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Inter-Service
Olympics
March 23**

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AVION

An Award-Winning Collegiate Newspaper

March 20, 1985

Embry-Riddle Aeronautical University, Daytona Beach, Florida

Volume 49, Issue 9

Leonora, Kohlman win with landslide

By Jeff Guzzetti

After a record turnout at the polls last Thursday, the Student Government Association elections for the 1985-86 term has ended. Arnold Leonora and Jeffrey Kohlman defeated candidates Arlen Bowen and Michael Geletka for the president/vice president positions, while Ramiro Martinez overcame Ricardo Iritzary for the Chief Justice slot.

"The results have proven that the students wish to see us represent them and that's exactly what we plan on doing," commented Leonora after the election. Leonora, along with the rest of the victorious candidates, will be inducted into office on April 9.

The number of students who voted this year totalled 882, the largest turnout ever for the SGA. Leonora/Kohlman easily took the top spots with 585 votes, against Bowen/Geletka with 242. The battle for Chief Justice of the Student Court was slightly more heated, however, with Ramiro Martinez receiving 391 votes to Ricardo Iritzary's 305.

All eight of the SGA

Representatives-at-Large candidates automatically obtained their positions, due to the fact that ten positions needed to be filled. The Representative-elects are Brenda Demski, Peter Ejarque, Geoff Hunt, Donald Kulig, Craig Pellissier, Wayne Rudisalle, Ali M. Saadeh, and Steve Williams.

There were also three write-ins for representative positions this year, and these students will be evaluated to see if they meet the eligibility requirements for the office.

Commenting on the record turnout of the polls, Gus Carbonell, member of the SGA Election Committee, stated "The main reason for this is because of the campaigning by the individual candidates. They really went out to get the votes." This year's total votes of 882 beat the old record of 881 from the 1983-84 elections.

This week, President-elect Leonora will travel to the Prescott campus with the SGA's current president, Tom Conard, for the spring meeting of the Board of Trustees.



Avion photo by Tony Savo

Victorious...

Arnold Leonora (left), and Jeff Kohlman won easily in last week's SGA election for President and Vice President.

PBA rebuilding slowly

By Geoff Kaufman
Special to the Avion

Within the past eight months, Provincetown-Boston Airlines (PBA) has encountered bad luck, primarily in their southern system. Some people view this misfortune as growing pains for the airline.

After 35 years of flying, PBA began to lose its momentum as a result of several mishaps which began in June of 1984. Their first problem occurred when one of

their Cessna 402 aircraft went down in Boston Harbor while on a ferry flight. Several months later, another Cessna 402 plane went down in Naples killing one passenger.

This was followed by a certificate suspension in mid-November when the FAA found safety violations, but the airline managed to resume limited service by the end of November. Two weeks later a PBA Ban-

See PBA, page 8

Embry-Riddle planning extravaganza

By Max Corneau
Avion Staff Reporter

In the late Spring of 1965, Embry Riddle moved its operation to Daytona Beach. This year marks the twentieth anniversary of the University in Daytona; during the last week of March, while the second annual Skyfest is taking

place, ERAU will celebrate its platinum anniversary.

Becky Robertson, who chairs the ERAU Anniversary Committee, made an open statement. "The Anniversary Committee, made up of approximately 16 individuals representing diverse areas of the University, has planned a variety of exhibits,

demonstrations and activities for the visitors we will have on March 30 and 31. The Daytona Beach Chamber of Commerce has been very supportive and helpful in coordinating the celebration of Embry-Riddle's twentieth anniversary in Daytona Beach with Skyfest '85. It is hoped that members of the com-

munity will come to the airshow early to tour the ERAU campus, and participate in some of the many activities which will be occurring. One of the goals of the committee is to educate the participants to the scope of education that Embry-Riddle provides to the students."

See Anniversary, page 9

Lakeland Fly-In kicks off Sun 'n Fun in cold 'n clouds



Avion photo by Pete Martin

Backwards Bede...

This BD-5 M102 is a highly modified BD-5 aircraft. The engine has been repositioned to the

front and the nose wheel was placed at the aft fuselage, making the aircraft a taildragger.

By Brian Nicklas
Avion Staff Reporter

The Experimental Aircraft Association kicked off the Eleventh Annual Sun 'n Fun Fly-In Sunday, with displays galore, all aimed at the people around the world who build, fly or enjoy homebuilt aircraft.

Threatening storm clouds darkened the skies over Lakeland, site of the Fly-in since 1975, but they did not disrupt the enthusiasm about the festivities, which included static displays, flybys, lectures and sales.

The site for the event is Lakeland's Municipal Airport, with all EAA events happening on the southwest side of the field. The display area's southeast side holds the ultralight activities, with flights from a small grassy stretch taking place constantly, and in various tents there are a wide array of promotional activities taking place from a multitude of manufacturers and distributors.

