daytona Beach who worship him willingly. Many cults consider Halloween as a high day for the worship of Satan.

God said to Isaiah in Isaiah 1:14, "Your new moons, and your appointed feasts My soul hateth; I am weary to bear them." He also says in Isaiah

5:20, "Woe unto them that call evil good, and good evil; that put darkness for light and light for darkness; that put bitter for sweet and sweet for bitter." God wrote this not because He wants to restrict our actions or to have control over us, but He wrote it out of love that He might protect us from the dangers of this world. In 1 Peter 5:8 it says "Be sober, be vigilant; because your adversary the devil, as a roaring lion, walketh about, seeking whom he may devour." This is what God wants to protect us from, and in Ephesians He encourages us: "Put on the whole armour of God, that you may be able to stand against the wiles of the devil."

If you have a question, there are forms available in the SGA office to fill out, and it will be answered in the upcoming Avlon.

Arnold Air Soc. attends Commanders Call

By AAS TLI, David Brescia

While most of us were on the beach this past weekend, members of the Gill Wilson Squadron (who are on Area VIII Staff) spent their time at Florida State University in Tallahassee. The event was a Commanders' Call, a three-day conference of all Arnold Air Society Squadrons within Area VIII. This includes nine schools located in Florida, Alabama, Georgia, and Puerto Rico.

Commanders' Calls are scheduled several times yearly and consist of individual squadron activity and progress reports, planning of future events, regulation and policy revisions, and educational seminars. Embury-Riddle was selected last year as Headquarters of Area VIII, and as such, planned and executed the events of the weekend. These included organizing the meetings, chairing the various committees, and giving the briefings.

The Commander of Area VIII

is Joseph Dell'Arciprete. He was assisted this weekend by his staff officers who include: Frank Altieri, Laura Koch, Tom O'Boyle, Tom Ohland, Fred Page, Cliff Puckett, Steve Romolo, and Grant Rutlin. Also attending from Embury-Riddle were Keith Firthing, the Gill Robb Wilson Squadron Commander, and Steve Scheri, the Vice-Squadron Commander.

Commanders' calls are not all work however, and this one held its fair share of social functions as all who attended will attest to. All of the members who attended are pleased with the results of the

conference and are glad that all the hard work and preparation paid off.

Meanwhile, the fall pledge class is having a hard time completing its required service projects due to its diminishing size, and they are requesting the support of the E-RAU students at their next project, scheduled for this weekend. The Pledges will be holding a car wash this Saturday, November 3, at Smokey's Gulf Station on Volusia Ave. All proceeds of the day will be donated to the Daytona Beach Geriatric Center. Once again, the Pledges ask for your support in this very worthwhile cause.

Det. 157 active with promotion boards and airborne training

By C/Capt Mike Hickey

With the arrival of the middle of the term, the wide range of programs and activities at Det. 157 are in full gear and supplementing academic courses. Mid-term also marks the first meeting of the promotion board for General Military Cadets (GMC's). Congratulations to the cadets who met the requirements and advanced to the next rank.

Special acknowledgements are in order for the men who were selected as Cadet of the Month: Group 1, Mark Hagert; Group 2, Don Starkweather; Group 3, Mark Sardelli; Group 4, Miro Lecky; and POC David Kelley. Keep up the good work!

For all cadets interested in Airborne Training, C/Maj. Gage Camp and C/Maj. Sandy Krigei are starting preparatory on Nov. 3 at 0600. The purpose of this program is to determine who is physically qualified for Airborne Training next summer. There will be one meeting this trimester and four next trimester. Wear workout attire if you plan to attend.

Air Force 1, the Cadet Corps' flag football team, won its sixth consecutive game this Sunday in the opening round of the playoffs. Air Force 1 boasts the top offensive and defensive statistics in E-RAU's flag football league.

AFROTC Cadets made a strong showing last week in supporting the Red Cross and Sigma Chi with their bi-annual blood drive. AFROTC congratulates Sigma Chi for their valuable service to the community and pledge future support.

L-5 outlines purpose

By Rob Hardwick and Randy Giamons

The L-5 Aerospace Society is E-RAU's only Aerospace organization. For the general public, the purpose of the L-5 society is to educate the public about the benefits of space communities and manufacturing facilities, to serve as a clearing house for information and news in this fast developing area, and to raise funds to support work on these concepts where public money is not available or is inappropriate.

The L-5 Society was formed in 1975, following the first Princeton Conference on Space Settlements. The members found the presentations at the conference to be such on up-beat, optimistic propositions that they formed together the L-5 Society to present the concepts to the general public. These people first distributed a sign-up sheet at the conference, and began to maintain continual contact with those that signed up.

