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Embry-Riddle Aeronautical University

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**Red Cross
Blood Drive
Thursday and
Friday**

**This
Week
Features**

Letters to the Editor

Doc H. keeps us advised

Engineering week

Special event

Annual awards banquet number 2

Sports page commentary

Keeping your boots down

Annual awards banquet number 2

AVION

An Award-Winning College Newspaper

February 27, 1985

Embry-Riddle Aeronautical University, Daytona Beach, Florida

Volume 49, Issue 6

Crusader, Cutlass okayed

Embry-Riddle moves to an all-Cessna flight line

By Rob Dixon
Avion Staff Reporter

Embry-Riddle is now in the process of completing a business deal that will provide the University with three Cessna 303 Crusaders and six Cessna Cutlass RGs. The Crusaders will eventually replace the aging and outdated Piper 44 Seminole, and

the Cutlass will be used to fulfill the requirements of the high performance single engine path of the new flight curriculum.

Bill Martin, Dean of the College of Aviation Technology; Paul McDuffee, Flight Department Chairman; and Provost Doten made the announcement at an Avion interview this week. "The key to the deal," stated

Martin, "is financing." The basis of the financing is the educational bond status that the university works under. "We are getting a better financing program from Cessna than any other university," said Provost Doten. He added that "We have not received the final word on the actual figures of the deal, and we should receive them in early March."

The changes in the flight program precipitated the selection of the new aircraft. Students now have the option to receive their commercial instrument ticket in the single engine or the multi-engine airplane. The Piper Seminole will still be available for a multi-engine rating course for those wishing to fly two or more engines while working on the single-engine path.

Provost Doten explained that even though the new aircraft are fifty percent more expensive to operate, the flight fees should not go up. Shorter hours of flight time required will help to keep costs down.

The Crusader will feature more complex equipment than any other aircraft in a university training environment. The Crusader is a turbocharged twin-engine airplane with a service ceiling of 25,000 feet. This non-pressurized aircraft has a six port oxygen system for high altitude flights.



Cessna photo

An August arrival is anticipated for the Cessna 303 Crusader. The six-place, turbo-charged aircraft is scheduled to replace the university's Piper Seminole fleet.

The Crusader will be equipped with an auto pilot, flight director system, RDR weather radar, Loren C nav equipment and other state-of-the-art avionics. Unfortunately there will not be an autopilot or deicing system on the aircraft.

There will be a Pilot-in-Command requirement for the Crusader, "but" Mr. McDuffee cautioned, "there will probably be a flight instructor somewhere on board the aircraft."

The gradual phaseout of the Seminole begins in April with four returning to Piper. The Skyhawk fleet will be increased to 35 aircraft from 32. Fourteen will be IFR equipped.

"The Cutlass and Crusader are very forgiving aircraft," stated Martin, "very important for training purposes." Martin added that "the aircraft should be used in a professional manner."

Provost Doten looks for a continuation of our relationship with Cessna and looks forward to an all-Cessna fleet at Embry-Riddle.

The RG has a service ceiling of 16,800 feet. The quick delivery of the RG will accommodate those

See Cessna, page 5



Cessna photo

The Cessna Cutlass RG will fulfill the high performance, single-engine requirements in the new flight curriculum. Two Cutlasses will arrive in May.

"We want to give the students the chance to fly IFR at flight-level altitudes"

—Paul McDuffee

"We want to give the students the chance to fly IFR at flight level altitudes," said McDuffee. "It will make for an easier transition to the professional world of

The first Crusader is due to arrive in August, and then two more in the fall. Two Cutlass RGs will arrive this May and four more will arrive by January 1986.

E-RAU prepares for 20th

By Max Corneau
Avion Staff Reporter

During the upcoming Skyfest Airshow on March 30-31, Embry-Riddle will celebrate its twentieth anniversary of its existence in Daytona Beach.

The university really had its beginning in 1924 when J. Paul Riddle, then a Cincinnati barnstormer, began teaching people to fly. After developing a friendship with T. Higby Embry, the two men incorporated the Embry-Riddle Company in 1926 at Lunken Airport in Cincinnati, Ohio.

When Riddle and Embry first met, Riddle was the pilot; Embry wanted a ride in an airplane. He had \$20 and that's about what the airplane ride cost. Embry provided most of the initial money to get the Embry-Riddle company started.

The fledgling airplane company made history in 1927 when it created the country's first air express service. At the time, competition for government mail contracts was keen, but Embry-Riddle was chosen to run the Cincinnati-Chicago mail route. Mail routes expanded and many of the cities Embry-Riddle serviced are major airline routes today.

In 1928, T. Higbee Embry and J. Paul Riddle sold their company to what is now American Airlines. The two founders dissolved their partnership and this was when Embry moved out of the organization. Riddle broke away from America to reestablish his flying school in Florida in 1932. Riddle established the school in Florida in hopes that he could expand to Central and

See E-RAU, page 12

NTSB's Burnett addresses students

Safety chief visits during Corporate Aviation Management Institute

By Bill Fouk
Avion Staff Reporter

James Burnett, Chairman of the National Transportation Safety Board (NTSB) came to Embry-Riddle last Friday and hosted several question and answer sessions with students and faculty.

Mr. Burnett, who holds a Ph.D. in Law, was primarily here for the Corporate Aviation Management Institute, for which he was a guest speaker. The two day Embry-Riddle-sponsored seminar was held last Thursday

and Friday at the Indigo Convention Center.

Accompanying Mr. Burnett was William Hendrix, Chief Aviation Accident Investigator.

The NTSB is an advisory board, or "watchdog agency" as described by Burnett, that oversees the safety of aviation, railways, marine transportation, and commercial motor vehicles.

The Board studies accidents and, when time permits, faults within the transportation industry and submits its recommendations to the appropriate regulatory agency. About one

third to one half of the NTSB's business is aviation-related.

Recent developments within the Safety Board include the establishment of a Human Performance Department. The Board is made up of departments such as Engineering, Physiological, and Behavioral, which specialize in the various categories of accident causes.

The Human Performance Department is focusing in on the subject of pilot fatigue and, in particular, stress and duty time.

The NTSB, as well as the Airline Pilot's Association (ALPA), is working towards a reduction in the number of flight and duty hours per month and in-

See NTSB, page 12

Editor, Publisher discusses success

By Brian F. Finnegan

Embry-Riddle hosted the 7th Annual Corporate Aviation Management Institute at the Indigo Lakes Convention-Center last Thursday and Friday. Featured were eight leaders in the aviation industry who presented diverse topics to executives from corporate flight departments nationwide.

Jack Olcott, Editor and Associate Publisher of the monthly *Business and Commercial Aviation* magazine, delivered the keynote address on "Future Trends and Problems." After Thursday morning's seminar, Mr. Olcott discussed in an interview



Jack Olcott

some of the problems facing corporate management and some of the realities graduating seniors will face when entering the field.

"You have got to be willing to get the practical experience," stressed Olcott. "It is very important to get down in the trenches and be willing to work the problem through." Olcott continued emphasizing that management needs to understand the problems of the workers and of the machinery they are supervising.

"The best way to get this experience is to get out there and buck rivets on whatever early in your career," Mr. Olcott was adamant in pointing out

that if one does not get the practical experience early in his career, he may never get the chance and, thus, hinder his advancement.

The editor of corporate aviation's most influential publication, Jack Olcott has been a commercial-rated pilot since 1955. He has a Bachelor and a Masters degree in Aeronautical Engineering from Princeton University and a Masters in Business Administration from Rutgers.

An extremely eloquent and personable businessman, Olcott noted he had entered aviation journalism from a largely technical background. He indicated that B/C A is a semi-technical magazine which lends itself to someone with that kind of experience. In addition, Olcott holds an Airline Transport Pilot rating and a commercial helicopter license. B/C A's editor since 1978, Olcott

See Olcott, page 12



Avion photo by Mark Rowlands

Quiet conflict...

The Embry-Riddle Chess Club hosts the semi-finals of a U.S. Chess Federation-sanctioned tournament in the University Center last weekend.

Editorial

Apathetic massacre

The Saint Valentine's Day Massacre was replayed last week before a less-than-capacity crowd in the University Center 'Ballroom.' Jointly sponsored by DBCC and ERAU; this event proved to be substantially less successful than Al Capone's original version.

The ludicrous concept of holding a Valentine's Day dance at a predominantly male school provides occasion to voice a concern for the application of Student Government Fees. How representative of student interest is the current programming provided by the Entertainment Division? When less than 5 percent of the students on this campus attend the event? Not very.

This is no condemnation of the work of the Entertainment Division. Mark Creaiger is doing his best Elliot Ness act, leading his competent division, against unbelievable student apathy, in the direction he perceives as being most representative of the desires of the student body.

The guilty party in this instance is the same as during prohibition—the apathetic public. Just as Capone rose to power atop citizen's indifference toward the 19th amendment, so will mistargeted entertainment productions continue without student outcry.

With poorly attended dances and concerts, and movie showings that have degraded into an apparently new intramural sport of single-team soundtrack obliteration, it is time to re-think what we want out of Entertainment.

The overload of popular entertainment one receives in this town during the Spring would make more sedate forms of entertainment a welcome break. The Coffee Houses or Happy Hour entertainers of a few years ago are more representative of the entertainment needs of the average Riddle student. Culturally inclined students would appreciate a replay of the classic film series of past. These low-key and inexpensive events would better serve to generate student unity and interest than dozens of ballroom dances ever could.

What remains is for students to make clear their desires. The poor response to last year's Entertainment interest questionnaire is inexcusable. Students who fail to give suggestions should be prepared to weather a long, dry prohibition on the entertainment they desire.

