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Embry-Riddle Aeronautical University

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**Glider contest
Saturday.
Sign
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AVION

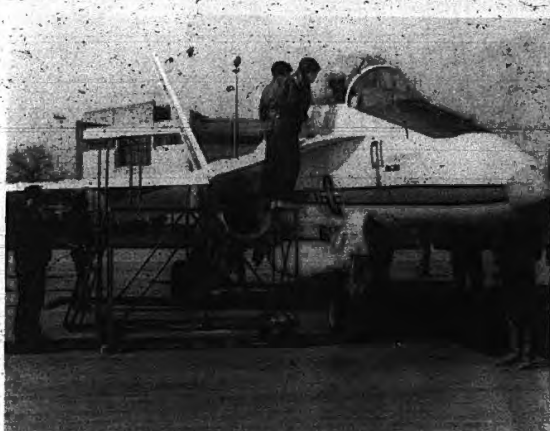
An Award-Winning College Newspaper

February 20, 1985

Embry-Riddle Aeronautical University, Daytona Beach, Florida

Volume 49, Issue 5

Marines exhibit F-18



The Marines hosted the first F-18 to appear at a college campus last week. The plane was flown in from the Naval Flight Test Center at NAS Patuxent River, Md.

By Kimberly Simpson
Avion Staff Reporter

The Embry-Riddle flight line was visited for the day by the presence of a United States Marine Corps F-18 Hornet. Piloted by Colonel Pete Field and Major Steve Grohsmeier, the F-18 flew into Daytona Beach Regional Airport last Tuesday, February 12, at 12:17, a 1 hour, 15 minute flight from NAS Patuxent (Pax.) River, Md.

Embry-Riddle was the first college campus to obtain the F-18 for a static display due to the successful coordination by Major Donnell, the Marine PLC recruiter here on campus.

The F-18 fighter was parked in the AMT area adjacent to the flight line. The pilots were available to talk to interested students during Tuesday afternoon and Wednesday morning.

Tuesday evening from 8:30-9:30 p.m. the pilots delivered a

briefing, slide show, and movie to a responsive and enthusiastic audience. The presentation in-

troduced various old and new Marine Corps aircraft which included the A-4 Skyhawk, A-6 Intruder, F-4 Phantom, AV-8 Harrier, OV-10 Bronco, and the C-130 Hercules. A few of the helicopters shown included the CH-53 Sea Stallion and Super Sea Stallion, UH-1 Huey Trojans, and the AH-1 Cobra and Super Cobra.

Both pilots boast impressive backgrounds in formation themselves. Colonel Field, a career Marine officer has spent 22 years in the military. Graduating from the Citadel in 1962, Col. Field went directly to flight school and has since flown a variety of jet aircraft, logging 5500 hours and 300 carrier landings during the 1960s.

He spent one tour in Viet Nam during the Tet Offensive of 1967-68. Also to his credit, Col. Field is very knowledgeable in Naval Aviation and has served on several naval ships. Colonel Field served aboard ship for a Mediterranean cruise as well as a few

short cruises on such carriers as the Enterprise, America, and the Kittyhawk.

In 1970, Col. Field attended the test pilot flight school at NAS Pax. River, Md., and was heavily involved with the testing of the F-18 Hornet in 1979, which included the "computer out" test. "The F-18 fighter is built lighter, stronger and although difficult to repair, its turnaround time is very quick," stated Col. Field.

The F-18 is fully computer-automated with readout panels that will even split out exact recovery from a spin. Col. Field stated that "The Marines are lucky to finally have fresh hardware such as the F-18."

Major Grohsmeier, from Chicago, Illinois, graduated from Chicago Benedict College and has logged 2400 hours total time, much of it being in the CH-53 Sea Stallion helicopter.

Col. Field concluded the briefing by stressing military aviation as a great way to gain flight time. The students who attended the presentation acquired a better insight into Marine Aviation, aircraft, and the F-18 Hornet.

Faculty presents salary analysis

By Brian F. Finnegan

Many faculty members at Embry-Riddle are concerned with the state of their salaries. Seeking to verify suspicions that E-RAU faculty salaries are significantly below the national average, the Faculty Council, chaired by Dr. Robert Oxley, commissioned Dr. George Flynn to do "A Comparison of E-RAU Faculty Compensation and Workloads with other Institutions."

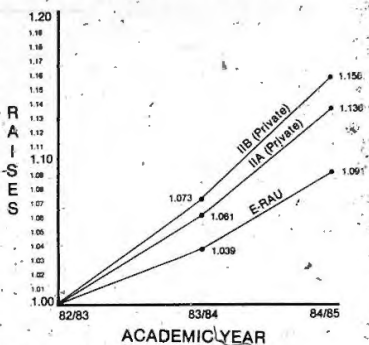
According to Dr. Flynn's Comparison, which cites the American Association of University Professors's (AAUP) salary study as a major source, "Overall, E-RAU faculty salaries for the 1984-85 academic year were below the 20th percentile for category IIA institutions nationally at the ranks of Instructor, Assistant Professor, and Associate Professor. At the rank of Professor, the E-RAU salary was between the national salary reported for the 20th percentile and the 40th percentile." Faculty

salaries below the 20th percentile indicates that greater than 80 percent of the country in E-RAU's comparison group is being paid a higher salary.

Dr. Flynn explains in the report that "E-RAU is categorized as a IIA (or comprehensive) institution - one that offers post-baccalaureate programs, but does not engage in doctoral level education." This is based on the fact that Embry-Riddle offers Master's degrees in Aeronautical Science (MAS), Aviation Management (MAM) and Business Administration in Aviation (MBA).

"A discipline by discipline comparison, which Dr. Flynn feels might be more valid, is also offered in the report. Five E-RAU departments were compared with the AAUP data compiled in the *Chronicle of Higher Education* which shows "E-RAU salaries were generally low by amounts ranging from 19 percent to 38

See Salary, page 10



Source: Dr. George Flynn
With the salaries of university faculty in the IIA (offers Masters degree) and IIB (Masters degree not available) categories normalized with E-RAU for the 1982/83 school year, Embry-Riddle faculty salaries appear to be falling behind at an ever-increasing rate.

E-RAU to participate in Florida Model Senate

By Joe Koch
S.G.A. Representative

Eight representatives from Embry-Riddle will participate in the Stetson University Model U.S. Senate. The Model Senate reproduces the actual activities and procedures of the U.S. Senate in an effort to provide experience and education for the student participants.

Each student is given a bill to research and introduce in the appropriate committee. All legislation introduced in the appropriate committee before it is taken up by the Senate as a body. Each Senator serves on one of the seven legislative committees.

One of the highlights of each Model Senate is the presence of the United States Senators, who

preside over a session and advise the students on a variety of issues.

Past sessions included visits from U.S. Senators Howard Baker, Robert Byrd, Lawton Chiles, John Culver, Harrison Schmitt, Nancy Kassebaum, William Bradley and Charles Mathias.

This year, the Model Senate will be in session from Thursday, February 28, until Saturday, March 2. An awards banquet will be held at the end of the session to honor the Outstanding Student Senator and the Most Effective Committee.

Jim Hurley, Joe Koch, David Krahn, Tony Montalto, and David Siva will portray Senators. Ian Thompson will be a lobbyist with the American Civil Liberties Union.

Engineering re-evaluates A/CET program

By Suzanne Corcoran

The Departments of Aviation Science and Aviation Technology are in the process of deciding future plans for the degree program Aircraft Engineering Technology (A.C.E.T.).

A study is being conducted internally to determine the feasibility of either combining the program of A.C.E.T. with the closely related program of Aeronautical Engineering (A.E.), or re-naming the A.C.E.T. program and altering its coursework requirements.

The question of whether the program of Aeronautical Engineering become too large or too



E-RAU Lacrosse Club members participated in the Central Florida Lacrosse Jamboree last weekend.

Lacrosse Club gaining speed

Riddle students looked 'damn good' at Jamboree

By Steve Hallock
President, Lacrosse Club

The Lacrosse Club of E-RAU traveled to Orlando this past weekend to participate in Central Florida's Second Annual Lacrosse Jamboree. Although Embry-Riddle didn't have an invitation to field a team, all the players who traveled with the club got their share of playing time.

Just like Embry-Riddle, many of the area teams are relatively new and didn't have enough players to field a team on Saturday. In one such game, Miami versus Ocala, Embry-Riddle players put on the representative jerseys and competed against each other. Both Miami and

Ocala entered teams comprised of one each team half Embry-Riddle players.

The Embry-Riddle players represented themselves well as over half the goals scored involved their abilities.