At the beginning, there were only a few members. Many more people were contacted and persuaded to join the Society. Congressman Mc Udall (D-AZ) and the society began to grow. Shortly thereafter, Senator Barry

Goldwater (R-AZ) joined the Board of Directors of the Society. The organization was incorporated in the state of Arizona in 1975, originally under the title of "The High Frontier Society". In 1976, the name was formally changed to the L-5 Society, as a symbol of space development, industrialization, and settlement.

The L-5 Society has been active in the area of lobbying for various space projects. These lobbying efforts include Galileo/Jupiter Probe, the Venus Orbiting Imaging Radar, Solar Power Satellites, Space Shuttle development and operation, opposition for the U.N. Moon Treaty of 1979, and most recently, a space station. The E-RAU chapter of L-5 sent petitions to two Congressmen during Spaceweek '84.

The E-RAU Chapter of the L-5 Society works to keep people aware of our space program. Each trimester, the L-5 Society visits the Cape to witness at least one shuttle launch. The society also tours the Cape and reminds members of the early accomplishments. The Society also sells laser prints to the students and joins other Chapters of L-5 and celebrates Spaceweek during July 29 to commemorate the anniversary of man walking on the moon in 1969.

IFC conducts presidential round and advocates voting

By Bob Flynn, IFC Secretary

The Greek population of Embury-Riddle is now doing more than ever for the student body of E-RAU. The Interfraternity Council is showing an active role in recent times to provide certain student services, which spark the interest of the student body. The most evident service by the IFC this trimester was the voter registration set up in the University Center.

Led by Interfraternity Council member Scott Roper, the registration table was a smashing success. This act provided hundreds of students the chance of voicing their opinions in the upcoming Presidential Election, which is right around the corner on Tuesday, November 6. Typical of the service the IFC is involved in, it was thought that a follow-up on this act should be done.

On Friday, October 26, several members of the IFC spread out across the campus to poll the student body on their candidates in the upcoming election. This poll was very successful in that well over a thousand students were polled. The consensus showed that if the election was today, 88 percent of the student body would vote for Reagan, while the other 12 percent would vote for Mondale.

Among the male population on

campus, 89 percent chose Reagan, while 82 percent of the female section chose Mondale.

The IFC has shown its interest in the opinions of the student body. Furthermore, the IFC hopes the student body will show a strong voice in the upcoming election by getting out and voting. Don't forget.

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All submissions must be in by

November 15

Submit all material to the Sigma Tau Delta mail box in the Student Activities Office (U.C.)

The Aerospace Observer



By Brian Nicholas
Avion Staff Reporter

A is for 'Aeronautics'

As NASA enters its twenty-seventh year, it might be time to make people aware of their accomplishments other than in space. With all the acclaim that the shuttle receives, people tend to forget that the first "A" in NASA stands for Aeronautics.

"NASA had its beginnings as the NACA, or National Advisory Committee for Aeronautics. The NACA was founded in 1915 "...to direct the scientific study of the problems of flight..." and this role is continued today with NASA.

Flight research is done primarily at four centers: the Langley Research Center in Virginia; the Lewis Research Center in Ohio; and the Ames Research and Dryden Flight Research Centers in California. This research is conducted not only for NASA, but also for the FAA, various U.S. military agencies, and aerospace manufacturers.

Some areas currently or soon to be under study are: Stall-Spin Research, Composite Structures, Icing Studies, Forward Swept Wings (the X-29), Oblique Wings (this involved the AD-1 aircraft and will soon use the F-8 FBW craft), many rotor research programs, various engine test programs, and together with the FAA, Crashworthiness and Fire Safety programs (These tests include the planned destruction of a Boeing-720 transport in November).

With all these projects involving aeronautics, NASA is showing that they are more than space oriented, and will continue to be so far into the future.

Rescue planned for Mission 51-A

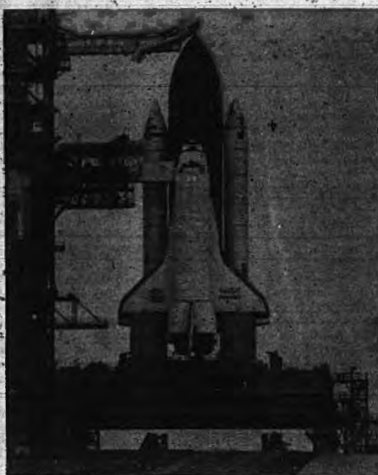
By Peter Martin
Avion Staff Reporter

The next scheduled launch of the Space Shuttle will be Mission 51-A. This, the second flight of the Shuttle Discovery, is set to lift off on Nov. 7 at 8:18 a.m. (EST). The launch window will remain open for 18 minutes. The flight will last eight full days with a landing on Nov. 15 at Kennedy Space Center at 7:57 a.m. (EST).