Letters

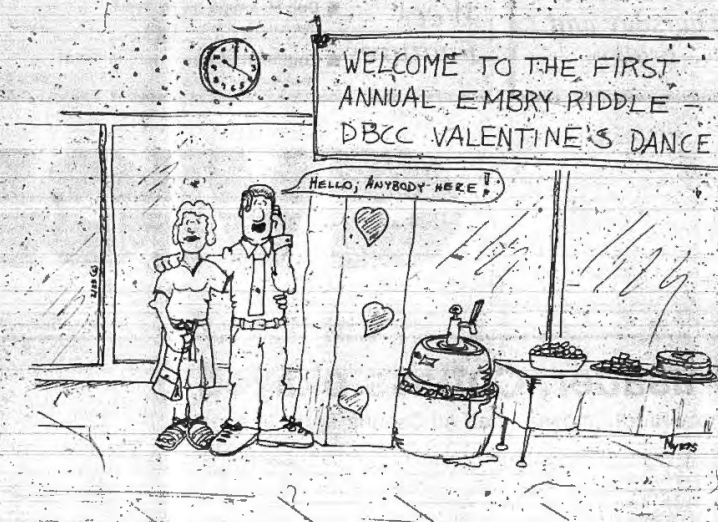
FA104 revision

The flight instructor at Embry-Riddle needs to be revised at the FA104 course level to better suit the students with no prior flight experience. At present, the FA104 program seems to be engineered toward students with past flight experience.

The basic FA104 course consists of an average of nine hours of flight lessons before the student goes up for a pre-solo progressive check ride. Many

students who have never flown outside the school fail the progressive check because the students are not yet comfortable with the airplane. The students with past flight experience usually have no trouble passing the prog check. This is because they are more comfortable with flight through learning the basic maneuvering procedures.

The FA104 course should consist of a minimum of fifteen dual flight hours for a first-time pilot. This will enable students to become more confident and better skilled pilots before going up



for their prog check. The course should also deal more intensely with landings than it does at present. Also, there should be at least one flight lesson that lets the student relax and just enjoy simple flying. Right now the student does not really have time to relax; therefore, the student is tense and uncomfortable.

Changes in Embry-Riddle's FA104 flight course need to be made in order for the students to work at their own pace with added hours to increase their skill and confidence. This will enable the students to pass their pre-solo progressive check the first time around.

Jeff Evans
Box 7905

More on the a.c.

To the Editor:
As the crew that did the work in Dorm I, we would like to respond to last week's letter from a "concerned student." Keep in mind that we are not speaking on behalf of the University or the Physical Plant. We are just the student employees who were harassed by this student and ridiculed by the Avion, and we think it is time that all the facts

were known.
We can understand why "concerned student" wished to remain anonymous. The other residents of Dorm I should be disturbed that it was he alone who complained to the SGA, the Avion, and the Physical Plant and got the work stopped. After all, his unit has been cleaned and he will have cool air when he needs it. We have already answered two complaints of no heating or cooling in Dorm I and found the units clogged with dirt, but now we can't clean them, until summer. Does that sound fair?

The coil cleaner we were using contains less than 5 percent Hydrofluoric acid, not Hydrochloric. In addition, the solution we prepare is diluted with water. We were wearing respirators and rubber gloves at the request of the Physical Plant; however, they proved too awkward and unnecessary and we stopped using them after the first few rooms. Long-term exposure to both the vapor and the liquid has not bothered any of us, and some of us have been working with that cleaner for over a year.

"Concerned Student" wanted to know why this wasn't done during Christmas break. Well, two of us worked full time during the break cleaning Dorm II units. Even with four of us, Dorm I would still not have been finished. He also wondered why we started cleaning his wing first. Simple: we started at room 101,102,103...

We don't know who was in "concerned student's" room for 5 hours, but it wasn't us. We started work at 1:00 p.m. and quit at 5:00 p.m. It takes us a half hour to set up and a half hour to clean up. That's three hours total, time divided between four rooms. "Concerned Student" was the only one who found it difficult to enter or exit his room while we worked, and he was the "only one who became "intimidated" by the fumes which nobody else could smell by that time.

Finally, the excess cleaner was dumped in the sink, not the shower. Did anyone care to notice that by the time we finished our clean-up, the bathroom looked better than it had before or since?

Eric Woolite Box 4222
Magg Musunas Box 5733
Dan Clambrone Box 2206
Harold Stenger Box 6432

on humans were negligible. Granted, its odor is disagreeable. Because of your complaint, we will reschedule this type of cleaning for break periods.

D.J. Harrison
Director, Physical Plant

Lesser pilots?

To the Editor:
As a student I am becoming sick and tired of hearing how financially unstable Embry-Riddle is. It does not take a mathematical wizard to figure out approximately how much ERAU takes in a trimester; but where does it all go? In tuition alone the school receives over 8.6 million. That doesn't even account for flight courses which would probably double that figure.

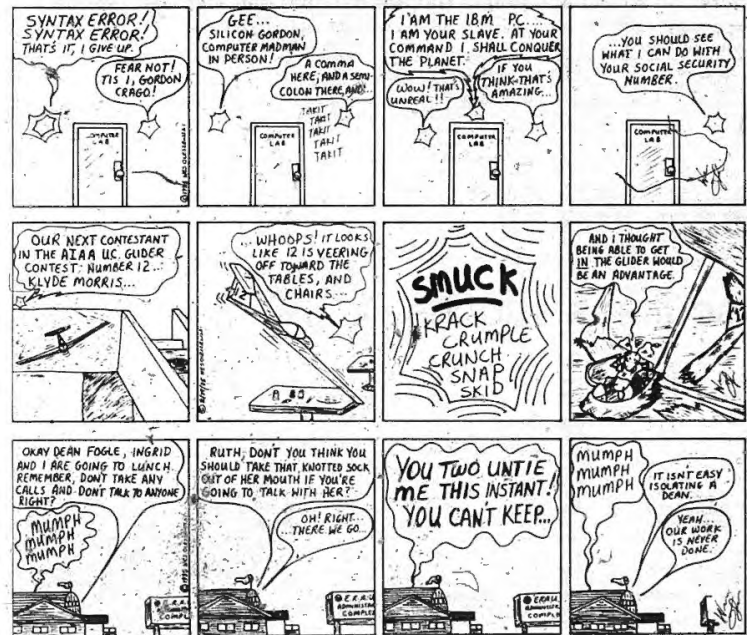
Has the University bitten off more than it can chew? More and more I hear about flight students leaving "with an associate degree simply because they cannot afford ever increasing tuition." They now offer a single engine commercial rating. Come on, how many career pilots do you know that have made it with a single engine rating? Just because we can't afford the multi-engine course should we allow ourselves to be a lesser pilot?

Furthermore, even getting an instructor has been a full time chore for some of my friends. Are there enough instructors or planes to serve the increasing number of flight students at "The Harvard of the Sky?" Where is all the money going? Can Embry-Riddle provide the services we need?

Mark Zuber
Box 6546
See Letters, page 3

Klyde Morris

wes oleszewski



Dorm cleaning

To the Editor:
In response to your recent complaints, the chemical being used to clean the coils of the HVA systems in Dorm I has been in use for approximately two years without any discernible side effects. Further, it was carefully evaluated prior to our standardization to ensure that its effects

Furthermore, even getting an instructor has been a full time chore for some of my friends. Are there enough instructors or planes to serve the increasing number of flight students at "The Harvard of the Sky?" Where is all the money going? Can Embry-Riddle provide the services we need?

Mark Zuber
Box 6546
See Letters, page 3

the avion

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Auto warranties, wills and condominiums



I bought my car when the warranty was still good and the dealer stalled me six months while the warranty ran out. How can I go about getting my car fixed with the expense being covered retroactively under the warranty?

Write to the manufacturer setting out all of the facts and request his assistance and an extension of the warranty. If unsuccessful, go see a lawyer and allow him to assess the facts. It is possible to extend the warranty if you can show the dealer deliberately delayed to avoid warranty service.

Letters (continued from page 2)

Trite comedy

To the Editor:
Mr. Osterholm quite successfully ridiculed his students in his article "College Students Lack Basic Knowledge." Mr. Osterholm ridiculed himself by providing a study which was misdirected, drew no conclusions, offered no explanations and should be dismissed as trite comedy.

There was a time when a broad liberal arts degree was in vogue. The changing needs of society now mandate specialization. E-RAU students have very narrowly focused their attention to aviation. This is not to say that the items tested were too obscure, but in many instances the author is using himself and his generation as a standard. Mr. Osterholm has selected for his test scientific study, a highly specialized and technical field. The Byzantine emperors seldom make their way in fluid dynamics and insurance lectures. Maybe a "Common Knowledge" test should be given to the students of a liberal arts college asking such basics as what type of oil their car uses, where to put the oil or which way to tighten a screw, left or right? Would it be fair to declare the English department scientifically illiterate if it could not explain standard day conditions or the Otto cycle? No student would be so self-righteous to define the limits of common knowledge, should the faculty?

The student body would be

When my parents got a divorce, my father never paid my mother the correct amount of child support. Now, the two younger kids are staying with me because my mother has a new job as a live-in maid and cannot keep them with her. How can my mother force my father to pay her for the children? She cannot afford a lawyer, and legal aid will not help her because the kids are not living under the same roof with her.

I would suggest that you mother contact the local state attorney's office to see whether it has an advice court trustee program to enforce child support orders. If so, and if she qualifies, the court trustee would represent her in bringing an appropriate action to enforce the child support arrangement at little or no cost, depending on local procedure.

The attorney who originally

made out our wills is deceased. Do we have to have new wills made out?

The fact that the attorney who prepared your will is deceased does not require the preparation of a new will. If the attorney had some specific function, such as guardian, trustee, personal representative, et al, and there is no alternative provision provided in the will in the event of his death, then you may need to make a codicil to the will, or perhaps prepare a new will to cover that contingency.

If he is not involved in any specific aspect of the will, except the preparation of it, then his death has no effect on the content of the will, as his function and relationship with you terminated at the time the will was signed and delivered. If the attorney was one of the attesting witnesses to the will, you should make some

arrangements to have the will converted to a 'notarial will' or at least locate and know the presence of the other the other witnesses, one of which will be required to appear before the clerk of circuit court when the will is offered for probate.