Just north of the ultralights is the parking area for the warbirds, which are military and military associated aircraft. Many of

those on hand Sunday had appeared a week earlier at the Valiant Air Command's Tico airshow. Notable aircraft which had not appeared at Tico were a Boeing B-17, an Auster AOP and a pair of Beech C-45's in Navy markings.

Adjacent to both the warbirds and ultralights is a camping area. What makes this camping area unique is not a profusion of Winnebago's and the like, but a vast array of Cessnas, Beeches and Pipers all set in rows with various camping accoutrements on and around the airplanes. Quite a few of these aircraft were the sleeping quarters for their owners.

The north area of the display zone is set aside for the antique and classic aircraft with homebuilt in an area just south. The Antiques are an interesting group of aircraft, ranging in size from two-seat Ercoups to the multi-place Lockheed Electra. Some aircraft that could be considered warbirds were also seen here, such as Stearman, Beech T-34's and a Focke-Wulf 198.

Homebuilt aircraft, take a special place of pride, with builder/owners ready to point

out the various areas of interest on their craft. BD-4's and 5's were seen here, as well as most of the Burt Rutan designs and many others.

There was an area set aside for the performing aircraft as well as the larger static displays. Placed here were a Coast Guard C-130 and an HH-3 helicopter, various Army helicopters and the B-17. In the same vicinity, but beyond a crowd barrier, were the BD-5J and Stearman which were all scheduled for the day's airshow. Helicopters and a Stinson Trimotor also operated in this area, but their purpose was to give rides to the continual stream of interested Sun 'n Funners.

The rest of the site was devoted to sales of various items, ranging from complete aircraft to various parts that you would need to complete your project.

Two hangers were filled with exhibits, including a recruiting display from Embry-Riddle. Others were showing aircraft supplies such as engines and lubricants, various composite materials and aviation clothing and materials.

See Fly, page 10

Editorial

Salary issue still debatable

Few can claim ignorance of the faculty salary issue which has gained significant momentum on our campus these past months. Many faculty have taken the salary issue into their classrooms and used these temples of knowledge and learning as arenas to further inform their 'captive audiences' of the faculty's woeful, underpaid plight. The Faculty Council commissioned a comparison study of salaries which concluded our faculty are not only being underpaid, they are being robbed. The administration has released, after almost a year of research, a professional, consultant-generated faculty salary comparison. Even they agree our faculty are being paid less than what they ought to, although not to the degree the Faculty Council comparison reported.

So what is the problem? There is no disparity, right? Wrong.

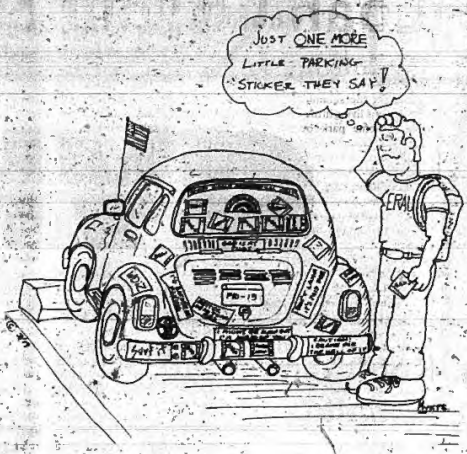
In terms of percentages, our faculty are being paid approximately the right amount of the university's revenues, which, it should be emphasized, are 98.5 percent tuition-generated. Embry-Riddle receives only 2 percent of its funding as private gifts to the university and zero percent from endowments. How about research grants? Also zero.

What all this boils down to is that we students are being unfairly burdened with the financial health of the university. The school's efforts to raise additional funds have proved impotent. Mr. Tom Emmett, one half of the consulting team hired by the University to research the salary issue, reported our students are paying \$1000 per year less than other private independent universities in the south. Luther Reisbig, Dean of Engineering and Aviation Sciences, asked, tongue in cheek, if we shouldn't consider this tuition discrepancy a form of financial aid. Very funny.

Our savior President Tallman, upon whose shoulders ride the hopes and anxieties of the entire university, admitted at the faculty meeting last week that he was unaware as to extent of the salary problem. How can this be? Surely, our Board of Trustees, in all their infinite wisdom, filled Mr. Tallman in on what is one of the hottest problems facing the administration. Didn't they? Or was he lured here under false pretenses?

We have a \$10 per-credit-hour tuition increase slated for Fall and it seems fair to expect the faculty to get something of, a salary increase. But for them to expect to achieve national financial equality on the heels of annual tuition increases is unrealistic. To expect the students to accept that their tuition is \$1000 low after attending classes with thirty or forty students, walking across unpaved parking lots and sitting in a too-small, too-loud library for too long is also unrealistic.