Mission 51-A has been described as a "take two and fetch two" mission. The crew of Discovery will deploy the Canadian ANIK D2 (Telesat II) and Hughes LEASAT 1 (Syncom IV-1) communication satellites will be placed in a geosynchronous orbit.

The Discovery crew will also have the task of retrieving the Palapa B-2 and Westar VI spacecraft which were deployed during Mission 41-B in February. After a successful deployment, failure of the Payload Assist Modules attached to the satellites put them into unusable low-earth orbits about 600 miles above the earth.

The two satellites to be recovered will be maneuvered into



Discovery secures to Pad 39-A after rollout. Photo by Peter Martin.

near identical parking orbits 700 miles apart and about 220 miles above the earth. Discovery will rendezvous with each satellite, and astronauts using the Manned Maneuvering Unit and the Remote Manipulator System will stop the spacecraft's rotation, capture it, and lower it into the shuttle's cargo bay. Each satellite will be latched into place vertically in a special cradle for return to earth.

Other smaller payloads to be activated include the Diffusion Mixing of Organic Solutions and Pocket Radiation Monitor experiments.

Mission 51-A will include a five-member crew with Frederick Hauck as Commander. The Pilot will be David Walker and the rest of the crew includes Mission Specialist Anna Fisher, Dale Gardner, and Joseph Allen. During the satellite retrievals, Joseph Allen will make the spacewalks with the MMU while Fisher uses the RMS to capture each spacecraft. Gardner will attach a separate bridge structure to each satellite so that it may be lowered into the cargo bay.

Next week in Space Technology:

- Deke Slayton Interview
- Modern avionics feature
- Shuttle update

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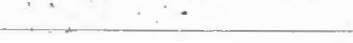
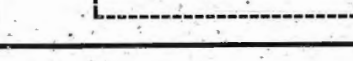
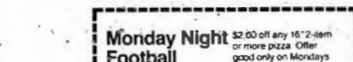
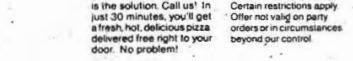
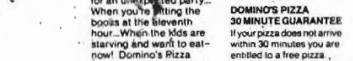
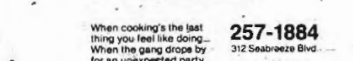
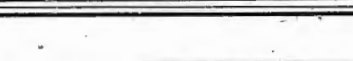
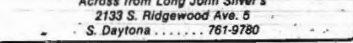
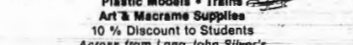
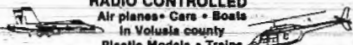
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MISSION 51-A CREW

Nick Hauck - Commander - Captain, U.S. Navy.

Birthplace: Long Beach, California, Age: 43

Height: 5 feet 9 inches, Weight: 175 lbs.

Marital Status: Married with two children, ages 9 and 10.

Education: B.S. in Physics (Tufts University), Masters in Nuclear Engineering (MIT).

Flight Experience: Upon receiving his Naval wings in 1966, he reported to NAS Oceana, Virginia for A-1 training. He then served on the USS ACORAL SEA where he flew 114 combat and combat support missions. Hauck was then selected to attend the Navy Test Pilot School in 1971, and he was the project test pilot for automatic carrier landings in the A-4, A-7, F-4, and F-14.

David M. Walker - Pilot - Commander, U.S. Navy.

Birthplace: Columbus, Georgia, Age: 41

Height: 5 feet 10 inches, Weight: 165 lbs.

Marital Status: Single

Education: B.S. in Science (U.S. Naval Academy)

Flight Experience: Designated as a Naval aviator in 1967, Walker served as an F-4 fighter pilot on the USS ENTERPRISE and the USS AMERICA. He then was assigned the Naval Air Test Center and test flew the F-14. He has logged more than 3,000 flying time.

Walker was selected as an astronaut in 1976, and he served as STS-1 chase pilot and mission support group member for STS-8 and STS-6.

Joseph P. Allen - Mission Specialist - Civilian

Birthplace: Crawfordsville, Indiana, Age: 47

Height: 5 feet 5 inches, Weight: 130 lbs.

Marital Status: Married with two children, ages 12 and 15

Education: B.A. in Math/Physics (DePaul University), M.S. and Ph.D. in Physics (Yale University).