During the game, two members of Orlando's Lacrosse Club mentioned that although Embry-Riddle was brand new to the sport, they were pretty damn good.

The Jamboree included ten of Florida's best Lacrosse teams and when the tournament ended on Sunday people walked away with a good impression of Embry-Riddle's Lacrosse Club.

The Lacrosse Club hopes to continue to compete with other teams throughout the remainder

of the trimester, Jacksonville is one such team that might be scheduled in the very near future.

The club has come a long way considering it all started last trimester with the school recognizing them as an officially chartered organization. Although the club lacks a full-time coach, its solid core of guys with lacrosse experience have built up a strong character within the club. It's only a matter of time before Embry-Riddle is a talked about force in Florida lacrosse.

The Lacrosse Club will be meeting this week on Thursday, February 21 at 7:00 PM in W-306. If you are interested in learning about the sport or would like to play lacrosse please stop by. We hope to see you there.

See ACET, page 9

Editorial

Who will pay if tuition won't?

Embry-Riddle may be unique in many ways, but it needs money to stay in business like every one else.

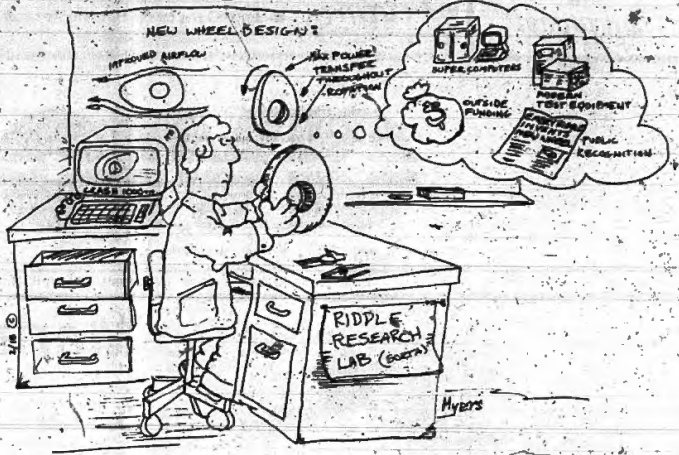
One characteristic that sets us apart from everyone else is the percentage by which we are tuition-funded: about 95 percent. No matter how grandiose our plans for the future, no matter how well-intentioned our actions, if we don't get 95 percent of our expected enrollment, we fall flat. Sooner or later it will happen.

Word may someday get out that engineers are overabundant or that managers are a dime a dozen. Are we prepared to survive an enrollment crisis?

One way to be sure we are well-funded regardless of traditionally fluctuating enrollment figures is to establish viable and respected research programs. Research dollars bring a new enthusiasm to a campus. They bring jobs for students and they attract quality professors. They bring the latest in high-technology equipment and new buildings in which to conduct government- and industry-sponsored research.

But a school cannot just go out and win one of these highly competitive research contracts. Like all of us struggling through our curriculum, a school must prove itself worthy. No one wants to invest millions in an untried arena without reasonable assurance that the researchers are acutely aware of their tasks.

It is time for our university to establish a plan. It is time for the students to start feeling reasonably assured that the school is going to be around for a while. Research dollars will build our reputation and alumni contributions will eventually reflect in offsetting our outrageous tuition contribution to Embry-Riddle's financial solvency.



knowledge" and definitely chosen for general significance to even the slight awareness of history and culture. The varied sample ranged from freshmen to seniors who were queried on facts they should have known well before arriving in college.

The administration must concern itself with admission standards so as not to lower the quality of education for more completed students, who themselves must become more concerned with what is going on in the world, and indeed what has passed, especially when it involves the globally influential ever-powerful United States of America.

I consider it a vital ingredient of one's maturing process, moral development and basic make-up to read a daily newspaper. Equally important are weekly journals, television documentaries and novels. It is amazing what one can learn and discover, and thus have more foundation for one's opinions and arguments. Do students at E-RAU really know what communism is in theory as well as practice, what it means, entails, and preaches, how it started and by whom, before they vow to

make an enemy of every Communist? How 43 percent failed to identify Pearl Harbor beats me. This sort of basic knowledge has got to be known for a satisfactory basis to any career...there are no two ways about it.

Russell Winzer Box 5947

Very offended

To the Editor:

This letter is intended to address Mr. Ellison Elliot and the Editorial Board of the Avion in reference to last week's article, "The virtues of being male: exhilarating." If Mr. Elliot finds contentment in feminism, he should certainly feel content with his article. I found it to be lengthy, poorly written and very offensive. As a woman, I do not appreciate being referred to as a "materialistic endeavor." If, Mr. Elliot, it is a privilege to be male, what then is it to be female, unprivileged? Likewise, the insinuation that men enjoy drinking while women get headaches, fall asleep and/or puke, is an insult to every woman in this school.

Now, I realize that it is not the

policy of the Avion to censor or edit people's opinions. But, is it the policy of your school newspaper to print sexist, opinionated, poorly written articles? Perhaps Mr. Elliot feels the virtues of his masculinity are in question. But does that qualify as school news and is that article a representation of what our Avion considers to be good new journalism?

Among other things, to publicly suggest that brutishness, insubordination, ignorance and the ripping of condom machines off of bathroom walls are virtues is an embarrassment to Embry-Riddle and should be considered an embarrassment to an otherwise respectable publication.

Marilyn E. Brown Box 7220

Dorm gripe

To the Editor:

Last week in the Avion, there was a report from two students in Dorm 1 concerning the cleaning of the heaters and I would like to clarify and add a few things straight!

First, there was never any petition going around trying to ban the work on the heaters!

Second, when the work crews worked on the heaters, they were wearing air masks and goggles to protect themselves from the overpowering fumes of the chemicals that they were using. This made me curious as to what was smelling so bad, so I voiced my objection to this work.

Third, when the cleaning crews came in and started work on about four heaters it took them about five hours to complete them. The inconvenience of trying

to get into one's room was a real hassle.

Fourth, the real problem is when a student turns on the heater at night and becomes intoxicated with the fumes that are generated. The fumes dissipate after about two or three days, but it stinks like hell.

Fifth, when the work crews are finished, they pour the chemicals into the shower, exposing the fumes as well as the chemical residue on the shower tiles, for the students to step on.

Six, why wasn't this inconvenience to the students completed during the Christmas break when the students were not in the Dorms?

I'm a concerned student who thinks that these actions of the physical plant were unnecessary and could have been avoided.

I apologize for any inconveniences that the students will incur, but the really hot part of the season has not reached us yet. The physical plant has assured me that the A/C will still work and the cleaning will be resumed during summer break.

A concerned student

Read your contract

To the Editor:

It is always good practice to read and understand thoroughly before signing a contract. Failure to adhere to this advice may result in adverse consequences.

You should always understand a contract which you are to sign because you are responsible for what that contract states. The con-

See Letters, page 3

Letters

Congratulations

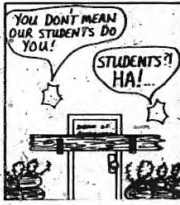
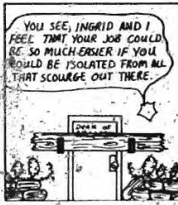
To the Editor: I would like to congratulate Dr. Osterholm on the general knowledge and current affairs he has recently administered to his classes. I thank him for the obvious time and effort he expended on the task and for publishing the results for us to see, allowing everyone to consider their implications.

I do not claim to know all the answers to Dr. Osterholm's questions, but since I arrived in the states from England where I have

lived all my life, I have noticed the startling ignorance of American college students when it comes to general knowledge and current affairs by comparison to British and European students. Dr. Osterholm's findings back this up. They are by no means less intelligent than their "alien" colleagues, but are frighteningly misinformed.

I realize I have made a sweeping generalization and I appreciate that there are many exceptions, but I do feel that many of Dr. Osterholm's questions were founded on a very "basic

Klyde Morris



wes oleszewski



My cousin and I skied in a public fresh water lake. We have without a driver and a skier without an observer in the boat to watch the skier. When is this legal in Florida?

Florida Statutes control the conduct of a vessel operator towing a person on water skis; an aquaplane or similar device on an inland lake or other waters of Florida. The safety precautions of the law require that there be a person in addition to the operator in a position to observe the progress of the person being towed

Unwritten lease means tenancy at will

or, alternatively, if the vessel is equipped with a wide angle rear view mirror mounted in such a manner as to permit the operator to observe the progress of the person being towed; then there is no need to have the second person. In answer to the question basically, if there is no observer in the boat and there is no wide angle rear view mirror, the boat operator is in violation.