When I remarried, my new husband owned a condominium. Since we both have large families, we decided it would be a good idea to purchase the condominium next door and have another door cut through. I purchased the condominium in my name and I make the monthly payments. Can we each claim homestead exemption? How do we handle this tax-wise?

It is doubtful that your family would be entitled to two homestead tax exemptions. The constitution of the State of Florida provides that no more than one exemption shall be

allowed any individual or family unit or with respect to any residential unit. However, the condominium parcels being separately assessed and taxed. You might present your individual circumstances to the county property appraiser.

My condominium was built in three phases, the last being completed in 1968 by a completely different developer than the first two units. The board of directors has instituted a construction defects law suit against this developer and most of the owners think it is frivolous and that we might lose as much as \$1,700 per unit if we lose the suit. What can we as individual condo owners do to protect ourselves from this loss?

By law, after control of a condominium association is obtained by unit owners other than the

developer, the association may institute a court action in its name on behalf of all unit owners concerning structural components of a building. The law does not limit any statutory or common law right of any individual unit owner to bring any action which may otherwise be available.

Individual unit owners may also request the court to allow them to intervene in the action brought by the association for the purpose of defending their interests. The advisability of bringing an independent action or intervening in the association's action depends on the facts of the individual case.

[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.]

amused to hear some of the faculty's definition of what it considers "common knowledge." To be sure you up to date. The Dean Kennedy is not a historical reference. Talk Talk is not redundant, Def Leopard cannot be cured and sandwiches are no longer carried in one's Baggies. To label students as ignorant for not knowing that Bing Crosby starred opposite Grace Kelly in "High Society" and was married twice and had three children is short sighted and egocentric. To your grandparents, you may have been ignorant if you could not make a bar of soap or dandelion wine.

To what do you attribute this alleged ignorance? Was it the curriculum pursued in public school? Maybe it's MTV's fault! Not all of the burden should be borne by the student. If the student body is ignorant, do something about it. Start with your classroom as a forum to share your decades of experience. Please, no more cheap shots... that is just too easy.

David Charlebois
PD-ATF

Better logbooks

To the Editor:

The purpose of this letter is to acknowledge and convey my appreciation for Dwight Robinson's efforts in helping design and coordinate the student aircraft log books.

The Maintenance Department was going through a difficult

time of trying to keep the aircraft log books together and at the same time running the risk of losing these records.

Because of his attention to duty, this problem has been eliminated. Also, his idea has provided his fellow students with good, clear and neat sets of books to train with.

I commend him for his efforts, and I thank him.

Star quality

To the Editor:

Since which does "An Award-Winning Collegiate Newspaper" print articles "worthy" of the Star or National Inquirer (namely trash)? The article, "The Virtues of Being Male: Exhilarating" by Ellison Elliot dealt with such important campus issues and really gave us an idea of what is going on in the area—namely the empty space between Mr. Elliot's ears (but that, of course, is in my humble, "inferior" female opinion).

What fabulous reporting that was—using a couple of opinionated articles and one "real" female from the area (I wonder how much she was paid to say that) such a Pulitzer Prize Winning work of journalism.

When I actually wonder even more than where Mr. Elliot (or should I call him Mr. Macho?) got his nerve to write this horribly demeaning to females article, but how it got printed in the first place!!!! Oh, silly female me, one look at the members of the Editorial Board will tell, but where was Ms. Corcoran-News

Editor? Perhaps she was busy "puking" quietly in the bathroom or perhaps none of the males asked her opinion—shouldn't we females be seen and not heard and only await your male command if you desire our company?

A Furious Female
Aleta Vinas
Box 5006

Un-American

To the Editor:

I usually try to ignore opinions when they are as ignorant as those expressed by Ellison Elliot in his article "The Virtues of Being Male". However, Elliot's ideas are more than just blatantly outrageous, they are dangerous and Un-American.

I have to wonder about the inherent insecurity of someone when they feel compelled to dominate a whole segment of society. Here we are, in the Land

of Opportunity, and Elliot brags about the repression of women. The subjugation of human beings is an anathema to the Bill of Rights, the foundation of our great American way of life. There was a civil war fought in this country about whether or not accorded equal rights, and if you'll remember, Elliot, the good guys won.

Equally alarming is Elliot's glamorization of drinking. It's

time to stop the irresponsible idea that it is "manly" to drink in massive quantities. That kind of thinking leads people to chug-a-lug quarts of whiskey, often with fatal results. Those who think that they're "man enough" to get "drunk and fall down" often end up behind a steering wheel, slaughtering innocent people. But most of the "pain caused by unregulated drinking is slow and

See Un-American, page 12

Reagan rhetoric differs from reality

Jack Anderson and Joseph Spear

Washington —

One of the most enduring images in recent presidential politics has been that, on defense matters, Ronald Reagan is John Wayne and Jimmy Carter is Woody Allen.

Just how blurred this pair macho-wimp caricatures is, however, becomes evident in a revealing document prepared by the staff of the Senate Armed Services Committee.

It shows that when push came to shove—or, more accurately, when pledge, came to payoff—Reagan has actually spent less on defense than Carter promised to before he was retired by the voters.

There's nothing sinister about the single page of figures compiled by the committee staff. But it is potentially embarrassing to the President because it lays out clearly and succinctly, the big difference between what Reagan promised to spend on defense when he first took office, and what he has quietly settled for in a succession of Pentagon budgets.

The White House didn't want Reagan's conservative, pro-Pentagon constituents realizing

that the emperor had no uniform. And the Senate committee wasn't keen on arousing the pro-military pressure groups by disclosing the great gap between Reagan's rhetoric and reality. It will be tough enough getting the Pen-

tagon budget through Congress anywhere near what this year, without the hawks screaming for Reagan to live up to his early promises.

See Reagan, page 9

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GIVE BLOOD

Thursday, February 28 &
Friday, March 1

Place: University Center

Time: 9 a.m. to 4 p.m.

Sponsored By: Sigma Chi

Vet's Club

By Lisa A. Doyle
Vets Club Writer

Greetings students, faculty, and staff: The wild phase of the races has just ended and the Vets Club is rolling in the dough. We've worked all of the races delivering ice and running the backstretch food concession for those races in which it was open. The races are our biggest money maker, and although there's a lot of work to be done, everyone shares the responsibility and it's really a lot of fun. Not only do we make hundreds, but everyone associated gets into the races free.

And why do we do with all this money? The Vets Club is a social organization. Some of our

money goes to local charities, boy scout olympics, and food drives. But most of the money we make is spent on social events (parties), and we try about every (feasible) thing we can think of.

Our meetings, which occur almost weekly on Friday at 7:30 p.m. in the Common Purpose Room (check with Student Activities to verify a meeting that week), are open to anyone who would care to attend, veteran or not. Happy hour is not overlooked, for beer and wine sold for 59 cents (but be certain to take a step out of the room with one). Evidently, the meetings are rather informal, and we discuss all the plans pertinent to the upcoming weeks. Dues are \$15.00 per trimester, and they has been proven

that your money will be tripled back to you by the end of the trimester.

The next meeting will be held on Friday, March 1, at 7:30 p.m. in the CPR. We'll be planning a party preceding the motorcycle races, and the races themselves. We'll be running the ice concession and the backstretch again (a real trip). Thereafter, we'll have plenty of money to plan expenditures! All those who would care to help (and get into the race free), please attend. See you there!

ΣΦΔ

By Steve Taylor
SPD Historian

Special thanks this week go to all those who helped make the Engineer's week party a success. We're really appreciated having all the faculty, A.I.A.A. members, and engineering students in attendance, not to mention all the industry representatives.

Sigma Phi Delta would like to congratulate Dr. Ladecis on his initiation as a faculty member of Sigma Phi Delta. Dr. Ladecis was initiated this past Friday night.

Another social event has been added to the spring calendar, the Bi-Annual Hot Tub extravaganza to be held at Dr. Chris Phelps' Abode on April 5, 1985. All brothers, pledges and especially little sisters are encouraged to attend this exciting event. Also, the end of the tri party will be held at the President's Residence once again, plan to be here.

By CICIPAT Max Corneau
AROTC Correspondent

In keeping with the subject of combat arms, this week the branch of Field Artillery shall be discussed. Field Artillery of today takes its roots as far back as 1232, when the first recorded use of rockets took place by the Chinese against the Tartars. This first rocket device consisted of an arrow attached to a rocket propelling device.

During the fourteenth century in the Hundred Year's War, Field Artillery began to develop seriously. Cannons were used during this war, although they were fixed pieces incapable of being moved. The biggest development of the early age of Field Artillery took place during the seventeenth century when strong batteries of 12-pound cannons were used for rapid firepower.

The modern Field Artillery officer is trained in technical aspects of his branch, as well as support of the combined arms team. Artillery officers must be competent and capable of accurately delivering nuclear and non-nuclear ammunition.

Army ROTC

Field Artillery weapons in today's Army arsenal include the 155 mm self-propelled Howitzer and the 105 mm towed battery. On technology's cutting edge, Field Artillery operates Pershing and Lance missile units. Finally, the branch is composed of cannon officers, light missile officers, heavy missile officers, and target acquisition officers.

CFC

By Dawn Keith
CFC Writer

What is the purpose of church? Does it make sense to go to church when God is capable of dwelling within our bodies? It says in 1 Corinthians 6:19, "Know you not that your body is the temple of the Holy Ghost, which is in you, which you have of God." God originally intended for us to be able to have fellowship with him at all times and through Jesus Christ, God restored that privilege. God also

Established Fellowship Club

established the "church" through Jesus for specific reasons.

The church's first responsibility is for the edification and perfection of its individual members. It says in Ephesians 4:11-12 "And he gave some apostles; and some prophets; and some evangelists; and some pastors and teachers; for the perfecting of the saints; for the work of the ministry; for the edifying of the body of Christ." When we receive Jesus into our hearts, it says in the bible, we have a new spirit, but it also says we must grow from spiritual babes into men and women of God. God wants us to be perfect, spotless, and blameless before him in love, and that can only be done if we let God change us from the inside out. Sometimes people think we accept Jesus as our Lord and Savior, we must automatically change our lifestyle to fit what other Christians are doing.