The administration should procure outside funds to support our broadening financial base before continuing to raise the tuition. They should consider it a mandate from the students. Don't forget, we are holding all the aces.



Letters to the Editor

Deke speaks

To the Editor:

An editorial on page 6 of your February 6, 1985 issue caught my eye and causes me to request you to re-think your position on joint US/USSR space operations. Your current position is based on false information attributed to Walt Cunningham. Walt is a bright young man, but he was not associated with the Apollo Soyuz mission. In fact, he was not even a member of the US Astronaut Corp at the time and has no knowledge or basis for his statements. The real world is that the Soviets gained absolutely zero information in the planning and conduct of ASTP that was not readily available through public channels years before. NASA had no security classifications on space missions or hardware and published full mission reports on all flights flown.

Whether a new Shuttle Soyuz will be more effective in resolving international problems than the old Apollo/Soyuz is a legitimate question. However, your answer should be based on fact, not opinion. My opinion is that ASTP

was well worth the effort in its time, and any new attempt at decreasing international tension certainly has the potential of benefiting everyone.

Sincerely,
Donald K. Slayton
President, Space Services Inc.

Flight clarification

To the Editor:

Upon reading Mr. Andrews letter to the editor last week, I was pleased to note his support for the university's decision to replace our present multi-engine training fleet with the Cessna Crusader. The Crusader will, for the first time, allow us to introduce Embry-Riddle flight students to some of the advanced systems, equipment, and flight techniques that they will see in many entry-level flight positions.

Mr. Andrew's point that there appear to be certain incongruities in the statement made relative to flight fees is well taken. Please allow me to clarify several issues that were not explained in the Avion article dealing with Embry-Riddle's move to an all-Cessna fleet.

As most flight students are

aware, the Flight Technology Department implemented a new FAA-approved flight syllabus on January 1, 1985. This new syllabus incorporated a major reorientation in our approach to simulation training, as well as several minor modifications which will greatly facilitate the training process. These changes will enable the flight department to teach the same flight standards as previously, but with reduced simulation and flight training time.

Although hourly rates have not yet been established for the Cessna Crusader, it is anticipated that Crusader rates will be substantially higher than those presently established for the Piper Seminole. As a result of the syllabus modifications mentioned previously, however, total flight deposits for the new flight courses, using the Cessna Crusader, are expected to be less than the total flight deposits which would have been required had we elected to continue using the Piper Seminole in the old flight syllabus.

Further, the new flight syllabus allows the student the option of completing his or her commercial

pilot training in a single-engine aircraft. Students who opt to complete the "single-engine track" may subsequently complete the multi-engine transition course at a lower total cost than if they had selected the "multi-engine track" since fewer multi-engine flight hours will be involved.

It should be pointed out that each course presently offered by the Flight Technology Department meets or exceeds the minimum training required by the FAA. In addition, students completing their training in the Cessna Crusader will be introduced to advanced systems and equipment not typically available in other FAA-approved commercial pilot flight training programs. It is clearly anticipated that the use of the Cessna Crusader in our new flight syllabus will enable us to produce, in a very cost-effective manner, a graduate who is much more in tune with the needs of the aviation industry.

Eric S. Doten
Provost

See Letters, page 3

Klyde Morris was oleszewski

the avion

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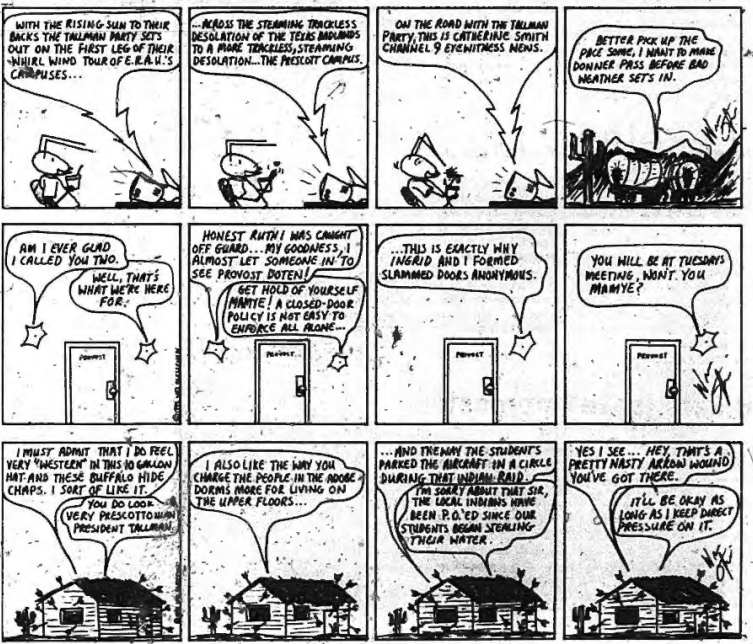
This week's staff:
Jim Banke, Dawn Banke, Allen Berg, Rich Grey, Pete Merlin, Brian Nicklas, Tony Savio.