There are other statutory aspects of water skiing that are statutorily controlled. For example, no person shall engage in water skiing, aquaplaning or similar activity at any time between the hours of one-half hour after sunset to one-half hour before sunrise. Moreover, no person shall operate a vessel or other device by which the direction of water skis is affected

in such a way as to cause the water skis or any person thereon to collide or strike any object except objects normally used in recreational or competitive skiing.

I recently moved to Florida from up north and am having difficulty with the moving company. They damaged clothes and furniture and lost several boxes of my things during the move and I cannot get them to respond to my claims. What should I do?

You have the right to sue the moving company for any damages sustained as a result of the mover's negligence. You shouldn't have any trouble getting a judgment, but you must first obtain jurisdiction over the mover, but then locate sufficient assets to enforce your judgment if the mover doesn't satisfy the

judgment voluntarily. If your damages justify it, you may be best advised to retain an attorney to assist you in this respect.

When my friend and I rented our apartment six months ago, there was no written agreement. Now our landlord has given 30 days notice to vacate. She waives us out so she can rent the apartment to a friend from up north. Do we have any recourse?

No. I assume you pay rent monthly or weekly and that your landlord asked you to vacate effective on the end of a rental period. An unwritten lease constitutes a tenancy at will. The frequency of required rent payments determines the amount of notice necessary. No reason for termination is required.

Could you tell me something about the law stating information

about where cars with disabled veteran/handicap tags may and may not park?

The law in Florida is very specific in defining who is entitled to the disabled veteran (DV), handicap (HP), or international wheelchair (IWC) tags. If you have a question of whether or not you qualify for such a tag, contact your local motor vehicle tag agency or attorney. Also, it is important to note that only the person who qualifies for the tag is entitled to the parking exemptions. The law is not identical for DV, HP, and IWC parking exemptions. A DV or IWC is allowed to park for free in any county, city, or town provided street parking or metered parking space, and are not subject to a penalty for parking on the streets or highways or in a metered parking

space, except in a clearly defined bus loading zone or area posted as "NO PARKING" zones. An HP may park under similar circumstances; however, the statutes do not explicitly prohibit HP from parking in bus loading zones and "NO PARKING" zones. I suggest, though, that an HP refrain from parking in those areas. The statutes imply that a DV, HP, and IWC may also park in a governmentally owned parking lot with metered parking without payment of the parking fee, but implicitly restrict them from free parking in a governmentally owned parking lot that has a toll booth.

[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.]

Pentagon lists satellite priorities

By Jack Anderson and Joseph Spear

Washington—If you think President Reagan's "Star Wars" concept means just destroying incoming Soviet missiles in space, you're half right. The Pentagon is busily expanding the plan to include Soviet targets that are equally important, but presumably a lot easier to hit: the orbiting spy satellites that would give the Soviets the information they would need to launch a nuclear strike.

U.S. military intelligence experts have been at work for years identifying the various types of Soviet satellites, and listing them in order of priority for destruction in case of war. Our associate Dale Van Atta has obtained a secret General Accounting Office report on Pentagon assignments of Soviet satellites and their capabilities.

Four kinds of these orbiting Peeping Tomskis have been assigned to "Priority Two." Since there are believed to be only about 40 of the eight kinds of satellites in orbit at any given time, the difference in urgency between Priorities One and Two would probably be only a matter of a few seconds or minutes in an emergency.

The Pentagon would like to be able to knock out all of them, to blind the Soviets both in Moscow

and on the "front lines" of missile-launching sites and nuclear-armed submarines at sea.

Here are the Priority One satellites—the most dangerous:

—ROKSAT (radar ocean reconnaissance satellite): They provide instantaneous tracking and targeting information to any Soviet ship that's monitoring them in the vicinity of the target, or delayed information to the ships if it must be transmitted through Moscow. ROKSAT's "can probably detect destroyer-size ships in good weather, and aircraft-carrier-size ships - or smaller ships in close proximity to each other - in rough seas," the GAO report states.

—EORSAT (electronic intelligence ocean reconnaissance satellite): Used mostly in conjunction with ROKSAT, this satellite provides targeting data of roughly 20-kilometer accuracy. It would be used to detect missile-carrying vessels, airfields and radar sites on land, and airborne warning and control systems.

—ELINT-3 (third generation electronic intelligence satellite): They can locate radio signals of any kind from a radio station to a hand-held transmitter - with 10-kilometer accuracy on the first orbit and greater precision and repeated "passes."

—Advanced ELINT: Pentagon experts anticipate a new ELINT system to be deployed this year that can give instantaneous in-

telligence data to tactical command centers, as opposed to strategic forces.

Priority Two satellite targets are military space stations of the Salut series, which do "mainly photo-reconnaissance but may have electronic capabilities as well; high resolution photo-recon satellites that can parachute their pictures back to earth from low orbit and are "capable of distinguishing automobiles"; navigational satellites that give missile-carrying submarines the precise information they need to hit their targets; and communications satellites that allow Moscow to give orders to commanders far afield.

Official Language? S.I. Hayakawa, the former Republican, senior from California, has begun a new campaign - not to gain public office, but to make English the "official" language of the United States.

Hayakawa, who first gained fame as the author of a book on the importance of precise language, wants to rid the nation of "creeping bilingualism." He has formed a new organization called U.S. English, which will lobby against laws that require multilingual ballots and voting materials and against government funding for bilingual education.

Ultimately, U.S. English hopes to push through a constitutional amendment declaring English the

official language. Hayakawa tried in vain to get a similar measure through the Senate during his term there. "We have enough problems as a nation," Hayakawa wrote in a recent fund-raising letter, "without having to talk through an interpreter."

Airline English? According to an internal government analysis, the deregulation of the airline industry could result in just four major airlines and a slew of small commuter and specialized carriers. The big lines will move out of the short-haul field entirely, the report predicts, and the adjustment process - which has already been going on for two chaotic years - could take another five to arrive at a "reasonably stable industry structure."

Meanwhile, air travelers will be riding high - and cheaply.

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Letters (continued from page 2)

tract may outline specific consequences in the case that the contract is broken. For example, if you rent an apartment and you have a pet in the apartment, the contract that you signed for the apartment may state that you are not allowed to have pets, and that failure to comply with this statement will result in one-hundred dollars. You would be responsible

for paying that amount, no more and no less.

On the other hand, the contract may also inform you what the other party is responsible for, in order to assure that you are receiving products and/or services to which you are entitled. Here is an example of this: the owner of the apartment which you are renting may be responsible for

servicing your lawn. If you do not read and understand the contract, you may not be aware that you are not responsible for that service.

Always remember, regardless of whether you do or don't understand the contract you have signed, you will always be responsible for what it states.

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Applications are DUE February 26

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CHIEF JUSTICE
REPRESENTATIVE

(10 Positions)

Information and Applications Available in the SGA Office

15

Aerospace Society

By Jim Banke, L-5 Vice-President

The L-5 Aerospace Society is definitely off the launch pad and on its way into orbit. During last week's meeting, all of the ground work (pun intended) for the group was accomplished. Additional officers were selected and events were planned for the rest of the term.

Our committee chairman, were selected by volunteering and by election. The Legislative Committee, which oversees the operational procedures of the club, received a woman for the chair. Victoria Charney, a first-term L-5 member, volunteered for this role and has become the third female officer of L-5 for this trimester.

Scott Trent, a new student at Embury-Riddle, became chairman of the Membership committee last week while attending his first L-5 Aerospace Society meeting. Scott held various leadership roles in high school and will bring that experience to his committee.

An "old" head is teaming up with a "new" as leader of the Program and Activities committee. John Gesty (Who has been a true brother space cadet since the big bang) will be chairing the Program and Activities group with Brian Korfiat as his assistant. John has been chairman of this committee in the past. Brian joined L-5 last term and decided to jump into the most important committee of the three. Together, they will be responsible for keeping L-5 going with plenty of events.

Our latest event was touring the Kennedy Space Center this past Monday on President's Day. Twenty-six members toured the Cape and hopefully learned some more about our space program. Challenger was partially visible at Pad A, while the external tank and solid rocket motors for Discovery's next flight were visible in the Vehicle Assembly Building. Another trip to the Visitor's Center will take place soon so that we can go on the tour of Cape Canaveral.

Our next meeting will be February 27, at 7:00 pm in room W-306. During that meeting we will talk about activities for March that include going to see two shuttle launches up close, a cook-out/picnic, and a model rocket contest that will be open to the student body. Start building your rockets now. Check out L-5 News next week for more complete information about the contest.