Anna L. Fisher - Mission Specialist - Civilian

Birthplace: St. Albans, New York, Age: 35

Height: 5 feet 4 inches, Weight: 110 lbs.

Marital Status: Married, no children.

Education: B.S. in Chemistry and Doctor of Medicine (University of California).

Dale A. Gardner - Mission Specialist - Commander, U.S. Navy

Birthplace: Fairmont, Minnesota, Age: 38

Height: 5 feet, Weight: 190 lbs.

Marital Status: Married with two children, ages 2 and 6

Education: B.S. in Engineering Physics (University of Illinois)

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Dates set for 1985 EAA Fly-in

OSHKOSH, WISCONSIN (October 22, 1984) -- The dates for the 1985 edition of the world's greatest and most exciting aviation event, the Annual EAA International Fly-in Convention and Sport Aviation Exhibition, will be Friday, July 26 through Friday, August 2, 1985.

In announcing the dates of the convention, EAA Convention Chairman, Tom Poberezny, said, "These dates represent a slight change. Traditionally, the EAA Convention had run Saturday through Saturday. While the event will remain 8 days in length, it will now begin and end on a Friday."

Poberezny noted that each year's EAA Convention is reviewed and critiqued with an eye toward improving both the Convention activities and the efficiency of Convention operations.

"Each year we see more early arrivals," transient aircraft and campers often arrive before the Convention, most of our commercial exhibitors have set up their displays before the Convention, and all of our Convention chairpersons and volunteers have organized their areas of responsibility. In fact, this year (1984) we experienced the highest volume of traffic and activity for a pre-convention Friday in our history. Conversely, the final Saturday of the Convention is generally rather slow. The exhibitors begin packing up and the campers and transient aircraft begin departing Wittman Airfield," Poberezny said.

"The EAA Convention would not be possible without the dedicated efforts of hundreds of volunteer chairpersons and thousands of volunteers who organize and run the detailed operations of the Convention. This monor change in scheduling will certainly benefit them. They will now have a full weekend to return to their homes and regular jobs after participating in this monumental event," Poberezny added.

This event is usually immediately preceded by the Dayton International Airshow and Trade Exhibition in mid-July. The weather around Dayton and Wisconsin during this time of year can always be counted on for good airshows.

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It Happened to Me, It Can Happen to You.



Bob Hoover, former USAF test pilot, is shown here in a photograph taken during his flight instructor days at the USAF Air Force Academy. He is wearing a flight suit and a flight helmet. The photo is credited to the USAF Air Force Academy.

Aircraft Owners: Protect yourselves by installing a restrictor kit on each of your fuel ports. Guard against pumping jet fuel's piston engine activity by installing an engine restrictor on each of your jet fuel nozzles. Together we can lock out fueling errors.



The Government/Industry Task Force on Aircraft Misfueling will begin a nationwide promotion to the aviation community using Bob Hoover as the effort's national spokesperson. More than 5,000 copies of this poster featuring Hoover have been distributed to airports, FBO's and FAA facilities through USAIG, the National Air Transportation Association and the General Aviation Manufacturers Association.

Fuel mishaps spur industry-wide action

ATLANTA, GEORGIA, October 1, 1984 - "If it happened to me, it can happen to you." With those words, world-renowned airshow pilot Bob Hoover introduced Aviation's new system to prevent the deadly introduction of jet fuel aircraft requiring aviation gasoline.

Seeking acceptance of a new system of wider jet fuel spouts and narrowed aviation gas fuel ports similar to the narrow unleaded gas openings in American cars, the Government/Industry Task Force on Aircraft Misfueling has launched its latest and most comprehensive effort to eliminate the cause of a number of serious accidents, recently including at least three this year.

"Misfueling accidents don't always happen to the other guy, I know," said Hoover, whose sleek piston-powered-twin was misfueled with Jet A after an airshow outside San Diego, California, in 1978. Hoover successfully crash landed without injury, but the aircraft was destroyed.

The new system seeks to narrow to two or 2.36 inches the avgas fuel ports in some 100,000 piston-powered planes while narrowing aircraft fuel ports to install 2.6 inch-wide jet fuel spouts too large for the new ports. The combination will lock out jet-fuel in planes requiring aviation

gasoline, the most dangerous type of misfueling which can cause engine stoppage in seconds.

In a signal effort to promote participation, USAIG, an aviation insurance firm, is reimbursing its policyholders for installation of fuel port restrictor devices and/or wider jet fuel spouts. John Brennan, president of United States Aviation Underwriters, announced in March, 1983, that USAIG would underwrite the program for their insureds.