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I live in a mobile home park and am very confused about the role of the owner of that park. If we sell our own coach, he insists that we owe him ten percent of the selling price. This man is not a realtor. Does he have a legal right to do this?

The relationship between a mobile home park owner and a mobile owner who rents space in that park is a unique landlord/tenant relationship that is governed by the general law of landlord/tenant and the Florida Mobile Home Landlord and Tenant Act found in Florida Statutes par. 83.750 - 83.974. The Act provides for certain

Loaning your car may not be best

rights and obligations that may be enforced by the mobile home park owner and the mobile home owner for the common good of the persons living in the park. The mobile home park owner may establish reasonable park rules which must be complied with by the mobile home owners. The mobile home park owner must provide certain maintenance and repair of common areas and comply with certain building and health codes.

More specific agreements between the mobile park owner and the mobile home owner may be established by contract between the two parties and a party agreeing to a contract will be bound by its terms. Absent any other agreement between the mobile home park owner and the mobile home owner, the mobile home owner who sells his mobile home to a qualified buyer is not obligated to pay any selling fee to the mobile home park owner.

Florida law states that "The

park shall not exact a commission or fee with respect to the price realized by the seller unless the park owner or operator has acted as agent for the mobile home owner in the sale pursuant to a written contract." The park owner may decide on the qualifications of the prospective buyer but may not charge a selling fee to the mobile seller unless there has been a prior contract between the park owner and the mobile home owner concerning such as fee.

When a lease on an apartment or condominium expires and the tenants have no where to move by the expiration date, is an additional time allowed by law in which the tenant can relocate?

No. A lease implies an agreement by the tenant to surrender possession following termination of the lease, assuming no express language to the contrary. If the tenant holds over and continues in possession of the leased dwelling unit following expiration of

the lease, the landlord is entitled to and may recover possession. If the tenant fails to vacate the premises after expiration of a lease, the tenant may be held liable to the landlord for double the amount of rent due for the period which the tenant refuses to surrender possession.

If, when a couple divorces, either the husband or wife chooses to leave his or her ex-beneficiary of any insurance policies, can the family interfere with this decision?

In virtually every instance the family cannot interfere. The disposition of insurance policies is spelled out in a property settlement agreement or in the final order of dissolution. As long as the agreement and order is honored the family cannot interfere.

I loaned my new car to a friend who ended up totaling it. He says that he is not guilty and lied to me about other aspects of the wreck. It has been six months and I have yet to see a dime of reimburse-

ment for my loss. Please advise me as to what my best alternative would be. I do not have the funds to obtain legal assistance.

Assuming that you have collision coverage on your automobile, your best alternative is to seek reimbursement for the value of your auto from your own insurance company. If your friend had a policy of automobile insurance providing property damage liability coverage, and if the true facts reveal that your friend operated negligently, you will probably be able to find a lawyer who will handle the case against your friend and his insurance company on a contingent fee basis.

Most lawyers who handle personal injury and property damage liability cases will do so for a contingent fee, that is, they will charge a percentage of the sum recovered for you. If the lawyer were unable to collect from your friend and his insurance company, you would

owe no fee under this type arrangement.

Can I write my own will without the aid of an attorney?

Yes, there is no requirement that testamentary instruments must be drafted by an attorney. You can even have a handwritten will as long as it is properly executed and signed by two attesting witnesses. However, unless you are quite knowledgeable in the area of probate law, it is strongly recommended that you consult an attorney. There are numerous potential problem areas of which the average layman is not aware. If you feel that you have the need for a will, then you are probably contemplating "some type of estate planning for which the advice of an attorney should be sought."

[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.]

Big oil companies owe billions for past overcharges

By Jack Anderson and Joseph Spear

Washington — The big oil companies are currently paying back billions of dollars they overcharged for oil and gas during the 1970s. But thanks to sloppy thinking and even sloppier supervision by the federal bureaucrats entrusted with dispensing the money, the consumer is getting bilked again.

Here's the story: In the 1970s, several oil companies were found to have violated oil and gas price controls

then in effect. After years of negotiations and red tape, the oil companies have been paying back the illegal overcharges.

It would be impossible to give the money back to all the individuals who were actually overcharged several years ago. So the billions of dollars are being put in a kitty controlled by the Department of Energy, which then dispenses it to various states according to the best estimate of fair sharing.