Finally, today is the anniversary of John Glenn's historic orbital flight in Friendship 7 which helped ignite the dream of space exploration. If you want the dream to continue, join us at our next meeting.

Water Ski Club

By Jeffrey C. Pagar, President, Riddle Skiers

The Riddle Water Ski Club held its first ski day on Saturday, February 9, at Lake Diaz, DeLand. The water temperature was cool, but the weather cooperated with sunny skies, making for excellent skiing conditions.

During the day, several ski club members showed up ready for skiing. Other members, including Jeff Pagar, Mike and Terry Stutz, camped out Friday night. Overnight activities consisted of maintaining a campfire, consuming libationary refreshments, eating assorted barbecued foods, drinking plenty of coffee and simply trying to stay warm.

The first brave skier to test the water was Brian Whiting. After completion of his ski run, he commented "It will probably be about three weeks until the water warms up to my satisfaction." The next skier on the water was Andy who made an impressive barefoot run, followed by some neat "hoiddogging" on a slalom ski. Additional barefooting was done by Jeff Pagar. Ski team member, Matt Brown, performed a drydock start, rode out his tow, and skied up onto the beach, without even getting wet in the process. Finally, after much persuasion, Mike Stutz took a slalom run and returned feeling cold, but satisfied.

Two other members: Mary Bellm and Don Burke, came out

to the lake but did not ski. They both came out to the lake due to curiosity and for the social aspect.

Future plans will include recreational skiing every Saturday at Lake Diaz, using two towboats. In addition, the intercollegiate ski team has been practicing and will be ready to meet the competition in the month ahead.

Just a reminder for those who are interested: It is never too late to join the club. The club caters to beginners, recreational skiers, and competition skiers. If interested, leave your name and student box number in the "Riddle Skiers" mail slot in the Student Activities Office.

Army ROTC

By C/ICAPT Max Corneau, AROTC Correspondent

The Army is composed of 22 authorized branches. These 22 branches can be broken down into three categories: Combat Arms, Combat Support, and Combat

Service Support. The Combat Arms consist of Infantry, Air Defense Artillery, Field Artillery, Armor, and the Corps of Engineers. The Combat Arms are those branches directly involved with the conduct of the actual fighting.

The oldest of the Combat Arms is the Infantry. Wars have traditionally been fought by men on foot. Greek infantry men were the first to actively organize their forces. For centuries, Greek Phalanxes were invincible to the entire civilized world. The next evolution to the rigid rectangular phalanx was the Roman Maniple. The maniple was a flexible phalanx. This organization of

fighting men largely contributed to the rise of the Roman Empire. Only at the fall of Rome did this organization of troops.

Today's Infantry is the basic ground gaining force of the army. The principles which gave advantage to Greek and Roman troops are present in infantry forces universally. Today we call it the Principle of fire and movement. Fire and movement gave the advantage to U.S. Army forces in the 1800's. First advocated by Dennis Hart Mahan at the U.S. Military Academy at West Point, fire and movement has evolved into air, land and sea mobile infantry troops.

See Clubs, page 5



Municipal Airport
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AXA

By Steve Williams, Special Correspondent

After a long three-day weekend, the brothers of Lambda Chi Alpha are ready for a week of hard work before the big event this weekend. This weekend is Conclave 1985. After a very successful conclave last year, held here in Daytona, the brothers of the Chapter at the University of South Florida promise this year's to be the best ever.

Conclave is a gathering of

Lambda Chi Alpha

Lambda Chi brothers from Georgia and Florida for a weekend of learning and fun. This year's conclave is featuring a closer look at our ritual, sessions on recruitment, alumni affairs, fraternity education, a formal banquet at Busch Gardens, and much, much more.

If you haven't checked out the Greek system on this campus yet, you missing what can be part of the best times of your life. All we ask is that you take a closer look into E-RAU fraternities. If fraternity life is for you, let Lambda Chi Alpha show you why they're the fastest growing fraternity in the world. They meet every Monday night at 7:00 p.m. in W306. Catch the Excitement!

ΔΧ

By Chris Reilly, Chapter Columnist

As the spring trimester progresses, so does Delta Chi. This spring's chapter proved to be quite successful in finding 11 men worthy of being a Delta Chi pledge. The Brothers and Alumni congratulate the following new

Delta Chi

pledges: Rich Anderson, Ken Berry, David Brock, Craig Cooperman, Tony Dioguardi, Don Dougan, Brian Kornek, Chris May, Paul Oehler, John Siskind and Jerome Truhm.

On Friday, February 1, the chapter celebrated the burning of its house mortgage. Building Corporation Chairman Gregory Nelli along with Alumni Board of Trustees member Edward Fusco, burned the mortgage. The night was enjoyed by the brothers, along with several Alumni, our faculty advisor Mr. Roger Kenney, and Associate Dean of Students, Ms. Becky Robertson. The chapter extends their thanks to all that came.

On Saturday, February 9, the chapter rented two vans. These vans were for a road trip to Rosie O'Grady's in Orlando. About 15 brothers and pledges went on the trip. One brother and one pledge volunteered not to drink so they could drive the vans back safely. The general consensus of the brothers was that it was one of the best road trips ever. The person responsible for organizing the trip is our Social Chairman David Hewson.



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Cycle club emphasizes bike safety

By Rick Fingers
Riddle Riders Vice President

Motorcycle Awareness Day, sponsored by the Riddle Riders, was held last Wednesday, February 13. Motorcycles were displayed in the U.C. by local dealers, including Daytona Sports Center Kawasaki, R.C. Hills Honda and Suzuki, and Robinson Harley-Davidson. Members of the Motorcycle Safety Advisory Council (MSAC) were also there, supplying videotapes and information concerning motorcycle safety. As students signed up as potential new members of the Riddle Riders, one was chosen by the MSAC to take a free two-day safety course compliments of the Riddle Riders. This course, which

regularly costs \$65, will be held February 23 and 24.

The main goal of the Awareness Day was to promote motorcycle safety among E-RAU students by bringing them to see the wide variety of static displays and talk to the people involved in the promotion of motorcycle safety. The club also hopes, that by increasing membership and activities both on campus and off, safety will be promoted and the general public will be more aware of motorcyclists and the need for concern.

In order to better understand the views and aspects of the MSAC and the Motorcycle Safety Foundation (MSF), twelve members of the Riddle Riders motorcycle club participated in the Better Biker program safety

course, instructed by the Volusia County MSAC and sponsored by the MSF.

The six and a half-hour course, which was held Saturday, February 9 at Spruce Creek High School, is comprised of two parts: classroom instruction (about two hours) and actual riding (about four hours). The classroom instruction consists of a variety of short films, a test, a lecture, and a discussion. The ten range exercises are performed to teach and evaluate the critical techniques and skills all riders should possess.

Students for this course must have a street legal bike which must pass a pre-course inspection, a helmet, ankle-length shoes, a long-sleeve shirt, sturdy trousers, and safety glasses. The

Better Biker course is designed primarily to improve rider skills in braking, countersteering, crash collision avoidance, and turning. These objectives will save seconds of the time from which a potential hazard is identified to the time an avoidance technique is executed. In most cases, a couple of seconds can make the difference between an actual collision and a close call.

The other course offered by the Volusia County MSAC is the Motorcycle Rider Course. This is a complete course of instruction for novice riders of all ages, which consists of 20 hours of classroom and range riding instruction. A motorcycle and helmet will be provided for the

See Rider, page 7



ΣΦΔ

By Steve Taylor
SPD Historian

While the Sigma Phi Delta articles have been conspicuously absent this trimester, The Brothers and Little sisters have been very active. The trimester started off with a very successful rush, culminating with the initiation of five young men as pledges and two young women as Little Sister pledges.

The professional activities of Sigma Phi Delta are really starting

Sigma Phi Delta

to move this spring. We are actively involved in the Data Acquisiton System, a new wind tunnel design, and Engineers Week. We are also working on a tour of General Electric. Sigma Phi Delta would especially encourage all Engineering students and anyone else interested in Aviation and Space to attend the presentations sponsored by A.I.A. Wednesday, Feb. 20 and Friday, Feb 22 in the U.C. at 8:30 p.m. They

both promise to be very interesting and enlightening. On Saturday of Engineer's Week, Feb. 23, Sigma Phi Delta will be hosting a party, to be held at our house, in conjunction with A.I.A.A. All engineering students and faculty are encouraged to attend.

This Spring, Sigma Phi Delta's softball team, SPD Hazers, is doing exceptionally well. We're tied for first with a 4-0 record. Lets keep it up, Hazers.

Clubs

(continued from page 4)

The newly commissioned Infantry officer attends his Basic Course at Ft. Benning Georgia.