That is fine up to a point, but what God really wants is a change

of heart. It's only God that can truly take away depression, hopelessness, drinking, smoking, etc. When we let God change our hearts, only then can we appreciate the new life that he has given us to live. In order to understand how we are to live, victory, God has appointed men and women to build us up, to gradually urge us into seeking God for our perfection through his word. It says in Ephesians 5:25-27, "Christ also loved the church, and gave himself for it; that he might sanctify and cleanse it with the washing of the water by the word; that he might present it to himself a glorious church, not having spot, or wrinkle, or any such thing; but that it should be holy and without blame."

If you have questions, please submit them to the Christian Fellowship Box in the Student Activities Office. Regular meetings of CFC are held on Saturday evenings at 6:00 p.m. in the CPR room.

Sigma Phi Delta

We are still working on a tour of General Electric, and should have a date for that soon. Brother Mehmet requests any assistance available, especially Fortran Programmers for the manometer bank.

We congratulate Dr. Howard Curtis for winning our first annual Engineering Faculty Recognition Award. Thanks to Dr. Curtis for his hard work.

Anyone with further suggestions for social events should see Tony Mehmet has the tutoring scheduled again so if need help in classes, see him and he'll put you in touch with someone who can help. This is a free service and we're all here to make sure everyone gets through. The meeting this week is at 5:30 p.m. for brothers, little sisters and pledges should be at the house by 6:30 p.m.

L5

By Jim Burke
L-5 Vice-President

The next meeting of the L-5 Aerospace Society will take place tonight at 7:00 p.m. in room W-306. Tonight we will discuss our plans for March, find out what's new with NASA, and debate the presence of Senator Jake Garn on the present mission of the Challenger.

Our March activities will include going down to see the Shuttle launches, a model rocket flying contest, a cook out/picnic, and something new for our organization.

Our meetings have tended to get a little heavy on business with not enough time just to sit back and watch a NASA video or two. To help us remedy this, next Wednesday, March 7, we will have an L-5 meeting that will be totally dedicated to learning about what's happening with our space program.

The activities for this night will include at least one NASA video or film, as well as an opportunity to just freely talk about the

Aerospace Society

future of the space program. The model rocket flying contest is open to all students even if you are not an L-5 member. Complete rules, as well as an entry form will soon be available from L-5. The contest will have several events including an egg lofting challenge.

As an additional feature of the contest we will show the movie "An American Adventure: The Rocket Pilots," with the Avion's Space Technology department co-sponsoring.

If anyone is interested in learning more about this event slated for Saturday, March 23, just stop by our meeting tonight or contact L-5 through the our box in the Student Activities office in the U.C.

The L-5 Aerospace Society is dedicated to informing the student body about the space program. Now that we are totally organized for the new year, we would like to hear from all of you as to what type of space oriented things you'd like to see here at Embury-Riddle. Again, stop by our meeting or drop us a note in our box with your requests.

AFROTC

By C/1Lt. Robert Lecky
AFROTC Correspondent

The month of March will enter Detachment 157 like a lamb and exit a lion. On 1 March, Cadet of the Month Recommendations will be due with a Commanders Call at 1630. On March 4 there will be a briefing for all Flight and Team Commanders on 910

forms. Look for the Commandant of Air Force ROTC, Brig. General Groves, on his visit to our Detachment 5 March. Also stay sharp because the Inspector General will be arriving on 11 March to carefully look us over. The last Promotion Cycle will end 14 March with Tests, Inspec-

See Clubs, page 5

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ΣΧ

Sigma Chi

By Gregg Rorabaugh

The Red Cross-Sigma Chi blood drive will take place this Thursday and Friday from 9:00-1:00 each day. Being the largest blood drive in Central Florida, we will attempt to break the previous spring term record of 399, which was set last spring.

By having the blood drive earlier in the semester, it is hoped that more people will have the time to participate in the event. The blood drive at E-RAU passed the 10,000 pint mark in the fall of 1984 with 523 pints donated.

The problem with the facility finding time to donate will be alleviated by giving them priority over waiting in line to donate. Flight students are encouraged to donate, as they are not restricted from dual-flights on the day of donating, and must wait only 24 hours before flying solo.

Burger King will once again be a major sponsor of this event. All

who donate blood will receive a coupon for free food redeemable at Burger King. Since the average person lives approximately 613,000 hours, why not take an hour of your time to give the greatest gift of all, the gift of life.

In addition to the brothers and Little Sigmas who have helped in past blood drives, 22 new Little Sisters will be present to assist donors. These ladies were installed at Little Sisters Friday, February 15.

The Alpha-Kappa Pledge class has been active with many activities including this past Saturday's Special Olympics. This completed their community project, leaving their school project and house project yet to be done.

Preparations are being handled by Ted Janiec for Eta Iota's Fourteenth Birthday Celebration, which will be held March 9. Many Alumni have already made reservation to attend the biggest event of the year.

ROA

BY: Paul Valente
Public Affairs Officer-ROA

ROA and other organizations, in cooperation with the Office of Campus Ministry, will be collecting canned foods and clothing which will be distributed to Urban Ministries. Donations may be taken directly at the Office of Campus Ministry, located at Dorm II in room 277. Or, donations may be taken at the next ROA meeting on 5 March.

All contributions would be greatly appreciated and if there are any questions, please contact the Campus Ministry for more details. Also, ROA wishes to mention Sabrina Phillips, Sabrina is a six-year-old and was paralyzed in an automobile accident. Anyone wishing to make a donation to the Sabrina Phillips Fund may do so at the end next ROA meeting. All meetings are held at the Air Force Detachment.

Reserve Officers Association

During the last meeting, Ed Heemskerk was recognized by Capt. Gourley for his outstanding efforts during Speed Weeks. Ed contributed a great deal of time to help out at all scheduled races, it was through such efforts, by him and all others who helped, which proved to be a successful fund-raiser for ROA. Again, many thanks to Ed and all others well-done.

Members who will be participating in Ultimate Game are urged to meet at the Dorm I parking area at 7:30 a.m. on 3 March. It is advisable to wear old clothes and "ragged" footwear. Also, members must pay the full \$18 before they will be allowed to attend the activity. If the fee is not paid, other members will be allowed to participate. All questions should be directed to Perry Elvin. More details will be given prior to the game.

ΣΤΔ

Sigma Tau Delta

By Greg Manning

On February 14, Sigma Tau Delta initiated five new members into ERAU's chapter of this National English Honorary Society. David Krah, Rick Lewis, Larry Beninger, Sarah Thompson, and Larry Papazoglou distinguished themselves by meeting the high standards of the Honors Society. The students were recognized for their strong

contribution to the Humanities at Riddle as well as their achievements in the English Honors Program.

In addition to the initiations, the members discussed the role of Sigma Tau Delta in the coming trimesters and suggested many ways the Society can promote the Humanities at Riddle. Dr. James Cunningham was present to

See Sigma, page 7

AAAE

By Terri Litke

At the February 20 business meeting, it was announced that the tour of Jacksonville airport and control tower is confirmed for March 1. There is a \$5 deposit required as soon as possible. The deposit will cover food and gas expenses. The tour will be leaving from the U.C. at 9:00 a.m.

The business meeting with the presentation on, Airport Certification by the Orlando Airport District Office has been pre-scheduled for March 6 at 5:30

American Association of Airport Executives

p.m. in the G.P.R. This meeting is open to all interested students. On March 20, there will be a luncheon in the C.P.R. featuring Larry Burian, President of the National Air Transport Association. This meeting will be open to members only; there is limited seating, so make reservations early.

Upcoming events for AAAE include: March 27-General Business Meeting, March 9-Membership Social, April 5-Membership Cruise.

Cycle club

By Rick Fingers
Riddle Riders Vice President

The Riddle Riders ventured out on a ride last Sunday, which was the first club run since most of the members have completed the Motorcycle Safety Foundation's Safety course. With new ideas and riding skill's being applied, it is obvious that there is room for safety improvement concerning group riding techniques.

Although not all of the Riddle Riders participated in the safety course, some of the more important techniques are gradually being spread throughout the club from the graduate members.

Brian Dunlavy demonstrated a handling technique on his BSA, which he learned, called a rear wheel lock. The club will continue to express these new ideas in hopes to make the rides as safe as possible for everyone.

The run was to Apopka with a picnic on the lake in mind as a destination event. Instead, due to time limitations, the club stopped for lunch at Lou's Pizzeria. The food was great and the service was quick and courteous.

Orders for club patches have been placed and hopefully will be completed soon. Once they are returned to the club they will be

distributed to the members who have already ordered them. The remainder will be sold to members at a higher price.

The next meeting will be this Thursday, Feb 28 at 7 p.m. in Room E-611. At this meeting, we will discuss a fund raiser, a community involvement project, and our next ride. If you are interested in club membership, or one of these events, or taking one of MSF's safety courses at a considerable discount, please attend. Everyone's welcome. If you cannot attend but are interested in the club, contact Mr. Brown at office E-612 or Rick Fingers at Box 7059.

Clubs

(continued from page 4)

and Drill Competitions for all General Military Course Cadets. Also on 21 March, The Final Senior Enlisted Advisor's Council will meet in the Det. at 1900. It is mandatory that there be one representative from each flight and team. Saturday 16 March will be our first Pass-Ins-Review practice and Commander's Cup so get those legs in shape. On 22 March, Promotion Recommendations and 707/910 reports will be over with Award Recommendations due on the 25th.

Winding up this month will be a Stellar Performance by the USAF Thunderbirds at Skyfest 85 on March 30 and 31. Remember, watch for the lamb and listen for the lion.

Go Around #6: General Education and Views

By Roger Osterholm, Ph.D.
Associate Professor of the Humanities

The difference between myths and legends may be compared to that between religion and magic, even philosophy or science and magic.

Magic tries to use divine and natural forces to serve the magician. Religion tries to identify the purposes of divine forces or God in order to serve and worship Him.