The trouble, according General Accounting Office report obtained by our associate Tony Cappacchio, is that the DOE has allowed

"payments to institutions...that were not actually injured by overcharges."

GAO auditors studied consent orders totaling \$36 million entered into by DOE and four oil companies: Chevron, Standard Oil of Ohio, Imperial Refineries and Site Oil Company of Missouri.

They found that DOE hadn't bothered to consult the overcharged consumers — utilities, airlines, schools, small businesses, towns and individuals. This was improper, GAO concluded.

But what really burned the

GAO sleuths and Rep. John Dingell, D-Mich., was that DOE "agreed to settlement terms which may not provide for restitution." For example, DOE allowed these uses of the overcharge repayments:

- Repairs and maintenance of highways, bridges and airports. "Hardly akin to restitution for all overcharges," Dingell complained to DOE Secretary John Herrington.

- Georgia is being allowed to spend \$250,380 of its reimbursement to buy 642 breathalyzers for its drunk-driver testing program.

"The connection to overcharged consumers is remote," Dingell wrote.

— Nebraska won DOE approval for spending \$100,000 of its overcharge windfall on a pro-

ject intended to demonstrate that trees used for shade and windbreaks can help reduce heating and cooling costs. The project would also "install in students an

See DOE, page 11

Letters (continued from page 2)

Election thanks

Dear Fellow Students:

We would like to thank you for the support that we received from you, and at the same time, we would like to congratulate you for your involvement during the SGA elections. We were impressed with more than 800 of you who voted during the election.

You obviously called for a mandate; we plan to represent you in the most effective way, and work together with the faculty, staff and the administration to benefit you, the student. We hope that whenever you have a question, complaint or petition, you will approach us with it, and give us an opportunity to do for you what we promised that we will do.

Again thank you for your support and congratulations to you. Arnold Leonora, SGA President

Jeff Kohlman, SGA Vice-President elect

Thanks for the 200 students that voted and supported me for the Chief Justice position. For them and for all for you, I want to say that it is still in the interest to help you in any way I can. As a member of the Student Court for almost one year, there I will be, and there you can find me until the end of my term.

Congratulations to the elections committee for their good job in the election process. Congratulations to Arnold Leonora, Jeff Kohlman, Ramiro Martinez, and the non-elected candidates (including myself). I emphasize non-elected because there are no losers other than the people that don't care or believe in the institutions established by us (the students), that are a part of us, and represent us such as our Student Government Association.

Ricardo Trizary Chief Justice Elect

Softball coverage

To the Editor:

In regards to Mr. Elliot's tasteless article about "the most spectacular softball game of this season." I say it is too bad your newspaper is staffed by such a biased person.

I find it hard to believe that even though Mr. Elliot was at the game, he could still get the facts wrong. First of all, the score was not 13-5, it was 11-5. Spectrum did not take the No-Names apart

and there were no double plays made by either team. The No-Names did not lose their composure; the name-calling was initiated by Spectrum's second baseman, not the No-Names. As for the election of the M.V.P., I was not aware of such awards. Furthermore, I do not recall Mr. Cravatalla making any "diving catches."

The second baseman did not "attack" the umpire, the short stop exchanged a few heated words with the umpire for what he thought were a lot of bad calls,

especially on the part of the umpire between first and second bases.

I am hoping Mr. Elliot will take it upon himself to write a formal apology not only to the No-Names softball team, but also to the people who were playing other softball games. If he is going to cover the softball games he should cover as many as he can, not just the game he has a vested interest in.

Robert Oneill No-Names shortstop Box 3528

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**EMBRY-RIDDLE
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258-9310

Bikers leave impression

By Scott Trent Avion Staff Reporter

On March 2, thousands of bikers from around the country flocked to Daytona Beach to participate in the annual Bike Week. The beaches were full of American-made Harley-Davidson's, as well as many foreign made motorcycles.

Many people are annoyed by the loud bikes and the offensive appearance of the riders. The

bikers, however, bring in a substantial amount of business to the local hotels, as well as plenty of revenue for the city of Daytona.

Jack Coleman of the Deert Inn claimed, "The bikers were well behaved in spite of their appearance, and we fill up each year during Bike Week."

According to the Daytona Beach Police Department, the

See Bikers, page 11

ΣΧ

Sigma Chi

By Gregg Rorabaugh
Sigma Chi Correspondent

The Sigma Chi softball team has the honor of being the only undefeated team in the league and stands at 7-0 after defeating the Tailhookers and previously unbeaten Outlaws last Sunday.

The hockey team continues to boast a fine record of 3-1 and is in second place in its division. The books were set aside during the weekend of March 9 in order to welcome back 27 alumni brothers at the Eta Iota's fourteenth birthday party. Three of the eleven original founders of the Eta Iota chapter were among these men, including Major

Steven Avery, class of '72, Sid Barling, Jr., class of '71, and Dan Kepler, class of '70.