Most Infantry officers undergo the Basic Airborne Course at Ft. Benning. Also, the Infantry Officer usually goes through Ranger School. Formal education for the Infantry Officer may continue on to Graduate school, here, selection is competitive. Advanced Officer course, the Combined, Arms and Staff school, and other Army schools all prepare the officer for the promotions he can expect.

Vet's Club

By Peter D. Kim
Vets Club Writer

Hello, all you avid Vet's Club column readers. You have come to the right place for you leisurely reading, once again. I can emphasize with the fact that you have been studying hard all week, and feel you need that something special to put a smile on your face, and a sense of excitement into your dull lives. Well never fear, your friendly Vet's Club writer is here to give a little cheer.

Let me start by filling you in on the happenings within the fabulous Vet's Club. As you all know, all party and no work makes the Vet's Club a poor club. In light of this fact, we have again armed ourselves with gloves and aprons (not M-16) to

work towards the growth of our club funds, (which sooner or later will transfer to the growth of our beer belly.)

This year, we are again working at the races delivering ice and running the food concessions, (working off our beer bellies so that we may not remain bachelors forever.) All our club members are working very hard and at the same time, enjoying themselves watching the race cars do their thing.

Because we have so many new members this semester, most are having fun just getting to know one another. While they are getting to know each other, you can bet your next tuition check that there not be a lot of war stories and lies (mostly lies) being exchanged out there. Well, why

not? It's always good for a laugh or two. And let me tell you, you haven't heard a war story until you have heard it from a Vet's Club member. War stories are so popular in the Vet's Club that even our associate members (non-veterans) are telling them.

Bringing our attention back to the races, this weekend, we will be working both the ice and food concessions. It will be a very busy weekend, but everything should go well. I am sure Ron Costa, our club president, will work things out fine. With his leadership qualities (a trail he picked up during his attendance at a cub scout camp) what can go wrong? All kidding aside, our board members: Ron, Benny, Ken, Al, Debby, and what's his name...oh yes, Rich have worked and are

still working very hard to make this money-making venture a successful one.

In concluding, I would like to pass on a tip for the coming week. Never trust a person who is smiling all the time. You can never tell what they have in mind. Besides, who can be that happy going to school and studying all day. Another thing, if someone is laughing, check my fly.

P.S. We are looking for the few, the glamorous, and the happy souls to join our club. If you don't have any of these qualities, come by anyway, none of our members have these qualities either.

AFROTC

By Paul Valente
Public Affairs ROA

Now that Speed Weeks is over, ROA wishes to thank all members who volunteered their efforts at the races.

Ultimate Game will be held on 3

March. We would like to remind the participants that the price is now \$18. If you have not already done so, please see Mark Hagen about the payment. Some other events that will take

See ROTC, page 6

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The Avion Newspaper

AAAE

By Terri Litke

AAAE will be sponsoring a lecture by a representative from the F.A.A. District Office on Airport Certification Procedures. The lecture will be on Wednesday, February 20 at 1:00 pm in the Riddle Theater. This meeting is open to all students. All AAAE members are asked to attend as

American Association of Airport Executives

is a general business meeting. On March 1, AAAE will be touring Jacksonville Airport and the control tower. Members will be able to sign-up at the 20th business meeting.

There is a general business meeting scheduled for March 6 and also a luncheon on March 20, with speaker Larry Burian, President of the National Air Transport

Association. The luncheon will be open to members only. The time and place will be announced later.

As a final note, congratulations to AAAE's college bowl team: Pete Placente, Ed Sweeney, Gus Carbonell and Julio Periera, for their victory over the Management Club and Arnold Air Society on February 11 at O.D.K.'s College Bowl trivia game. What a team!

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Orbital Inclinations



Jake Garn's mission: Political junket or Senatorial eye-opener?

The next Space Shuttle mission, to be launched March 3, will carry one unusual passenger. Utah Senator Jake Garn is scheduled to become the first non-commercial, "non-astronaut" to fly in space.

Many have complained this move is just a political junket for an influential member of Congress. (Garn is chairman of the Subcommittee on HUD-Independent Agencies, of the Senate Committee on Appropriations. This committee oversees NASA's budget.)

Is it a junket? So what? What if it is? It's about time NASA has never been that great at Public Relations. Other government agencies are always sponsoring Congressmen and Senators on "fact-finding missions" to obscure vacation spots in order to increase their standing with the legislative branch. It has just taken NASA a little bit longer to learn how to play this funding game.

For years, NASA has fought for its budget by sending eminent scientists and astronauts to Capitol Hill to plead NASA's case before congressional hearings. This has met with mediocre results—NASA has never moved a budget through Congress without excessive amounts of pruning and slashing.

Perhaps this so-called junket is the perfect way to pump up NASA stock. Senator Garn can fly in space, have a great time, see what an incredible system the shuttle is—then go back to Congress and explain to all those ignorant anti-space legislators how important the space program is. If this junket is what it takes to get NASA's budget increased, so be it.

Some have said space might now become "the playground of the politically influential." That's hogwash. One Senator on one flight does not make space the "playground" of anyone. But if it takes a trip into space to convince skeptical members of Congress of the necessity of a strong space program, send them all up! If the budget can handle a few such "junkets," maybe it can be increased. Later it can accommodate other "non-essential" passengers of non-essential types like teachers, reporters, artists, poets, and common citizens.

They'll have their chance. But first NASA needs the bucks.

Space Congress highlights progress and promise Twenty-Second Technical Symposium to be held in Cocoa Beach

COCOA BEACH, Fla.

The twenty-second Space Congress will be held four days in 1985—23-26 April—in Cocoa Beach, Florida. The theme: Space and Society: Progress and Promise, reflects the maturity of the Space Age.

"Today's space program is becoming multi-faceted. Society is not only more aware but more active in Space through Getaway

Specials on Shuttle as well as the increased interest in commercialization," says Fred Haise, General Chairman of the Congress and president of Grumman Technical Services, Inc., Titusville, Florida.

Featured panel sessions will include Space Station Plans and Development, Space Defense Initiatives, as well as more futuristic endeavors on Remote Operations in Space and

Robotics, Space Station Technology, and Advanced Missions and Transportation. Special interest sessions are also scheduled.

Several Congress activities are free-of-charge and open to the public. These include the Meet the Astronauts panel session, Youth Science Fair and exhibit with displays of state-of-the-art technology provided by major aerospace corporations.

For registration information, contact James Beardall at (305) 867-6444, or Fred Haise at (305) 268-8400.

The Space Congress is a non-profit technical symposium sponsored annually by the Canaveral Council of Technical Societies.

For further information, contact Pat Oliver (305) 867-4028. Alternate Dick Baumbach (305) 242-9933.

Challenger readied for 51-E launch

By Peter Merlin
Avion Staff Reporter

The Space Shuttle Challenger was rolled out of the Vehicle Assembly Building on Friday. It left the VAB at 5:30 in the evening and slowly moved down the crawlerway, beginning its 3.5 mile journey to launch pad 39A.

A full countdown simulation was held on Sunday for the mission 51-E crew, which includes U.S. senator Jake Garn of Utah.

Commanding the 51-E mission is Karol Bobko, with Donald Williams acting as pilot. Mission specialists include Rhea Seddon (M.D.), Jeffrey Hoffman, and S. David Griggs. French astronaut Patrick Baudry will fly as a payload specialist. Baudry will be conducting a French echocardiograph experiment, similar to a unit flown aboard the Salyut space station by a French cosmonaut last year.

The crew emblem for mission 51-E includes an orbit formed by a colonial American flag and a shuttle orbiter. The flag in the design symbolizes the U.S. presence in space and the shuttle represents American preeminence in manned space flight. The orbiter flies out of the flag to show that it comes not only from this country but also the U.S. people. The original thirteen star flag is used to show a continuity of technical achievement and progress since colonial times.

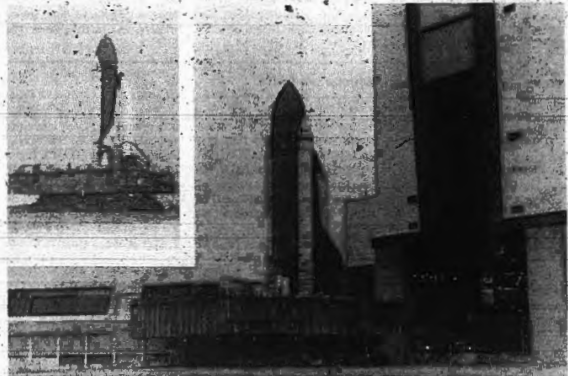


Photo By Peter Merlin



Mission 51-E crew patch

Upcoming Events:

March 3: STS-51E launch
8:30 a.m.