New production aircraft will be delivered with smaller avgas fuel ports at the factory. The major thrust of the program, however, is the development and promotion of retrofit kits to narrow the fuel ports of aircraft in the existing general aviation fleet.

The restrictor kits, marketed by the individual aircraft manufacturers to their customers, consist of an insert ring, a special tool to lock the ring into the fuel port, and a new fuel cap to accommodate the presence of the restrictor ring in the tank opening. The entire kit will be marketed at about \$35-39 per fuel port.

Owners will be advised by their manufacturers as to the availability and applicability of the correct retrofit kit for their aircraft. A number of retrofit types were required because of different fuel tank designs in use.

A few special or complicated retrofit designs will be considerably more expensive than the more basic variants, but overall the goal is to produce the kits at the lowest possible cost to encourage participation.

Another factor promoting low cost is the fact that the kits are owner-installable. Installation is easy, taking just a minute or two with special tools provided.

Aircraft fueling organizations may acquire the wider jet fuel spout from their fueling equipment dealers. The spout (with strainer) has an announced price of \$63.50.

The misfueling effort took on an even more serious impetus in 1984 with major crashing in St. Louis, Cincinnati, and Naples, Florida, caused by misfueling.

Although some piston twins appear to be the most likely candidates for misfuelled jet fuel, the introduction of turbo-propowered single engine planes in the general aviation fleet places smaller aircraft at risk as well. All owners of aircraft with fuel ports 2.6 inches wide or wider should investigate the restrictor program with their manufacturer or local manufacturer-affiliated dealer.

"This is a truly cooperative effort by the entire aviation community," noted chairman Tom Smith. "Now it's up to pilots, aircraft owners and fuelers to follow through; install the system, and help end needless misfueling accidents once and for all."



Specially designed nozzle that will help prevent the improper fueling of general and civil aviation aircraft.

Student Government Association

REGULAR MEETING OCTOBER 19, 1984

CALL TO ORDER: President Thomas Conrad called the meeting to order at 6:09 p.m. in the Student Center.
MEMBERS PRESENT: Thomas Conrad, Marc Marano, C. P. R. Zschli, Joe Koch, Steve Hallack, Chuck Hedler, Arlen Bown, Sharon Byrd, Ed Zanner, Larry diRusso, Kurt Meyer, Dean Becky Robertson, Joyce Olline
MEMBERS ABSENT: Chanda Kusawa
OTHERS PRESENT: Alan Williams, Dave Marler, Morris Little, Jr., Brian Finnegans, Ray Casey
1. Minutes of October 9 regular meeting were approved by general consensus as printed.

V. REPRESENTATIVES REPORT

1) Ed announced November 7-8 as the official voting date to ratify the revised SGA Constitution. Michael Coletta and Joe Koch volunteered to serve on this committee.
2) Michael - Update on the Plus Special - Provision of the plan for hanging is in progress; deadline for completion of hanging is December; location in the UC still being discussed.
3) Steve reported on a student concern relative to the position of the pool tables in the UC and the lack of pool supplies. He contacted the European director who will correct this situation.
4) Peter reported for Chanda in regards to the request of Dr. Harrison to allow students to use the lawn in front of the Doris Dr. Harrison approved the use of this grass area by the students.

VI. OLD BUSINESS AND NEW BUSINESS

1) Elia Mu Sigma Constitution - Ray Casey, President addressed the SAC to explain the reason the organization decided to become independent from the Management Club and to ask the questions in regard to the constitution. MOVED BY CHUCK to approve the Constitution as submitted. Seconded by Sharon. Discussion. Motion approved by the following vote: Yeas 10, Nays 0, Abstaining 1.
2) Donation to the ERAU Master Landscaping Plan - Discussion of the \$10,000 Plan originally by James Gertrude Dayton for the improvement of the Daytona Beach Campus to which the personally donated \$5,000 and which she encourages others to contribute. Met informed SAC that SUB unanimously approved the budget consideration to donate to the project with the stipulation that the project be started by the end of the calendar year. MOVED BY CHUCK to donate \$500 to the master landscaping plan for the Daytona Beach campus. Seconded by Steve. Discussion. Motion approved by the following vote: Yeas 10, Nays 0, Abstaining 1.
3) Constitution American Helicopter Society - MOVED BY CHUCK to approve the constitution as submitted. Seconded by Steve. Discussion. Motion approved by unanimous vote.
VIII. VICE PRESIDENTS REPORT
1) Incentive requests: Entertainment - MOVED BY ARLEN to approve the incentive request in the amount of \$250 for after Octoberfest party. Seconded by Michael. Motion approved by the following vote: Yeas 9, Nays 0, Abstaining 2. A motion - MOVED BY SHARON to approve the incentive request in the amount of \$200 for a division canoe trip. Seconded by Ed. Motion approved by unanimous vote.
2) Matt announced that divisions should start their proposed Spring 1985 budgets for submission to SUB and SAC for approval by Thanksgiving.
3) SUB was briefed on the ruling of the Student Court on the Revenue section of the Budget Guidelines.
IX. PRESIDENTS REPORT -
1) Update on SAC - The schedule of events relative to the presentation to the Board of Trustees on October 19.
X. EXECUTIVE SESSION
MOVED BY MICHAEL. Seconded by Sharon to go into Executive session at 6:53 p.m.
The regular meeting was called back to order and hearing no further business the meeting was adjourned at 8:00 p.m.
Submitted by: Joyce Galtiger, Secretary