Steve is a C-41 Captain in the USAF and is also chief pilot for the Saudi Arabian Royal Family's G-III, Sid is a general contractor in Jacksonville, FL, and frequent visitor, while Dan is President of Medical Transcription Services, Inc.

These men helped get it all started and we are forever grateful for their efforts and will strive to do our best to maintain the high ideals of Sigma Chi.

Next week: results from the Easter Seals-Sigma Chi Spirit-Roll.

ΔΧ

Delta Chi

By Chris Reilly
Delta Columnist

The brothers and pledges of Delta Chi have been looking forward to defending our Greek Week trophy. We are determined to retire it by winning Greek Week for the second year in a row. We have been practicing and we are ready for any challenge, because we want the trophy to stay where it is now, behind our bar.

Some activities that the chapter has been involved in include the midnight cruise on the Dixie Queen last weekend. Several brothers practiced some of the drinking events for Greek Week

while on the cruise. We sure hope all this practice pays off. Also, the chapter wishes to thank the IPC for the cocktail party at the President's mansion on March 1. All of the brothers that went really enjoyed themselves.

Chapter president Geoff Murray, chapter secretary Woody Kennedy, and brother Paul Brinkman all attend our Region convention. The weekend taught them much which they passed on to the chapter. They were also presented with the Financially Sound Chapter Award. We were one in four chapters that received the award out of the whole region.

AAS

Arnold Air Society

By CILT D. Jon Peck
AAS Correspondent

The AAS surprised how to throw a dinner meeting. Recently, the squadron held its dinner meeting at Sweetwater in Port Orange. The members enjoyed a fine sea food meal while also being entertained by Elton John who made a surprise visit. He dazzled us with his keyboard know-how. The usual meeting activities were held afterwards.

The pledges class has been very

busy lately. They raised \$200 out of a couple of car washes. Also, they purchased a new podium for the Air Force detachment.

In the future, Arnold Air is going to do its American Bandstand imitation. In conjunction with the United Way, the Arnold Air Society will be sponsoring a 24 hour dance marathon. Keep watching the Avion for additional information. Interested parties should contact the Arnold Air operations and/or public affairs officer.

ΣΦΔ

Sigma Phi Delta

By Steve Taylor
SPD Historian

The SPD Hazars are having their most successful season this year. So far in the playoffs they are 2-1. Several of the team members have expressed a desire to see their names in print. They are: Pat Murry, outfield; Marc Bahan, right field; Tony Williams, short field; and especially our coach, Bert Senter. The Hazars hope to continue their playoff victories for several months.

around 1:00 p.m. and last well into the evening. We hope to see everyone there.

The other big event forth coming is the end-of-the-tri party. This is scheduled, to be held at the president's mansion. Any other social ideas, talk with Tony Williams.

In the professional department, we are continuing to work on the computer program for the manometer bank. At this point, the trip to G.E. has been put on the back burner. However, several Brothers and little sisters will be attending the A.I.A.A. conference in Atlanta next month. In addition, two of the Brothers will be presenting papers there.

All the brothers and little sisters would like to say "Hi" to Shlu Komaru. The place just isn't the same without you. There's finally some paper downstairs. Best of luck Shlu! send us something in English please!

Riders

Motorcycle Club

By Rick Fingers
Motorcycle Club VP

Motorcycles for miles was all one could see as the Riddle Riders participated in the annual motorcycle parade. Bikers of all shapes and sizes formed up at City Island Sunday (10 March) to begin the procession through the streets filled with crowds of waving, flashing onlookers.

The parade led to the Daytona 200 which is the final event of Bike Week. Main Street was visited frequently by members of the club and few of the members participated in various runs and events held throughout the week.

This weekend is the club camping trip. We will leave Daytona Saturday morning and return Sunday evening. The site has not

yet been confirmed, however some definite possibilities are Clearwater Lake or camping on the Ocklawaha River, or the Sarasota area. It will be an overnighter so bring tents, sleeping bags, or whatever you need to sleep with. (Mr. Brown can bring Teddy, and Bud will bring Bernie). Notes will be placed in members boxes concerning the trip, once details are finalized.

The T-shirts are in, and looking good. They are on sale to members for four dollars, through Mike Kates. Patches should be completed real soon; they will be distributed as soon as they arrive.

Amendments are being made and points are being discussed concerning Rules of the Road. Try to attend the meetings in order to keep up to date with the changes in the Safer riding tips. Art Rodriguez has been appointed to be in charge of amending these rules and to continuously look for better, safer riding techniques. Any ideas or points should be channeled through Art.