A legend is a story that exaggerates history or an event. A myth is an explanation of natural or supernatural forces or events. A legend commonly treats a hero, a myth creates an understanding of the world. Some ancient stories called "myths" might actually be more legends or have legendary aspects or traits.

In the Middle Ages the tales of Alexander the Great and the Romans were legends. The tales of King Arthur, Charlemagne, and Roland were legends. Today, the tales of Wyatt Earp are legends.

Some of the most famous myths are the stories of Adam and Eve, Noah and the Ark, Jdhan and the whale, Zeus, Dionysus (Bacchus), Apollo, Ares(Mars), Demeter(Ceres), Narcissus, and Orpheus and Eurydice.

Of course, the aspect of Ancient Hebrew, Greek,

Norse, Egyptian, and Persian myths that served to explain nature has been completely supplanted by modern science.

We no longer need to know that volcanoes might be created by Typhon, a fiery monster struck down by Zeus (Jupiter) and his thunderbolts to reside inside Mount Actna on Sicily. We no longer need to know that the earth and sky are suspended on the back of Atlas, the brother of Prometheus and the personification of Mount Atlas of Northwestern Africa. We also need no longer believe that the cycle of the seasons and of planting and the harvest stems from the seasonal grief of Demeter over the loss of her only daughter, Persephone, to the underworld. Hades would release Persephone only four months of the year, under order of Zeus, but each year Demeter had to watch her daughter die anew.

Some myths, however, depict unrivaled workings of the human psyche or human needs. The science of psychology has not risen to such a high degree of explanation and modern theology and philosophy have not yet achieved such a fullness of vision of lust, ambition, sorrow, glory or tragedy as depicted in the biblical myths of Jonah and Job, the Greek myths of Oedipus and Apollo, or the Norse myths of Odin(Woden) and Thor.

Cessna

(continued from page 1) — who have chosen this single engine path.

These two new aircraft enables training in state-of-the-art equipment. The university maintenance and avionics departments will also benefit from these aircraft. They will be able to have hands-on experience in repairing and maintaining this equipment.

Words of wisdom

To hear up under loss, to fight the bitterness of defeat and the weakness of grief, to be victor over anger, to smile when tears are close, to resist evil men, to base instincts, to hate hate and love love, to go on when it is hopeless, seem good to die, to seek ever after glory and the dream, to look up with unquenchable faith in something evermore about to be, that is what any man can do, and so be great.

Zane Grey



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Orbital Inclinations



Entertainment media supports space program

By Jim Banks
Avion Staff Reporter

Not since the cold war days of the late fifties has the future of our space program been so debated...or so popular. In this commentary I will look at the current status of NASA in the public eye.

The space program is popular. If you missed TV on Friday night (February 15), you missed some subtle, yet powerful, messages coming at you from Hollywood and the advertising firms of Madison Avenue.

During the commercials that night, I saw ex-astronaut Wally Schirra speak *Acted!*, a small boy drinking *Tang* (just like the astronauts!), and a concerned truck driver wish for a new pick-up as tough as the Space Shuttle.

The ultimate proof that our space program is "in," occurred during that evening's episode of *Dallas*. While Sue Ellen was packing for her trip with Pam to Hong Kong, there was little John Ross Ewing playing with a Space Shuttle. Not a little, insignificant Space Shuttle that you have to squint to see, but a huge and obvious one for all to see and dream about.

I believe the message is "huge and obvious" as well. NASA and its activities are once again becoming a part of our everyday life—do not confuse this with taking for granted the benefits that the space program has produced. You do this every time you look at your digital watch. In terms of public opinion, the space program has now come full circle from the time of the seventies following Apollo 11. True, there are still many misguided skeptics, but if the entertainment-media is treating the existence of NASA as an everyday happening, then NASA's budget may reap the rewards of this (subliminal?) message.

Hallelujah! With the increased exposure NASA is getting, the support of the President, and hopefully the support of Congress following Senator Garn's flight, our future success in space may very well be assured if this kind of attention continues.

Challenger poised for March 4 liftoff

Space Shuttle Challenger 51-E to carry 50,000 pounds of payload to Earth orbit



By Patrick W. McCarthy

Space Shuttle Challenger today stands poised atop Pad 39A at Kennedy Space Center, ready for launch on Mission 51-E Monday, March 4.

Challenger's launch has been delayed one day to allow for completion of thermal tile work. Tile replacement problems have plagued Challenger since its return from space on Mission 41-G last October. After that flight, NASA technicians discovered several tiles had loosened due to softening of scribed material on the orbiter's metal skin.

The scribed, or room temperature vulcanizer, provides a smooth bonding surface between the silica-base high-temperature protection tiles and the aluminum skin. The scribed was softened by repeated injection of a waterproofing solution between the tiles.

Launch window for Challenger opens at 8:30 a.m. March 4 and continues for 22 minutes.

Crew for the 51-E mission will be commanded by USAF Col. Karol J. Bobko, with pilot Navy Capt. Donald E. Williams in the right seat. Mission specialist will include Margaret R. Seddon (M.D.), Jeffrey A. Hoffman (Ph.D.—Astrophysics), and S. David Griggs (a pilot-astronaut flying in a mission specialist role on this flight.)

French cosmonaut Lt. Col. Patrick Baudry will fly as a

payload specialist, and U.S. Senator Jake Garn (R-Utah) will fly as an observer/payload specialist.

With the exception of Baudry and Garn, this is the crew originally assigned the STS-41F mission (August, 1984). The crew was reassigned this flight following the launch pad abort of orbiter Discovery on its first launch attempt last summer. The payloads for two missions (41-D and 41-F) were subsequently combined and the 41-F mission cancelled.

The crew patch for Mission

51-E is, in fact, a reworked version of the 41-F insignia. The only changes are the addition of the Baudry and Garn names to the bottom of the patch and the insertion of orbiter Challenger where the name Discovery was located on the original patch.

Payload for Mission 51-E will be the heaviest yet flown in the Shuttle program. The combined weight of satellites and support hardware totals over 50,000 pounds, eclipsing the previous mark by over 2000 pounds.

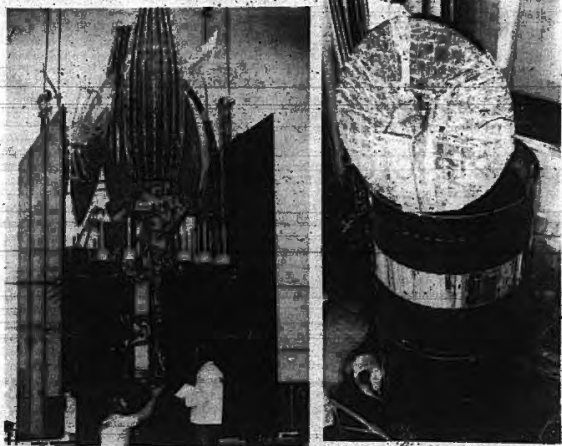
Two satellites will be deployed from Challenger's cargo bay. The

second TRW/Spacecom Tracking and Data Relay Satellite (TDRS-2) and a Telesat Canada Anik C-1 communications satellite will be launched to geosynchronous altitude following release from Challenger in low-earth orbit.

The TDRS will be released from Challenger's cargo bay about 10 hours into the flight.

A two-stage Boeing Inertial Upper Stage (IUS) will be used to boost the TDRS into a geosynchronous orbit 22,300 miles

See Challenger, page 7



The second TDRS relay platform is readied by TRW (above left) and undergoes tests at Hughes Aircraft Company's TRW technicians. (above right) Anik C-1 space simulation laboratories. (above right)

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NASA's Powers updates STS status

By Tim Van Milligan

Last Friday night, NASA engineer Gary Powers delivered an informative guest talk at a special Engineering Week session sponsored by the American Institute of Aeronautics and Astronautics (A.I.A.A.). The talk covered a wide variety of topics including the Russian space program, America's future Space Station, and the present status of the Space Shuttle program.

Mr. Powers is in charge of Horizontal Payloads at Kennedy Space Center (KSC). Horizontal payloads, explained Powers, are those payloads that have to be loaded into the Space Shuttle while the shuttle is in a horizontal position. One such example, he cited, is Spacelab, a laboratory that is flown in the cargo bay of the orbiter. Vertical payloads are

those payloads, mostly satellites, that can be loaded into the shuttle while it is in an upright position.

Because of his position, Mr. Powers was responsible for the off-loading of a NASA experiment that was being flown on the last Space Shuttle flight, which was a top secret Department of Defense flight.

Powers said that he was in his car when he heard on the radio that the orbiter Discovery was on its way down, out of orbit. He then said he had to quickly scramble a team together to remove the payload from the shuttle, because of the nature of the experiment.

Mr. Powers still uses the old Space Transportation System (STS) designation when talking about the current status of the Shuttle program. He expressed the updated news of STS-22 (51-E), which is now on the pad.



Axon photo by Alan Berg
NASA engineer Gary Powers discusses space projects with Engineering Week audience.

According to Powers, NASA is having problems with a cryogenic seal on the external tank, which they hope to be able to tighten down at the launch pad. If the seal still gives them problems, it will have to be replaced, which will require the whole orbiter to be moved back into the Vehicle Assembly Building (VAB).

The mission specialist group of astronauts for STS-24 (51-B), which will carry Spacelab 3, is refusing to fly the mission. The problem stems from the discovery of herpes infected Brazilian squirrel monkeys due to be carried on the flight. NASA is investigating substitution of larger Colombian monkeys for the infected Brazilian monkeys.

The National Institute of Health has stated the chance of a human crewmember contracting the disease is less than the chance of catching a disease from a person smoking in the same room.

About the Russian space shuttle, Gary Powers said that neither land or water shuttle landing tests

See Update, page 7



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TDRS-B will weigh 4,700 pounds in orbit. The solar arrays span 57 feet, while the twin antennas are 16 feet in diameter.