March 7: STS-51E landing
9:30 a.m., KSC

March 7: Atlas-Centaur launch, Cape Canaveral
(time TBA)

March 21: L-5 Aerospace Society and the Avion Space Technology Dept. Present: "An American Adventure: The Rocket Pilots"

ROTC

(continued from page 5)

place during this month will be the Inter-Service Olympics on 23 March; that same evening, ROA will hold its Awards Banquet. On the weekend of 30, 31 March, Skyfest '85 will be held and ROA will sponsor Aviation Awareness Day with Junior AFROTC cadets from DeLand High School coming to tour the E-RAU campus and the Daytona Airport. More details will be given at the next ROA meeting on 5 March at 2000 hrs. (8:00 p.m.) in the AF Detachment.

Did You Know?

Meal Plan prices are pro-rated weekly and may be purchased any time during the trimester.

Meals Per Week

Week Beginning	Five	Ten	Fifteen	Nineteen
February 24	106.05	191.10	254.66	284.83

Meal Plans may be purchased Monday through Friday, 10 a.m. until 3 p.m. in Epicure's kitchen office.

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'Heavy Iron' requires heavy investment

By Brian Nicklas
Avion Staff Historian

Rawings and Heavy Iron by Martin Caidin, (Houghton, Mifflin Co., Boston) 298 pages, 35 photos, index.

Do you harbor dreams of owning a warbird? Well this book might just talk you out of it. Then again, maybe it will help to convince you. Martin Caidin, one of America's most prolific aviation-writers and a vocal warbird owner, has put down on paper some of his trials, tribulations, and glorious adventures collected while owning and flying ex-military aircraft.

This book's chapters are filled with stories describing airshows from the pilot's point of view; the hours spent fixing the odd gliders here or there (and then doing it over), or one item that's mentioned a lot, money. There are some interesting quotes at the head of every chapter, such as 'Of all the things that make an airplane fly, the most important is money.' Scott Smith or 'All good airplanes talk to a pilot. The trick is to know how to listen.' Martin Caidin.

The book title refers to the

construction of most warbirds, that of either fabric (ragwing) or of metal with a LARGE engine (heavy iron). There is some historical content in the book, the most notable portion of these being the description of how and where all the T-6 'Texan' variants came from. This leads off a chapter on the ragged aircraft, and it goes into some detail, as it is some four pages long!

It is hard to describe this book because although it sometimes deals with a varied group of people, it really reads like an autobiography. There are inserts written by others, but by and large, Caidin's personality comes through in his somewhat brash style. Even as obnoxious as it sometimes seems, this book really does cover all the aspects of owning and flying war relics. Most of what has been written before has dealt only with the flight side of aviation's antiques, but Caidin hits on the pilots, mechanics, Feds and the airshow audience.

A good book, nice for some light reading and some laughs. But necessary if you're considering buying a old military plane.

Review copy courtesy Houghton Mifflin Co.



Martin Caidin's Ju-52 trim 'Iron Annie' taxis out for another airshow adventure

John Glenn's historical orbital flight relived

Twenty three years ago today John Glenn launched into history becoming the first American to orbit the Earth. Although the Russians had orbited first, February 20, 1962, is still a red letter day in the history of our nation's space program.

Glenn was lifted into space aboard a modified Air Force Atlas ICBM. During his three orbits Glenn tested the maneuverability of the Mercury spacecraft, took several photographs, performed a few experiments, and even ate apple sauce out of a tube.

Trouble developed during Glenn's second orbit, when it was believed that his landing bag was deployed. The bag, located between the heat shield and the retro-rocket package, would have inflated to cushion the impact of the spacecraft upon splashdown. If it had prematurely inflated, the heat shield could have been loose and Glenn might have burns up in the atmosphere.

Mercury control suggested leaving the retro-rocket package strapped to the rear of the spacecraft to hold the heat shield in place. Whatever the problem was, the heat shield worked and Glenn returned to Earth splashing down in the Atlantic.

Glenn resigned from the space program shortly after Project Mercury concluded and went into politics in his home state of Ohio.



A P-40E in 'Flying Tiger' livery cranks up.

Rider (continued from page 5)

student; however, he must supply the same riding apparel as the students taking the Better Biker course.

Both the Motorcycle Riding Course and the Better Biker course are available with a considerable discount by contacting the Riddle Riders motorcycle club.

The Riddle Riders greatly appreciate the efforts and would like to thank all those involved in the preparation, participation, and support of the Awareness Day. A special thanks is extended to Chuck Speiser and his excellent staff of instructors and assistants, Jordan, Dick Wayne, Rolly, and John, for the advice and concern for the club and its members.

The next club meeting will be Thursday, February 28 at 7:00

p.m. in Room E-611. If you are interested in club membership or one of the safety courses but can't attend this meeting, contact Mr. Brown in office E-612 or Rick Fingers at Box 7059.

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- Space Tech Knowledge Quiz #1**
★ Last week's correct answers: *
- 1) Explorer 1, 1st U.S. satellite launched aboard a Jupiter C booster.
 - 2) Yuri Gagarin, a Soviet cosmonaut, orbited the Earth on April 14, 1961.
 - 3) Project Mercury
 - 4) Walter Schirra flew the fifth Mercury mission, and was commander of Gemini 6 and Apollo 7.
 - 5) Neil Armstrong was a civilian test pilot working for NASA before he was selected with the second group of astronauts.
 - 6) John Young flew the first Gemini flight along with Gus Grissom in 1965.
 - 7) Lyndon Johnson (At the time, Nixon was president-elect)
 - 8) Pioneer 10 was the first to leave the plane of the ecliptic and pass beyond the orbit of Pluto.
 - 9) Enterprise, Columbia,

Challenger, Discovery, Atlantis (Which were mentioned in an article that appeared above the quiz)

10) Controlled-impact Demonstration (Boeing 720)

Tie breaker:
EOR: Earth Orbit Rendezvous; DA: Direct Ascent; LOR: Lunar Orbit Rendezvous; The three lunar landing mission scenarios studied by NASA. LOR was the method selected for Project Apollo.

★ Last Week's Winner: ★
Last week's winner was Jim Dersbach, an Aeronautical Science major who correctly answered 10 questions. Dersbach received a collection of Laser Prints donated by the L-3 Aerospace Society. Second place went to Richard E. Gaugh, a Computer Science major. Gaugh answered 9 questions correctly, qualifying him for second place in the contest and \$5.00 worth of Wendy's gift certificates.

Thanks to everyone who entered. We hope all of you enjoyed it. The Space Tech Knowledge Quiz will return in the near future with even more difficult questions. Watch for it.

The Lacrosse Club of E-RAU

Will Have A Meeting
Thurs. Feb. 21
7:00 p.m.
In Room W-306

Schedule of Events for the Remainder of the Term will be Discussed

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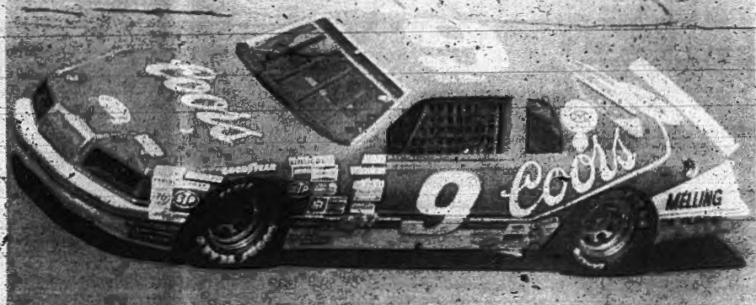
By Brian Moadell

I think not. The Embury Riddle Recreation Department may think so.

Lately, I have been catching flack from the recreation office because of the softball division names. The recreation office has "officially" labeled the softball divisions as the "Big Bird, Bert, Fraggles, Poo Bear, Piglet, and "Pink Panther" leagues. From these names, it appears to me that the recreation office perceives student athletes as mindless slaves running around campus looking forward to the next episode of "Fraggle Rock".

In my opinion, intramural sports are vital to the physical and mental well being of all who participate. Sports is one of the best ways to relieve physical tension and frustration (so common here at ERAU). I feel that naming the sport leagues after muppets is degrading to the participants. It is true though, that the way sports are presented here will not affect in any way the recreation office's planning. I do not wish to offend anyone, but I think the "Sesame Street" leagues are truly detrimental to the future of intramural sports.

What's your opinion? We'd like to know.



Bill Elliott cruises through Turn 4 at Daytona International Speedway enroute to a \$185,500 win.