II. DIVISION REPORTS
A. STUDENT COURT - Alan Williams reported the court met for two hours hearing three cases; special traffic and parking problems; and issuing an opinion on the interpretation of the SGA Budget Guidelines relative to "Reverends" earned by students.
B. AVION - Brian Finnegans reported issue 6 is out. Six members of the staff will be leaving this week for the CMA/AFQ convention in Louisville, Kentucky.
C. ENTERTAINMENT - Dave Marler reported on the NACA convention held in Savannah, GA, attended by four division members. While there they negotiated for a bank for the Halloween dance, "Octoberfest" on Saturday all set with three bands, jugger carnival, parachute jumps and a variety of food and drink concessions. Dave thanked Avion staff for the good advertisement of the event.
D. PHONIX - JR reported they have sold 450 yearbooks and will set up a table this week to sell extra copies. Staff working on the 1985 yearbook.

III. COMMITTEE REPORTS

1) Audio-Visual - Peter reported the committee met today to begin planning SGA needs.
2) Payment and Refund - One of the cases heard by the committee this week involved the refund \$5 of the tuition of a deceased student, Michael Hoover. Arlen informed SAC that he felt the university policies were cold hearted and read his letter to Provost Dotson requesting the school automatically refund a student's tuition in the event of his or her death.
3) Who's Who Committee - Sharon announced the committee will be meeting this week.
4) Parking & Traffic - Alan reported the pedestrian crosswalk was installed across the parking lot from the UC to the Academic complex. He has heard informally that there is a proposal to a bridge being installed from the new parking lot. Discussion of the sprinkling system in the new parking lot that waters the cars leaving a residue. Alan will take complaint to Plant Dept.
5) JFCO Allocation - Matt reported the committee will be meeting possibly for the last time this trimester as the budget funds are nearing depletion.

IV. AERONAUTILUS FITNESS CENTER

Larry diRusso, student employee in the Center informed SAC on the procedures to use the Center and the 30 minute load checks. Installation of a water fountain is in progress.

Turbine

(continued from page 1)
engine and were strewn about the runway. The runway had to be cleared before additional flights were allowed to use it.
"The Eastern personnel were extremely helpful to everyone and gave a positive and courteous manner. They kept everyone calm during the incident," stated passenger Don Hamilton, of Waterloo, Canada.
Most of the inconvenienced passengers were delayed until the 8:15 flight. Others stayed in local hotels.

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Project Gemini proves docking possible

By Jim Banks

NASA's second manned program was named for the twin stars, Castor and Pollux, in the constellation of Gemini. Project Gemini was the bridge between Mercury and Apollo. The program's goals were to prove that man could rendezvous in orbit, and also dock with that same ship.

Learning this skill was essential if the Lunar Orbit Rendezvous (LOR) mode of going to the moon would get us there before 1970. Gemini could also show that man could survive extended exposure to weightlessness, and work effectively outside his ship in what has become known as EVA (Extra Vehicular Activity). The new spacecraft, accommodated two men and basically looked like a Mercury capsule. Although Gemini had room for two, it was only 30 percent larger than the Mercury ship. This was due to placing most of the life-support and propulsion systems in an equipment section adapter that attached to the rear of the heat shield. This adapter also housed, in a separate section, the retro-rockets that slowed the orbiting Gemini for re-entry into the atmosphere.

Some of the systems created for Project Apollo were developed soon enough for use in Gemini. This included the new fuel cell. Instead of relying on a battery for power (included on Gemini as back-up anyway), the new fuel cell would produce electricity by combining hydrogen and oxygen. Water was created as a by-product and, with a little treatment, was used for drinking and other uses. This type of fuel cell is still in use today aboard the Space Shuttle.