Challenger (continued from page 6)

above the equator. It will be positioned at 171 deg. W. long., over the central Pacific Ocean. Completed weight of the TDRS-BUS at release is about 37,000 pounds.

TDRS-B will go through an extensive period of on-orbit checks for several weeks. Then it will join the first TDRS in providing communications coverage for U.S. spacecraft through 85% of their orbit. Previously, numerous ground stations and the single TDRS could only provide limited communications contact lines throughout a spacecraft's orbit.

The second payload to be deployed by Mission 51-E is a Canadian Telesat/Anik C-1 communications satellite. This is the third Hughes Communications Co. HS-376-type Anik spacecraft

to be placed in orbit.

At this time, the brokerage firm of Paine Webber is marketing the Anik C-1 to potential customers. Telesat Canada will oversee the satellite's launch and on-orbit check-out.

Telesat chose to launch the satellite now, even without a customer, because it would be cheaper to place the Anik in orbit rather than reschedule it for another shuttle launch in the future.

A McDonnell Douglas Payload Assist Module (PAM-D) will be used to place the Anik in a geosynchronous transfer orbit. The spacecraft's Morton Thiokol solid-propellant apogee kick motor will later fire to place the satellite in a near-geosynchronous storage orbit, where it will remain until

spacecraft is sold.

French cosmonaut Patrick Baudry will operate an echography experiment and several equilibrium and vertigo experiments to test human adaptation to zero-gravity.

The echography experiment uses ultrasonic sound waves to measure blood flow, heart valve and abdominal organ movements. A similar experiment was flown with French cosmonaut Jean-Loup Christon on a Soviet Salyut mission in 1983.

The vertigo and equilibrium experiments consist of several tests designed to measure vestibular (inner ear) reactions to zero-g. The tests will measure the correlation between visual cues and inner-ear responses in zero-g. Senator Garn, Dr. Seddon, and

Baudry will serve as subjects for the experiments. Mission specialist Hoffman will use a camera with an image intensifier for a study of how Halley's Comet might be photographed from the shuttle later this year.

The astronauts will also take part in a zero-g demonstration of physical principles using simple toys. The project will be used to educate grade school and junior high students about physical laws in zero-g. The astronauts will demonstrate on-orbit use of a gyroscope, a yo-yo, a "Slinky," and numerous other toys. The scenes will be videotaped for viewing by students.

Challenger and crew are scheduled to return to the Shuttle Landing Facility at KSC at 9:34 March 8.

Sigma (continued from page 5)

acknowledge the honorees and to present ideas to the membership on how the Society could serve as a catalyst to greater student awareness of the Humanities.

Ms. Jackle Berg suggested showing movies followed by a discussion. This was a popular idea and the members decided to show the original film, "12 O'clock High" starring Gregory Peck on March 7, at 6:00 p.m. in the Riddle Theater. This showing is open to any student who is in-

terested in seeing it. Bring your own popcorn!

Sigma Tau Delta is looking for students who have or who would like to have a strong interest in Literature. If you feel that you are missing out on some of the more humanistic aspects of your education, ask your Humanities teacher to explain the English Honors Program to you. You will be challenged to write a 2000-3000 word research paper and can earn a "With Honors" distinction on your transcript.

Update (continued from page 6)

have proved very successful for them. He also said that the Soviets don't like the satellite retrievability that our Space Shuttle has.

Mission Control, which is presently located in Houston, may be moved to central Florida, said Mr. Powers. This would also create an economic boom for the area.

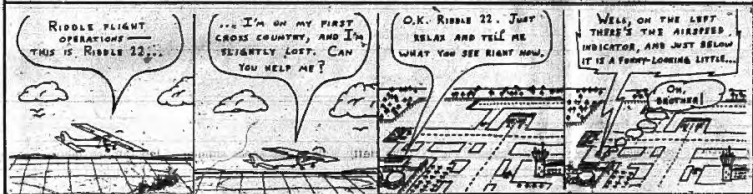
In the future, Mr. Powers said that the space station would be a great benefit to all people living

on earth. In the field of medicine alone, Mr. Powers said that a single shot cure for Diabetes might be found, and that a pure strain of penicillin might be developed, which would eliminate any reactions that many humans face from the impurities found in earth grown penicillin.

At the end of his talk, A.L.A.A. vice president David Corcoran presented Mr. Powers with an Embry-Riddle paperweight, and an Engineering Week button.

Airmet Charlie

by Buck Wyndham



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Sports Opinion

Sports coverage limited

By Brian Moadell
Avion Sports Editor

It comes to my attention that our campus sports coverage is virtually non-existent. Sure, we have stats, scores, and pictures...but what we really need are more articles and game summaries. I'm sure that everyone on every E-RAU team would love to read a re-cap of his or her game in the newspaper. As Avion Sports Editor, I apologize to

everyone whose team isn't featured here. The fact of the matter is, Avion staff members do not get paid. We are volunteers. More often than not, we cannot sacrifice the time required to cover games. However, since every player involved is already at the game, I would be more than happy to run any story or re-cap from the players involved, as long as it is accurate, double spaced, and fairly well written. If you want coverage, please take the little time needed to write it. Our photographers will be there.

Intramural standings

Softball

North Division

Team	W	L	T	Runs	RA	GB
Stray Cats	5	0	0	48	23	
Knucks	3	2	0	40	43	1 1/2
Tailhookers	3	2	0	53	36	1 1/2
D.A.M.M.	2	3	0	42	64	2 1/2
Spectrum	2	3	0	29	51	2 1/2
Yoni Club	1	3	0	17	29	3 1/2

South Division

Team	W	L	T	Runs	RA	GB
Falcon	5	0	0	48	23	
Black Sheep	4	1	0	41	32	1
Gophers	4	2	0	45	20	1 1/2
Destructives	2	3	0	43	50	3
Berley Boys	1	4	0	32	44	4
Bum Kickers	0	5	0	30	81	5

West Division

Team	W	L	T	Runs	RA	GB
Outlaws	4	0	0	40	22	
Bunch Boys	2	1	0	40	22	1/2
Flight Tech	3	2	0	43	40	1 1/2
220 Club	1	4	0	44	59	3 1/2
Wreckers	1	4	0	23	44	4
???????	1	4	0	35	53	3 1/2

East Division

Team	W	L	T	Runs	RA	GB
Front Row	4	1	0	35	30	
Regulators	3	2	0	18	25	1
Cosa Nostra	1	4	0	8	28	2 1/2

Central Division

Team	W	L	T	Runs	RA	GB
Nit Names	5	0	0	76	35	
SPD Hazers	3	2	0	59	36	2
Sab Impen	3	2	0	55	22	2
Misants	1	4	0	31	87	4

Regional Division

Team	W	L	T	Runs	RA	GB
Sigma Chi	4	0	0	54	33	
A.H.P.	3	1	0	43	18	1
Hit Men	3	2	0	28	38	1 1/2
Sigma Pi	1	2	0	23	33	2
Lambda Chi	0	2	0	10	16	2 1/2
Delta Chi	0	3	0	16	44	3 1/2

Hockey

Division 1

Team	W	L	T	Pts	GF	GA
Capitals	3	0	0	6	16	2
Knucks	2	0	0	4	9	0
Whalers	2	1	0	4	7	4
N.Easterners	2	1	0	4	14	3
Slashers	0	2	0	0	11	3
U.S.A.	0	2	0	0	1	10
1st. Beasts	0	3	0	0	1	18

Division 2

Team	W	L	T	Pts	GF	GA
AFROTIC	3	0	0	6	16	0
Warriors	2	0	0	4	11	1
Sigma Chi	2	1	0	4	8	3
Tailhookers	1	0	1	2	0	0
Sigma Pi	0	1	1	1	0	6
69ers	0	3	0	0	0	18
Delta Chi	0	3	0	0	0	10

Monday's Results

Delta Chi	0	0	
Tailhookers	2	2	
Warriors	0	1	
69ers	8	1	
A.F.R.O.T.C.	3	0	
Sigma Chi	0	3	
Falcons	0	3	
Knucks	3	0	
Whalers	0	3	
Capitals	9	0	
1st E. Beasts	0	6	
Northeasterners	6	5	
Slashers	0	0	



Members of the Whalers and the Knucks face-off in intramural hockey action Monday night. The Knucks prevailed 3-0.

Tailhookers defeat stubborn Delta Chi hockey squad 3-0

By Allen Berg
Avion Staff Reporter

The Tailhookers hockey team fought a toughly contested battle against an 0-2 Delta Chi team Monday, pulling off a 2-0 win. Credit for holding the Delta Chi's scores goes to Navy goalie John Heuchert. Dennis McCusker brought in the winning goal with a blistering shot that slid by Delta Chi's goalie like he wasn't there. The final goal was scored by center Allen Berg on a play set up by Russ Orenstein.

The Tailhookers look forward to taking their one win, one-vie record to near Monday's game.

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The Avion Newspaper

Reagan (continued from page 3)

Despite feverish attempts to keep the incriminating sheet of paper from floating over our transom, our associate Dale Van Atta managed to snare a copy. The cold, hard figures don't suggest that Reagan is soft on defense, as he accused Carter of being. Nor does it accuse him of caving in to congressional pressure for Pentagon budget cuts. It draws no conclusions at all. It just makes a few comparisons, and if comparisons are odious, so be it.

The committee staff compared the figures Reagan presented in his five-year defense buildup plan in March 1981, with the actual spending levels he achieved in the five annual budgets. The discrepancy started off at a modest \$4 billion in fiscal 1982, but grew exponentially from then on: \$16 billion in 1983, \$29 billion in 1984, an estimated \$50 billion this year and (if he gets the budget he wants) \$57 billion less in 1986. Total shortfall: \$156 billion.

In his swan song on defense spending, Carter projected a five-year plan of his own before he was defeated, to the sound of hosannas from pro-Pentagon elements. Only in the first year of his budget control did Reagan spend more than Carter had planned to—and that was by just \$1 billion. Overall, Reagan's defense spending performance fell \$38 billion short of what Carter had pledged in his five-year plan.