Elliott's finish was his fifth Winston Cup victory.

Bill Elliott on road to first Winston Million

By Brian Nicklas
Avion Staff Reporter

In a race that will be remembered for its large crowds and large purse, Bill Elliott has won the twenty-seventh Daytona 500.

The race was won in a Ford Thunderbird sponsored by Coors/Melling Racing. The team won 185,500 dollars for its first place finish in this the first NASCAR race of the 1985 season.

Elliott, a twenty-nine year old from Dawsonville, GA., has always raced Fords, and stated after the race that winning the 500 has always been his main goal.

As far as winning the newly established Winston Million, Elliott says that he can't spend time worrying about the future, he just takes things as they come. The Winston Million is a

recently-instated 11.25 million dollar program which boosts the purse in NASCAR to unprecedented amounts. The Winston Million can be won by a driver who wins three out of the four big races on the NASCAR circuit. These races are the Daytona 500, the Winston 500, the World 600 and the Southern 500. If one driver could be very successful, he could win 1.45 million from Winston cigarettes alone.

The temperatures at the track were warmer than expected, and this is what many believe to be the reason for the high attrition rate. But the pace set by Cale Yarborough and Elliott was also a factor in the loss of twenty-two cars from the field of forty starters.

While the cars out-list looked like a engine mechanic's nightmare—reading of split cylinder walls, burnt pistons and

a host of other ailments, the list also read like a Who's Who In NASCAR. Parsons, Petty, Pearson, Bonnett, Foyt and Yarborough all dropped from the 500 field for engine problems. Broken wheel studs also proved to be a problem, causing two of the three wrecks Sunday.

The top ten winners list was not shy of well-known Grand National drivers as Waltrip, Baker, Bodine and Bonnett all completed the race well ahead of the pack, but the second place driver was the less well known Lake Speed. Speed, a thirty-seven year old from Jackson, Mississippi, had never finished higher than third before Sunday, and appeared to be happier than Elliott, as far as the final standings were concerned. Speed was quick to praise the work that his team put into his car but also said that 'the Lord blessed us.' Speed, who drives for the Rahmo racing

team in a Nationwide Auto-Parts sponsored Pontiac, said the reason for the high failure rate among the competitors was the emphasis the drivers place on the Daytona 500. 'We all push it to the limit here.'

Neil Bonnett was the subject of some concern near the end of the 500 when he lost control of his car five laps from the end. Bonnett said that 'Something in the engine blew and then the rear wheels locked up. After that I was just concerned about missing the pit wall.' Bonnett did miss the wall, and skillfully guided his car

onto the infield road course entrance. Although Bonnett's role in the race ended at that point, he was so far ahead in the field that he placed tenth and collected 33,415 dollars in prize money.

The next NASCAR race is Sunday, February 24 in Richmond, Virginia.

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Standings

Softball

North Division						East Division							
Team	W	L	T	Runs	RA	GB	Team	W	L	T	Runs	RA	GB
Falcons	4	0	0	39	17		Outlaws	3	0	1	32	13	
Tailhookers	3	1	0	47	19	1	Megadotors	3	1	0	16	20	1/2
Ht. Men	3	1	0	23	31	1	Vox Club	1	2	0	13	24	2
Barley Boys	1	3	0	30	28	3	Cosa Neutra	1	2	0	6	24	2
Busch 2	0	4	0	16	79	4	320 Club	1	3	0	37	41	2 1/2

South Division						Central Division							
Team	W	L	T	Runs	RA	GB	Team	W	L	T	Runs	RA	GB
SFD Hazards	4	0	0	23	24		Sdn Imper.	3	1	0	25	22	
Fight Row	3	1	0	25	18	1	Busch Boys	3	1	1	31	21	
Gophers	2	2	0	24	18	2	Destructives	2	2	0	41	41	1
K. Ransom	2	2	0	43	36	2	D.A.M.M.	2	2	0	39	54	1
Wreckers	0	3	0	23	41	3 1/2	Spectrum	1	3	0	24	47	2
???????	1	4	0	34	44	3 1/2	Butt Kickers	0	4	0	37	62	3

West Division						Fraternity Division							
Team	W	L	T	Runs	RA	GB	Team	W	L	T	Runs	RA	GB
Stray Cats	4	1	0	36	25		Sigma Chi	5	0	0	38	9	
No Names	3	1	0	64	28	1/2	A.H.P.	2	1	0	36	13	1
Big Sheep	3	1	0	35	30	1/2	Sigma Pi	1	2	0	23	33	2
Flah's Tech	2	2	0	31	29	1 1/2	Lambda Chi	0	2	1	10	16	2 1/2
Mutants	1	3	0	27	67	2 1/2	Delta Chi	0	3	1	16	44	3



Hockey

Division 1

Team	W	L	T	PTS	GF	GA
Whalers	2	0	0	4	7	1
Capitals	2	0	0	4	7	2
Kracks	1	0	0	2	6	0
N.Easters	1	1	0	2	8	7
Slashers	0	1	0	0	0	5
U.S.A.	0	2	0	0	1	10
Isl. Beasts	0	2	0	0	1	9

Division 2

Team	W	L	T	PTS	GF	GA
AFROTC	2	0	0	4	13	0
Sigma Chi	2	0	0	4	8	0
Warriors	1	0	0	2	3	0
Tailhookers	0	0	1	1	0	0
Sigma Pi	0	1	1	1	0	6
69'ers	0	2	0	0	0	10
Delta Chi	0	2	0	0	0	8

Sunday's Results
 Rangers 9
 Islanders 3



Avion photos by Scott Featherstone

Avion photo by Brian Moadell



A/CET

(continued from page 1)

crowded to accommodate students if A/C.E.T. is combined with it?" was raised to the Dean of the College of Aviation Technology, Luther Reisbig. He responded, "The 800 - 900 students in the combined program would not be overcrowded. The A.E. program can handle the load of A/C.E.T. students also." Former Engineering Department Chairman Howard Curtis initiated the study by recommending that the A/C.E.T. program be cut because of the minute differences between it and the A.E. program. Reisbig, in explaining the differences between A.E. and A/C.E.T., stated that "A.E. is design-oriented" while A/C.E.T. includes "hands-on" coursework.

When asked if there was anything he wanted to change about the A/C.E.T. program, Reisbig responded: "I would make the A/C.E.T. program more technical and include more hands-on experience."

The Departments, no matter if the final decision is to combine the two programs, or to re-name

and alter the A/C.E.T. curriculum, wish to make the transition as "smooth as possible." Be advised that neither program is to

be eliminated, as was previously reported, but changes may be made for the benefit of the students of Embry-Riddle.

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Salary deficiencies incite faculty unrest

(continued from page 1) percent at all ranks in all departments." The departments compared were Aviation Management, Aeronautical Engineering, Computer Science, Humanities and Social Science, and Mathematics and Physical Science.

The purpose of the study, notes Dr. Flynn, is to establish just where E-RAU currently fits into the national salary spectrum. "The Provost and the university need to decide where we want to be" in that spectrum," Dr. Flynn said. The discrepancies are large if the national average is the goal.

"Liberal arts schools are directing their educational structure toward increasing job opportunities for their graduates," continued Dr. Flynn. "Many of them are beginning to incorporate aviation programs, into

their curriculum. The university needs to stake out the [aviation education] ground for itself. For a long time we had the advantage of being almost unique. Now, with the aviation and aerospace fields growing, we must assure that we remain competitive."

Dr. Flynn acknowledged we cannot buy quality, but "Our good instructors will leave without more money." He said we cannot pretend to compete with the salaries being offered in the aviation industry, but we could lose our better faculty to higher paying schools.

Eric Doten, E-RAU's Daytona Beach campus provost, agreed that our faculty's salaries "may be low." However, the university has commissioned a study of its own to analyze the state of facul-

ty salaries here and it is not yet complete. He said the biggest problem with doing a study such as this is finding the proper group with which to compare us.

The independent, professional consulting team of Dr. Thomas Emmet and Mr. John Minter is contracted to do the university study. They did submit a report, according to the provost, during September 1984, the original target date. However, Provost Doten said they compared us with public universities, not with the appropriate private universities.

"It is essential, in a study like this, that we compare apples with apples and oranges with oranges," emphasized Provost Doten, "but we're a tangerine and there aren't many tangerines

out there to compare us with." He said the university requested the study be undertaken utilizing more appropriate data. Provost Doten expects the study to be presented to the university and decisions to be made regarding the future of faculty salaries here before the next faculty contract period, which begins April 1.