The 7,000 pound Gemini capsule was placed into orbit by the Air Force's most powerful ICBM at that time, the Titan II. The Titan produced 430,000 pounds

of thrust at launch, and its second stage produced 100,000 pounds of thrust. This was plenty of power to boost the Gemini spacecraft into orbit.

A second launch vehicle, (everything in Gemini came in twos) was used to lift another spacecraft in orbit for use in rendezvous and docking practice. This was known as the Atlas-Agena. An Atlas booster, like the one used in Project Mercury, was used as the first stage to launch an Agena rocket stage into orbit. The Agena used an engine capable of re-starting.

'Project Gemini

was the bridge

between

Mercury and Apollo'

When a Gemini capsule had docked with it, the Agena could be re-started to push the combined vehicles into a higher orbit than was possible with the Gemini alone. This ability was important for studies of the Earth at higher altitudes, as well as for practicing more complex orbital maneuvers.

Critics of Project Mercury claimed that although the first flights into space worked well, splashing down in the ocean risked losing the astronaut. "Just look at what happened to Grisson and Carpenter," they said. NASA and the astronauts partially agreed with this worry, so Project Gemini experimented with the use of a large Rogallo-Wing para-kite. This device would unfurl and inflate after re-entry, giving the astronaut-pilot the ability to control the final phase of flight. With this new recovery device, a Gemini capsule

would fly to a ground landing on wheels. Unfortunately, design flaws, budget, and management problems kept the para-kite from ever being used on a manned mission. All ten flights of the Gemini program splashed down safely in the water on a ringtail parachute like Mercury's.

With just the original seven astronauts, NASA didn't have enough men to fulfill its crew requirements for Project Gemini. Each flight used two men as the prime crew, and two as back-up. Since there was more than one flight in training at a time, it was apparent that NASA needed more astronauts. NASA at that time was also looking down the road to Project Apollo, when as many as 18 to 24 astronauts might be tied up in preparations for three or four flights.

The call went out for more men, and 1967, NASA had hired a total of 72 men into the astronaut corps. By that same time in 1967, only 19 of them had flown in space. After the original Mercury 7, groups of 9, 14, 5, 19, 11, and 7 were selected for training. John Young was a "9", and his STS-1 co-pilot, Bob Crippen was from the second group of seven. Some of today's Shuttle astronauts were selected in the mid-sixties, and have had to wait nearly 20 years to fly in space. (Bobko, Harrisfield, McDanielles, and Overmyer to name a few).

Another "new thing" for our space program was the establishment of the Manned Spacecraft Center in Houston, Texas. Now known as the Johnson Space Center, this NASA facility is still responsible for coordinating all aspects of the manned flight program. The selection of Houston as the site for a manned center was purely political, and an excellent example of the string-pulling that went on during the early sixties.

The original choice for the new MSC was Ames Research Center in California. There was a lot of money coming from the government for space facilities, and Vice-President Johnson (a strong supporter of the space program) wanted his state of Texas to have it's fair share of the budget pie. It came as no surprise when President Kennedy announced that Houston would be home for the MSC.

Following a long tradition of naming U.S. vessels, on Grisson's Mercury mission, he named his capsule Liberty Bell 7. As you recall, Liberty Bell 7 sank shortly after splashdown. For his Gemini flight, Grisson as Gemini 3 commander named his capsule "Molly Brown" in hopes that it would be as unsinkable as it's Broadway namesake. Molly Brown didn't sink, but NASA nixed the idea of naming spacecraft after Gemini 3.

After the successful conclusion of Gemini 4 on June 7, 1965, the doctors said, "Sure, man can handle four days, but what about more?" Gemini 5 took us another step forward in this investigation.

Gemini 5's flight lasted eight days, this being the time it would take for a mission to the moon. Gemini 5 also marked the first operational use of the new fuel cell that was so important to all future missions. Gordon Cooper and Charles Conrad launched into orbit on August 21, 1965. One of the primary goals for this flight was a test of rendezvous and docking procedures that would be used with Agena target vehicles on future flights.

Although an Agena was not launched, Gemini 5 adapter section. Problems with the new fuel cell cancelled the exercise and threatened cutting the flight short. During the third day in orbit, it's successful rendezvous was carried out with an imaginary point in space. As day eight of the mission, arrived, two OAMS thrusters didn't work, and the fuel cell was still shaky, but the mission had lasted the full length. Cooper and Conrad splashed down in the Atlantic after orbiting the Earth 120 times, and traveling over three million miles.

NASA felt it was now ready to tackle the problem of rendezvous. Gemini 6 with Wally Schirra and Tom Stafford was the crew that answered the big question of whether rendezvous and docking could work.