Elections will be coming up shortly. We've got a variety of members with numerous qualities and characteristics, so keep in mind possible nominations and candidates for the elected positions.

If you need any information concerning the club or the MSCA Safety Course, or if you are interested in the camping trip and your name is not on the Riddle Riders Membership list, contact Mr. Brown in Office E-612 or Rick Fingers at Box 7059.

AHP

Alpha Eta Rho

By Emma-Jane McDonald
AHP Scribe

The pledge period is finally over and the ritual was a success. Congratulations to all the new brothers. Everyone had a fantastic time Saturday night. There was plenty of drinking that lasted all night. Our thanks goes out to Howard Hollander who was responsible for this wonderful evening.

Another exciting event in approaching, the annual toga party. All fraternities are expected to

turn out in full force for a wild night. This will close Greek Week up.

Our fraternity has been out every weekend mingling with the Spring break crowd. Lookout all you girls, there are some wild ones this year; Steve Wall & Danny Smith may try to impress you with their fine southern accent, Ron Kochi and Pete Zepp may try to show off their John Travolta moves, or if you're lucky, Joe Edgley ask you for a spin around the dance floor.

Management Club

**By Carol A. Cittelvo
Management Club Writer**

The Management Club will hold its final Spring 1985 trimester dinner meeting at 7:00 p.m. on Friday, March 29, at the Treasure Island Inn.

The evening's guest speaker will be Dr. James Plinton, retired Vice President of Eastern Airline. Dr. Plinton is presenting active as a consultant for Eastern Airline, and is also a member of E-RAU's Board of Trustees. In addition,

Dr. Plinton is Vice Chairman of the Board of Florida West Airlines. We look forward to his invaluable insight into the aviation management field.

Dinner will be \$5.00 for club members with reservations, \$10.00 for members without reservations. The cost for non-members is \$11.00. Reservations are due by Wednesday, March 27, and should be directed to Brenda Demis/Box 3205.

We look forward to seeing you there!



E-RAU / DBCC NIGHT
Every Thursday - 7:00 pm to close

Buy a large single item pizza and get a Large pitcher of beer - Free
With a college I.D.



**By Tim Van Milligan
L5 Special Writer**

On Saturday morning at 10:00, March 23, a model rocket competition will be held on the volleyball field between Dorm 2 and the Flight Line. The contest is sponsored by the L-5 Aerospace Society and will consist of three different events: parachute duration, streamer duration, and egg-lifting duration.

The reason for the competition, according to John Gersy, Program and Activities Chairman for L-5, is that "since L-5 is a space-oriented group, this is our way of emphasizing space technology; similar to, but more exciting than AIAA's glider contest."

To help increase the level of competition, prizes will be given to the first place winners of each event, and model rocket kits and other rocket supplies will be given to those who take second and third places. The kits and rocket supplies are being supplied by Estes, a model rocket kit manufacturer, and by Ace Hobbies, a hobby shop located on Ridgewood Ave. in South Daytona.

The events are classified in three categories according to the amount of thrust developed by the rocket engines, and by the

Aerospace Society

type of recovery system that is used to bring the rocket back safely to the ground.

The first event uses a parachute for recovery, and an "A" class rocket engine that develops less than 2.5 newton-seconds of thrust. The second event uses streamer recovery and a "B" class engine that develops up to 5.0 newton-seconds of thrust. The third event in the competition will be the launching and recovery of a USDA grade "A" raw egg with a "C" class engine that develops 10 newton-seconds of thrust.

According to John Gersy, the "egg simulates an astronaut that the participant must launch and successfully recover without any damage to the payload, i.e. hairline cracks, or utter destruction of the egg."

The event was scheduled to be held in the field north of Catalina Avenue, but was changed at the request of airport management to the north end of the ERAU athletic field.

The first rockets will enter the air at around 10:00 a.m., and the last rocket to hit the ground will be a few hours later. After the results of the competition have been determined, the presentation of awards to the winners and door prizes to spectators will be given out.

Following this, L-5 is holding their annual barbecue cookout in

front of the racketball courts.

When asked what the L-5 Aerospace Society is, Gersy replied "L-5 is primarily a social club dedicated to educating members and ERAU students on man's activities in space; past present and future."

Our schedule for the rest of the term follows:

Tonight, March 20 - 7:00 p.m. in Riddle Theatre - L-5 and the Avion Space Technology Department present *An American Adventure: The Rocket Pilots*. There is no charge for this movie. The movie explores the activities of the test pilots at Edwards focusing on the X-15 program.

Saturday, March 23 - 10:00 a.m. - Model rocket contest open to everyone. Entry forms and complete rules are available in the Avion office. The contest will include an "A" engine parachute duration, "B" engine streamer duration, and "C" engine egg-loft contest. We will have a limited amount of engines available for sale. Later in the day we will hold this trimester's cook out and picnic.