The Faculty Council's Dr. Osley said "E-RAU's faculty salaries have increased, on the average, at a smaller rate than at other universities [Florida and U.S.], at a smaller percentage than E-RAU's increase in tuition per credit hour and at a smaller average than the Consumer Price Index." Graphs depicting these trends are contained in Dr. Flynn's report.

"It's one thing to look at my

salary compared to someone else and another to look at their annual percentage increase," observed this Council Chairman. "Faculty salaries nationwide are pulling away from ours at an ever increasing rate."

Dr. Osley said in addition to salary levels being higher elsewhere, other faculty's workloads are also lower. "Most universities require their faculty to carry a 12-hour workload while a 15-hour workload is required here. Our work period is longer, also: 10 months compared to nine elsewhere."

"However, there are tradeoffs," admitted Dr. Osley. "There is not as much pressure to publish at E-RAU and there is not the kind of in-fighting found at other universities," he said

referring to competition to get tenure-track positions.

Dr. Flynn agreed that conditions are not all bad. "The people who run this school deserve an enormous compliment. They really have to do things right to stay in business," he said in light of the growing number of schools finding it impossible to remain financially solvent.

Concern was also expressed by Dr. Flynn about the reputation of the university. He said no matter when an alumna is graduated, the value of his degree is based on the institution's current reputation. This is of particular importance with regard to alumni contributions to Embry-Riddle, contended Dr. Flynn. "The reputation of the school impacts past, present and future student contributions."

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FAA accused of raiding trust fund

FREDERICK, Md

The Federal Aviation Administration is planning a \$2 billion raid from the aviation trust fund, charged the 270,000-member Aircraft Owners and Pilots Association of the fiscal 1986 budget.

"The FAA wants to take from the trust fund \$1.2 billion beyond the amount authorized by the law for the agency's operations and maintenance (O&M) budget," said AOPA President John L. Baker. "We are outraged that the government would even contemplate ripping off the aviation trust fund in this manner."

Added Baker, "The FAA is stooping to a new low by asking for such high levels of trust fund monies for purposes that the fund was never meant for.

Raiding the trust fund for O&M is totally unacceptable."

AOPA is also concerned about the administration's plan to borrow money from the aviation trust fund without having to pay interest on it. "This new, even more insidious raid on the trust fund would mean that next year the fund could lose about \$790 million in income," said W. Lawrence Graves, AOPA Vice President for Legislative Affairs.

Last year, the government borrowed about \$6.3 billion from the trust fund. The federal government routinely borrows money from dedicated trust funds, such

as social security and parks. If the FAA plan goes through, the aviation trust fund would be the only one of all the dedicated trust funds that the government would not have to pay interest on.

The overall FAA budget request is down slightly from last year's \$5.3 billion, to \$5.1 billion. However, the FAA wants to establish a new high in the level of trust fund contributions to its budget.

"The administration's plan would have aviation system users pay for 100 percent of all other FAA costs," said AOPA's Graves. "This would amount to

users funding at least 85 percent of the agency's budget -- despite the fact that its activities are in the public interest."

AOPA President Baker said that his organization would "not sit back and watch the administration rip off the trust fund and the aviation system users. We have an obligation to our members -- the system users -- to ensure that money from the trust fund is spent on capital improvements. Paying for pencils and paper clips is not the purpose of our aviation trust fund monies."

Go Around #5: General Education and Views

By Dr. Roger Osterholm
Associate Professor of the Humanities

Acheans of ancient Greece but who had settled on the coastal plain of Palestine.

Many people think they should aspire to be heroes or heroic, and in a modern sense they should. But what was an authentic hero of these days, and what were such old days like?

A brief list of some of the most important heroes would include Samson, Hercules, Theseus, Odysseus (Ulysses), King Arthur, Charlemagne, Roland, El Cid, Wyatt Earp, and Gen. George S. Patton.

What they have in common is not only courage and strength but also living in heroic ages, times that depended on heroes for some semblance of social order and security.

An heroic age is also a dark age, a time when civilization or law and order do not work. The world began in a dark age and gradually climbed out into the sunlight of civilization, but sometimes even that civilization collapsed and another dark age ensued.

The Greeks fell into a dark age from 1200 to 1100 B.C. during the Dorian invasion, which defeated the Mycenaean Empire in the Trojan Wars. The American celebrated in the Homeric epic: this was the heroic age of Hercules, Theseus, and Odysseus -- legendary and mythical figures all.

Samson was the hero of the Hebrews about 1050 B.C. against the attacks by the Philistines, a sea people probably related to the Dorians and the

The collapse of the Roman Empire in most of Europe by A.D. 500 brought a great Dark Age that lasted five hundred years, and it was in this period that King Arthur, Charlemagne, and Roland (Charlemagne's lieutenant in Spain) came to the fore to create order. El Cid was a Castilian nobleman in Spain about 1050 to 1100 who fought against the Berbers and other Moorish and Christian rulers when social order had collapsed there.

Wyatt Earp typifies the legendary heroes of the American Old West, a minor dark, or heroic age prior to the establishment of civilization and law. Patton typifies a similar hero in technological warfare when only might makes a right and law and humanness hide out in the hills.

A hero in the old mold is law unto himself, and the weak masses flock to his banner for security. But such a hero is also anathema to civilization, and when social order and security are restored, civilization cannot afford such heroes. They are only for the bad times.

The Greek Dark Age gave way to Classical Greece and Sparta and Sophocles. The American Wild West gave way to law and order, just as the European Dark Ages gave way to the Age of Chivalry and Christian ethics on the way to the Modern World. Today, however, "hero" commonly means only an outstanding citizen or one who endangers himself to save another.

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NOTICES

E-RAU Scholarships Available

Embry-Riddle Scholarship Applications for the 1985-86 academic year are now available in the Financial Aid Office. We will be accepting completed applications through March 8. The scholarship committee will meet during the Summer to decide awards for the 1985-86 award year. Students will be notified of the results by mail.

Forest Service Volunteers Needed

The Mt. Hood National Forest in the Cascade Range near Portland, Oregon, is looking forward for volunteers to work during the 1985 field season.

According to Volunteer Coordinator Linda Slimp, volunteers are needed for a variety of jobs. They range from Campground Hosts (trailers recommended) to Wilderness Rangers and everything in between. Typical jobs also include timber sale layout, trail maintenance, road surveying, and fuels and fire projects.

"Many of the jobs don't require any specific educational background," said Slimp. "Other projects may require someone with a special skill, such as fisheries biology or carpentry. Volunteering is a great opportunity to gain professional training and experience in your career discipline."

Although volunteers are not paid, the Forest Service can provide

housing and pay mileage for the use of personal vehicles on the job.

The Mt. Hood National Forest covers about 9.1 million acres on both sides of the Cascade Range. There are seven Ranger Districts, with locations varying from remote settings to urban environments.

Work in the Forest occurs in some places year around and in others, it's mainly from June through September. A normal field season is from May through October.

Volunteers are selected and trained for their job as well as paid employees and have medical protection while on the job.

For applications, contact your College Placement Office or:

Linda Slimp
Mt. Hood National Forest
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Legislative Interns Needed

Rep. S.L. Clements, Jr., Chairman of the House of Representatives Legislative Intern Program, announces that the House Intern Program is now accepting applications for the 1985-86 program. The deadline for applying for the program is March 1, 1985.

More than twenty applicants will be selected in April of 1985 by the Committee, and those chosen will serve as legislative interns for one year in Tallahassee. The internship period runs from August 15, 1985 to August 15, 1986. Interns serve as part-time staff research assistants in standing House committees and leadership offices. In-

terns are expected to work 24 hours per week, and more during the legislative session period.

This program, which has been in effect since 1968, has been instrumental in helping to advance persons serving internships into local, state and federal positions within the government.

Interns receive a monthly stipend of \$600 and have their class fees paid by the House of Representatives for course work up to 12 hours per semester during their internship. They will attend Florida State University for at least three semester hours for two semesters. Arrangements can be made to attend other state universities for those students who are involved in masters or doctoral studies.

Any person who has a four-year college degree, or will be graduating by August of 1985, and has or is attending a university in Florida, or is a Florida resident attending an out-of-state school is eligible to apply. Most of the internships are awarded to graduate students of potential graduate students. There is no restriction as to the field of study or the age of the applicant.

Brochures and applications can be obtained by contacting the Career Center, or the Housing Legislative Intern Program, Florida House of Representatives, 324 The Capitol, Tallahassee, Florida 32301, (904) 488-0710.

99s Seminar

The 99's will have an education/orientation seminar for the Boy Scouts on February 23, 1985. Contact Cindy Gruber at Ext. 1308.

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