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Senior Class Council discusses projects

By Jinty Butler - Career Center Assistant

The Senior Class Council held its first meeting on Thursday, February 21, 1985.

Topics discussed were the senior class project—an electronic marquee for the University; fund raising ideas, and selection of members for the communication/public relations committee, fund raising committee, senior class party and hotel accommodations committees. Any members of the senior council who did not attend this meeting and are interested in any of the committees should contact Kathy Novak (Director of Student Activities) or Laurie Ranoff (Student Activities Coordinator).

Members of the senior class council are: Thomas Bialozynski, Robert Brown, Jinty Butler, Gus Carbonell, Constance Corcoran, Max Corneau, Joe Diane, Nicholas P. Fasano, Brooks Furor, Christopher Graham, Rob Hardwick (Vice President), Howard Hollander, Sandy Krigel (President), Eddie Meza, Luis Pacheco, Julio Pereira, Thomas Rau, Beth Ryan, Michael Schwetz and Joe Weinberger.

A tentative meeting is scheduled for Thursday, February 28 at 6:00 p.m. Reminders will be sent to council members.

NOTICES

Library Update

Much consideration has gone into planning for the move to the new library. Please note following schedule:

The last due date for all materials will April 11. This is the last day of classes; it is imperative we get all materials back by this date.

Faculty members' personal copies of materials which have been placed on reserve must be removed by April 17. We cannot take responsibility for personal copies in the move. We will send a notice out to individual faculty who have personal copies of reserve materials in early March.

All library services will cease at noon on April 18; please take this into consideration when you are preparing for summer term. The "only thing" happening at this point will be packing, disassembling of shelves, coordinating moving, etc. (You're all welcome to help!) The new library will be closed the first week of a term; we will reopen at 7:30 a.m. on Monday, May 6.

We realize that no one schedule is good for everyone. We have, however, tried to plan this move so that the least amount of disruption to students occurs:

"Last of the Red Hot Lovers"

Daytona Playhouse presents the Neil Simon comedy "Last Of The Red Hot Lovers". Performance dates are: March 1, 2, 3, 7, 8, 9, 10. Evening performances are at 8 p.m., Sunday matinees are at 2:30 p.m. Ticket prices for Friday, Saturday evenings, and Sunday matinees are: Adults \$6.00, children under 16, \$3.50. Tickets for Thursday evening are: Adults \$3.50, children under 16, \$3.50.

A champagne reception will follow the opening night performance, March 1, 1985.

"Last Of The Red Hot Lovers" Features Robert Dismey, Emily Walker, Deborah Rousseau, and Sue Vaughn. Doug Baker is Director. Richard Schmid is Technical Director/Administrator. Box office opens February 25th. For information or reservations phone 255-2431.

Daytona Playhouse to hold Auditions

Daytona Playhouse will hold auditions on March 3 and 4, 1985, at 7:30 p.m. for Paul Osborn's "On Borrowed Time". Eight roles are available for men, ranging in age from mid-twenties to late sixties. Four women's roles are available ranging in age from mid-twenties to late sixties. Two roles are available for boys ages 10-13.

"On Borrowed Time" is one of the most moving plays of the American theatre. It features endearing characters in an enchanting and touching drama. Performance dates will April 19-21 and 23-28, 1985.

Applications for technical and crew positions will also be accepted as auditions. Auditions dates are: March 3 and 4, 7:30 p.m. Daytona Playhouse is located at 100 Jessamine Blvd., three blocks north of Seaside Plaza, off of Halifax Ave. For information phone 255-2431. Doug Baker is Director. Richard Schmid is Technical Director/Administrator.

Creations Deadline Extended

Creations, Embury-Riddle's Literary Magazine has extended its deadline to March 8. This is to allow for a greater response. As of now, there are many contributions; however, we are hoping for more.

Published once a trimester, Creations is the creative, artistic magazine which includes poetry, stories, essays, artwork, and photography. There is a limit of 500 words. Submissions are welcome from all students and faculty, and may be sent to Dave Krab, box 6792, or brought to Jackie Berg in office A-215-A.

Anyone who would like to help with the production of this issue is welcome. This includes paste-up and layout. Again, please contact Dave Krab or Jackie Berg. The Creations staff would like to produce a quality publication, but we need your support.

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Energy costs can be cut dramatically

By Trudi Tiffany Housing Coordinator

Have you ever wondered why your monthly energy bill seems to jump and what can you do about it? Some factors may be beyond your control, such as extreme weather, location of your home, illness in the household, old and less efficient appliances, etc. In addition, house guests, entertaining and vacations can contribute to fluctuations in your energy usage. Listed below are some energy-saving tips for you to practice—do them until they become second nature, and you will be surprised at how much

- energy you have saved.
- Refrigerator/Freezer**
 - Keep it clean and defrosted so that it doesn't have to work so hard.
 - Keep it closed—get everything you need out in one trip.
 - Keep it full—frozen foods help keep the air cool in your freezer.
- Range/Oven**
 - Pots with flared sides or those that are smaller than your burner heat easier. If they're too big or have warped bottoms, food won't cook evenly.
 - Use pan covers. Trapped

- steam cooks food faster. That food cooks completely before cooking.
- Do not pre-heat unless you are baking things like breads and cakes—casseroles and broiled foods don't need it.
- Plan all-oven meals—meatloaf, baked tomatoes, scalloped potatoes and baked apple can cook at the same time and temperature.
- Keep oven doors closed—every time you open the door you lose 25 degrees of heat.
- Keep oven clean from grease and baked-on residue—it will make your range work better and cost less.

- water consumption is half.
- A water heater insulation blanket may save up to nine percent of your water heater costs.
- Fix the drips of old faucets. One drip a second can waste up to 700 gallons of hot water a year.
- The shower's the winner for less hot water use if you keep your shower under five minutes.
- If you use the dishwasher once a day or less, you'll use about thirteen gallons instead of the ten gallons it takes each time you wash dishes by hand.
- Use cold water for the garbage disposal. It solidifies the grease and flushes it away easily.

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2. *In Search of Excellence*, by J. Peter Dinkins & Wallace D. Christian (Doubleday, \$8.95) A book of the secrets of successful business.
3. *Down to Earth* (Harper, \$2.95) 176 pages. The Dore novel. Currently a popular bestseller.
4. *Painted by James A. Michener* (Farrar, \$4.95) A collection of 100 pages of Michener's inspired fiction.
5. *The Fall Sale Catalog*, by Gary Larson (Andrews McMeel & Partner, \$4.95) A collection of 100 pages of Larson's humor.
6. *Fast Values*, by John McSwain (McGraw-Hill, \$4.95) Non-fiction. A collection of 100 pages of Larson's humor.
7. *Living, Learning and Loving*, by Leslie Berman (Farrar, \$5.95) Through tips from the author's California adventures.
8. *Change by Charles Dreyfus* (Doubleday, \$12.95) A collection of 100 pages of Dreyfus's insights into the nature of expertise and achievement.
9. *The Book Lovers*, by M. Scott Peck (Farrar, \$5.95) Psychological and spiritual insight into the human condition.
10. *In Search of the Fall Sale*, by Gary Larson (Andrews McMeel & Partner, \$4.95) A collection of 100 pages of Larson's humor.


New & Recommended

My Search for Warren Harding, by Robert Pfeiffer (Dell, \$4.95) A collection of 100 pages of Pfeiffer's insights into the life of Warren Harding.

Let the Thunder Sound, by Stephen D. Clark (Dell, \$4.95) The story of a man's search for meaning in life.

Play-Save Resources and How to Maximize Your Play, by Mary Aiken (Dell, \$4.95) A collection of 100 pages of Aiken's insights into the world of play.

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 - Turn lights out when you're leaving a room.
 - Lamp shades lined in white give the best light and use fewer watts.
 - Use lower watt bulbs.
- Heating**
 - Leave the thermostat alone during the day, after you set it at 65 degrees or below. You raise operating costs five percent every time you raise the thermostat two degrees. Check filter once a month and replace or clean as necessary.
 - Close the damper when not using the fireplace or heat will escape. Close off rooms not in use along with heating vents.
 - Close draperies at night to keep out the cold. Open them to let the sunshine through.
- Water**
 - Use clothesline whenever possible.
 - Hot Water
 - Flow restrictor devices can



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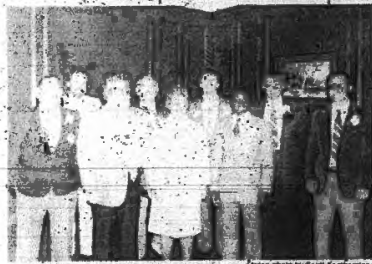
Employees feted at second annual event

By Suzanne Coróbrán
Avion Staff Reporter

The Second Employee Awards Banquet for employees of Embry-Riddle who have served five, 10 and 15 years were honored at the Indigo Banquet Center Tuesday, February 19, 1985.

Dr. Ledewitz, Provost Williams, Bob Jost and Provost Doten all made very brief speeches to begin the awards ceremony. Provost Doten explained that he had visited the Daytona Beach Campus five years ago and since then has seen dramatic improvement and growth in the University.

"This is a professional operation," said Provost Doten when summing the overall system of the University. "No matter faculty or staff, every person has strived and achieved to be an expert in their particular field or position."



Gathered here are nine of the fourteen ten-year award winners. Seen left to right they are: William Halliday, Robert Rockett, Paul Taylor, Edward Yackel, Sarah Fogle, Jeffrey Salan, Herman Duh, R. Bruce Morrin and Steven Hampton.

Un-American (continued from page 3)

long-term. Elliott should take an honest look at the miserable life that an alcoholic leads, and the misery that an alcoholic spreads to the people surrounding him. Is Elliott willing to take responsibility for this needless waste of life? By advocating drink as a means of masculine expression, I believe that he should.

Elliott is obviously a very confused individual, perhaps "this dynamic society" is too much for him. I hope he is trying to figure out why he is having a problem fitting in, he has chosen a narrow, archaic perspective that eliminates half of humanity from being his equal. I hate to

feel very sorry for someone like that. No wonder he feels so strongly that he must bond with men; who can possibly form a worthwhile bond with someone they consider inferior?