Starting with Gemini 6, with the exception of Gemini 7, all of the remaining flights in the series followed the same pair of events. Approximately an hour and a half before the Gemini-Titan launch, an Atlas-Agena target vehicle would launch first placing the Agena into orbit. Ninety minutes later, the Gemini spacecraft would launch and try to rendezvous and dock with the Agena.

On October 25, 1965, while Schirra and Stafford were waiting in the Gemini capsule, their Atlas-Agena thundered into the Florida sky with a flawless launch. Five minutes later, the Agena separated from the Atlas and was on it's way into orbit. A minute later, ground control lost all telemetry contact with the Agena. For some unexplained reason, the Agena exploded, and Gemini 6 was immediately scrubbed.

This was a major setback for NASA. The whole lunar program depended on the perfection of rendezvous and docking, and yet on the first try there was failure. We HAD to find out if we could do it, but how?

Although Gemini 6 was cancelled, plans for Gemini 7 continued. Gemini 7 with Frank Borman (before Eastern Airlines) and James Lovell as the prime crew, was planned as a 14 day, marathon mission to absolutely make sure man can handle long exposure to weightlessness. Many medical and scientific experiments were planned to take advantage of the long duration flight, as well as to keep the crew busy. As Gemini 7 neared it's launch date, a bold plan to salvage a rendezvous mission by the end of 1965 surfaced. Since there was nothing wrong with the Gemini-Titan for mission 6, why not launch it while Gemini 7 was in orbit? Gemini 6 could use Gemini 7 as a rendezvous target.

James Webb, the NASA Administrator, proposed the idea, and it was accepted. A potential problem for this plan was that only one launch pad at Cape Canaveral could handle the Titan II booster. Fast turn around procedures had to be developed. Pad 19 had to be repaired in record time after the launch of Gemini 7, and over 400,000 checks on Gemini 6 had to be made before launch.

The "Can Do" attitude that NASA became famous for was definitely evident as the space program geared up for it's difficult assignment.



Gemini IV astronaut Edward A. White walks in space.

Russia was busy with their space program, too. Even before the first Gemini flew, the Soviet Union had scored several more "firsts". On June 16, 1963, the world's first woman to fly in space completed 48 orbits. Her name was Valentina Tereshkova. Less than five months later she married another cosmonaut, Andrian Nikolayev. In 1964, the twospace veterans had a baby girl, proving that sterility would not result from exposure to radiation in space.

Russia also provided history's first space walk. On March 18, 1965, Alexei Leonov left his Voskhod 2 spacecraft and literally went where no man had gone before. While his partner Pavel Belyaev piloted the ship, Leonov moved about. He quickly became tired and spent only ten minutes outside. Russia was still in the space race.

Almost two years had passed since an American had flown in space. After a couple of unmanned test flights, Gemini 3, with Gus Grisson and John Young aboard, was launched into orbit on March 23, 1965. During the 4 hour 33 minute flight, Gemini 3 changed it's orbital path several times using the new Orbital Attitude Maneuvering System (OAMS). Everything worked as advertised on this flight. Once Gemini 3 had made four orbits, it fired the retro-rockets and Grisson and Young safely splashed down near the carrier Intrepid.

Gemini 3 has a story associated with it that is not well known. Each Mercury flight was named (e.g. Friendship 7, Faith 7)

Molly Brown was probably too flippant for the administrators. Naming spacecraft was forbidden until Apollo 9, when Houston needed to communicate with two ships at one time.

When Leonov walked in space, Gemini 3 was too close to launch to attempt to match the feat. That task was saved for the crew of Gemini 4, James McDivitt and Ed White. On June 3, 1965, the Titan II booster blasted Gemini 4 into a 135-mile orbit. White wanted no time in becoming the first American to walk in space. Wearing a 22 layer, 34 pound EVA space suit, White drifted in weightlessness outside his spacecraft. He tested the 4-hand Hand Maneuvering Unit (nicknamed the ZOF gun) for getting around. This device supplied twin jets of oxygen which allowed White to move where he wanted. There was not much oxygen for the gun, so when that was spent, White tried to move around using the 25 foot, gold coated umbilical cord. This was much harder to use. After 20 minutes of walking in space, the flight director ordered White to get back in. Ed White was so excited about his experience, he had to practically be dragged back in by McDivitt.

"It's the saddest moment of my life," White commented. The rest of the flight concentrated on testing Gemini systems and performing experiments on the effects of weightlessness. Weightlessness was a big unknown in those days. When Cooper had been up for a day, the doctors said, "Sure, a man can handle 24 hours, but what about



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