Fate made me a man, and I am glad of it. I enjoy being a man not because it is fun to hang around with a bunch of hairy, lumpy guys, drinking and tearing up condom-machines. Like being a man because I am half of a perfect combination. Women are fun, Elliott, and they have a lot more to offer than just their "amenities." Wake up, Elliott, you're missing a lot.

Harold Iszen
Box No. 7385

E-RAU (continued from page 1)

South America. Riddle was right about the growth potential for South Florida aviation; today Miami International Airport is the home of approximately 60 airlines.

In 1940, Riddle became an equal partner with John McKay. These two men would have a significant impact on training many of our World War II pilots. McKay, a former lieutenant in the Ballon Corps in World War I and prominent Southern lawyer, provided the business experience. Embry-Riddle needed to compete for defense plant status.

Under their competent leadership, Riddle and McKay turned Embry-Riddle into the world's largest aviation school. The company ran four major training operations. One of these operations, at Carlstrom Field, boasted 650,000 accident-free flying hours. By now, Embry-Riddle had expanded its Miami operations to include 48 buildings, and the company expanded to Brazil, in order to train Brazilian government technicians. The initial four student operations in Brazil eventually graduated 3500 students.

In 1961, the Company began to change its image to that of a

private non-profit educational institution. After receiving its charter from Florida, Embry-Riddle formed three divisions: flight, aeronautical engineering, technology, and airframe and powerplant technology.

In 1960, a consultant joined, Embry-Riddle to streamline flight-line operations. The consultant, Jack Hunt, was one of the original advocates of moving the operation out of Miami. Hunt advocated, "It's increasingly important that our classrooms, flight-line, and dormitories be in a single location on our school's campus and now we don't even have a campus."

In the Spring of 1965, Embry-Riddle moved to Daytona Beach with its 50 moving vans, 10 Cessna 150's, three Cessna 172's, four Twin Beeches, and two DC-3's. The selection of Daytona Beach was made from 22 cities in Florida. Finally, it was a choice between Daytona Beach, and Sebring, home of the annual 120 hour race. The choice was a mutual one for the Embry-Riddle educators and the Daytona businessmen. They could increase the money generated by Embry-Riddle.

NTSB (continued from page 1)

creasing the number of rest hours required between flights.

According to Burnett, the changes apply mostly to FAR Part 135, operators and commuter airlines, where the pilot's workload is higher and the conditions are usually worse than those of major airlines.

The Chairman also noted, "The FAA is not monitoring stress and fatigue within the ATC system," and that, "There is a

reluctance of the FAA to make hard decisions on the status of the controllers."

Many students attending the E-RAU CO-OP program with the NTSB. Burnett praised the program and recalled two of his investigators who had CO-OPed with the NTSB while attending E-RAU.

Students interested in a CO-OP should have a technical,

Bob Jost, University Director and former Budget Director for Embry-Riddle, expressed that, "we appreciate your work, support and dedication to Embry-Riddle." While one guest commented that it was "survival of the fittest," Provost Doten said he is "proud of all who stuck around for five, 10 and 15 years."

Present to receive 15-year pins for their service were Frederick Hamilton of the Daytona Beach Campus Management Department, and Mary McLemore of the Daytona Beach Campus Humanities Department. When asked if he was planning on staying longer, Frederick Hamilton replied, "no more than another fifteen." He modestly commented, "they hired some great teachers fifteen years ago." Mary McLemore said her fifteen-year experience with the University has been "a long, good time." Not present to receive their award for 15 years of service were Robert Brown of the International Campus, and Michael Deely and Edward Wurzbach both of the Daytona Beach Campus.

Also present at the banquet were Diane Thompson and Jack Fiddell. Thompson, reflecting on her 14 year affiliation with the University in relation to growth, states that there were "1200 students when I came here." Paul McDuffee, another guest at the banquet, in discussing changes within the University, commented that he is "really happy about the new aircraft plans for Embry-Riddle," and he looks forward to consistent improvement and advancement in the Flight Department.

Father Morris, a 5-year employee of Embry-Riddle said "I like what I'm doing and where I'm doing it." Another 5-year employee, Tom Casey, commented over dinner:

"They told me when I came here to have fun, enjoy life, and get paid for it; and that's exactly what I've done. I wouldn't swap these past five years for any others."

Cheri Armstrong, Bursar for the Daytona Beach Campus, and recipient of a five-year award, stated that she is "looking forward to being here the next time" for her 10-year pin. Linda Kelly, of Daytona Beach Records and Registration and recipient of a five-year pin, commented that she "thinks heaven for working with these students." "I'm not as gray-haired as I could've been." Norma Woods, employee with Embry-Riddle said on receiving her award that she "feels great. The students are great, I'm planning on being here awhile." Woods works in the Safety and Security Department of the Daytona Beach Campus.

Growth seemed to be the theme and general interest throughout the entire evening. Embry-Riddle has grown drastically and all of these people have contributed to the growth of Embry-Riddle Aeronautical University.

List of five-year award recipients: Shiv Aggarwal, Cherie Armstrong, Thomas Arnold, Melody Bailey, William Baldwin, Emily Barton, Linda Bloom, Keith Bond, Judith Borchert, Richard Bryant, David Cameron, Thomas Casey, William Chamberlin, Frances Colby, Ronald Collins, Rose Coaglio, Deborah Costello, Beverly Darroch, Eugene Davis, Charles Eastlake, Thomas Edwards, Billy Fain, Robert Fleck, Debra Foster, Clarence Freisel, Richard Furman, Patricia Garcia, Sallinda Gilles, John Gordon, Tej Gupta, Franklin Hall, Michael Hession, John Hilton, Martin Howell, Carol Jacobs, Eugene Kastner, Roger Kayser, Linda Kelly, Frances Litsman, Robert Lloyd, Homer



Two of the five fifteen-year award recipients were Fredrick Hamilton and Mary McLemore.

Mathews, John McCurdy, Charles Moore, Kenan Morris, William Neese, J. Roger Osterholm, Robert Oxley, Helep Peterson, Thomas Pettit, Edward Pfaffinger, John Phipps, Walter Pikel, William Pounds, Diann Ramsden, Laurie Ranfos, Adelbert Ransom, Donna Robert, Carol Rondeau, Margery Russell, Howard Sellinger, Wendell Stockton, Taras Stratschuk, Ingrid Weeks, Katherine Wehrenberg, Theresa Welch, Richard Whaley, Leslie Whitmer, Stephen Whitmer, James Williams, Dennis Wood, and Norma Woods.

List of 10-year award recipients: Herman Duh, Sarah Fogle, William Halliday, Bruce Hampton, Theodore Michellini, Dana Middlekauff, R. Steve Morrin, Robert Rockett, Jeffrey Salan, Thomas Sparkes, Paul Taylor, Charles Wentz, and Edward Yackel.

List of 15-year award recipients: Robert Brown, Michael Deely, Frederick Hamilton, Mary McLemore, and Edward Wurzbach.

Navy club meeting

By Jeff Guzzetti
Navy Club Reporter

The Naval Aviation Club will hold its next meeting tonight at 7:00 p.m. in Room A-211. We will have a special guest presentation by Capt. Byington involving fitness reports and promotions in the Navy.

Tonight's agenda will also include a discussion of the many events that we have planned for this semester. Our biggest upcoming event is the tour of the Saratoga on Tuesday, March 5. The Saratoga is an aircraft carrier docked in Jacksonville that has recently been refurbished. This special tour will give prospective Navy officers an idea of what carrier life is all about. Details and a

sign-up list will be presented tonight.

And of course, another one of our on-going activities include the S-3 simulator trips to Jacksonville. The Navy Club has reserved two hours in the S-3 Viking simulator every Wednesday at NAS Cecil Field, and club members have an opportunity to make carrier landings weekly!

Besides providing these types of events, the Naval Aviation Club provides a forum of ideas, comments, and motivation to those who seek to become a Naval Aviator. All interested students are encouraged to attend tonight's meeting. Remember, the meeting will be held in Room A-211 at 7:00 p.m.

Olcott (continued from page 1)

frequently files a Beechcraft Baron in pursuing his journalistic endeavors.

The students who met with Olcott found him accessible and willing to consider the issues confronting today's college graduate. Throughout the discussion he emphasized the need to develop communication skills. Olcott dismissed the notion that engineers and pilots do not rely heavily on communication skills

as irrational.

The ability to communicate also relates directly to the need for hands-on experience. Olcott wondered how people, whether they be managers, pilots or engineers, could be expected to communicate a solution if they do not understand the nature of the problem. "There are many years' in a career," nodded Olcott, "but not enough to waste any. Get down in the trenches and get the practical, hands-on experience early in your career." Organized by Embry-Riddle's

background in aircraft maintenance as well as flight operations (pilot). CO-OP student's duties include aircraft accident investigation and wreckage documentation.

Students are paid at the GS-5 to GS-7 pay level. Four or five CO-OP students are currently needed.

Other safety problems currently being reviewed by the Safety Board involve the potential for



ERAU Engineering student Andy Hahn launches his glider to a first place finish Saturday's competition. The contest marked the end of the AIAA Engineer's Week activities.

Sperry SPZ-7000 certified for IFR operations

Sperry's SPZ-7000 Digital Automatic Flight Control System (DAFCS) has been certified for single-pilot IFR operation in the Bell 222UT utility transport helicopter. Awarded on February 7, the Supplemental Type Certificate (STC) was obtained through a joint program involving Sperry and Helidyne Systems, Inc., of Fort Worth, Texas.

The first digital AFCS designed for commercial helicopters, the SPZ-7000 has also been certified on the Sikorsky S-76 and Aerospaciale SA-365N.

New dart throwing league

Attention male and female dart throwers: The Embry-Riddle Dart League is forming for weekly competition. For more information, leave a note with your name, phone number, and box number in E-RAU Box 4042.