Coming on April 3 and 4 will be an opportunity to purchase IMPACT Florida Laser Prints. If you have an interest in the future of space program, stop by and join us. If you can't make it, leave us a note in the Student Activities office.

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AFROTC

BY CHILL Robert Lecky
AFROTC Correspondent

Another valuable addition to the AFROTC Detachment 57 staff is USAF Captain Daniel E. Eddy, a native of Wayne, Michigan. The best way to describe this wearer of many hats is as a highly motivated and caring individual.

Capt. Eddy's duties range from Freshman Instructor to Det. Public Affairs Advisor and Recruiting Officer. Off duty, he is the proud father of four, and a veteran of 16 years of marriage. Capt. Eddy holds a Masters Degree in Personnel Management, an Undergraduate Degree in Sociology, plus a Technical background in missiles.

After a career as a Police Officer, Capt. Eddy spent three and a half years as an enlisted member of the Air Force. When he left, he returned to public ser-

vice. He soon became the Executive Director of a local Youth Guidance Program under the auspices of the Youth for Christ International organization. The program's main goal was to take teenagers with problems relating to social adjustment and teach them how to be responsible, productive adults in a sometimes confusing and fast world.

When he returned to the Air Force through Officer Training School (OTS), Capt. Eddy became a Missile Launch Officer for the Minuteman III ICBM system at Grand Forks AFB in North Dakota. This self contained base had facilities such as schools, gymsnasiums, theatres, stores and much more. Capt. Eddy described it as being "120 miles from nowhere, but you had your family there to share your time off duty."

Before he completed his tour, he attained the position of in-

structor in the Minuteman III weapons system. Capt. Eddy also served on numerous alerts at the Alternate Command Post as Missile Control Crew Commander in charge of 150 ICBMs. Ready and awaiting direct orders from the President of the United States. This four and a half year tour preceded his current assignment here with us.

Capt. Eddy's genuine concern for his students and all young people make him a logical choice for AFROTC. His best piece of advice is that "Students have to set reasonable goals for themselves and always keep integrity in mind. If you start something, finish it! This is the kind of professionalism the Air Force is looking for." He adds, "As far as the freshman class is concerned, I see a lot of potential and am proud to be a guiding force in their lives."

ROA

BY: Paul Valente
Public Affairs

The Reserve Officer Association, would like to remind all members that the campus ministry will continue its Food and Clothing Drive until Easter (7 April 1985). Anyone with extra clothing or any canned foods is urged to donate. Donations are accepted at the Office of Campus Ministry between the hours of 1:30 p.m. and 5:30 p.m. Members of ROA may bring their contributions to the next meeting.

Members who have signed up for Aviation Awareness Day contact Sandy Lieberman. Since this event is being held on the same day as Skyfest '85, it is important that you know your schedule. If you are a member who had volunteered to participate, but find that you cannot attend, please notify Sandy Lieberman or drop a note in box D-116. There will be more information concerning Aviation Awareness Day and Skyfest at the next meeting.

On 23 March, the ROA Awards Banquet will be held at the Treasure Island Inn. Cocktails will be served at 1800

Reserve Officers Association

(6:00 p.m.) with dinner immediately following at 1900 (7:00 p.m.). The price for members is \$2 and \$5 for each guest. The guest speaker will be Capt. Scribner who is a Chief Pilot for Pan American World Airways and is currently an E-RAU Board Member.

If there are any questions about ROA or any of its activities, please feel free to stop by the next meeting which will be held on 19 March, at 2000 (8:00 p.m.), in the Air Force Detachment. Hope to see you there.

Flight Team

By Buck Wyndham
Flight Team Correspondent

The E-RAU Precision Flight Demonstration Team would like to welcome their new faculty advisor, Wade Suther, to the team. Wade was chosen as the new advisor after the March 1st departure of John Stanton, who got a job with (appropriately enough) Precision Airlines.

Wade graduated from E-RAU in December 1983, with a B.S. in Aeronautical Science and has been a flight instructor here since

September 1983. He is currently in the M.B.A.A. program.

A native of Pinebluff, North Carolina, Wade first soloed on his 16th birthday. He then purchased a Piper PA-12 Super-Cruiser and became a private pilot on his 17th birthday. Since then, he has accumulated 900 hours total time, and close to 1100 hours of simulator instruction time.

Wade's experience and professionalism will be extremely instrumental in the continued suc-

cess of the team. Welcome Aboard, Wade!

The next events on the team's spring itinerary are the Lakeland Sun-N-Fun Fly-In on March 17 through 23 and the Deland Balloon Classic on March 22 through 24. At both of these, the team will act as public relations representatives for the university.

This trimester is shaping up as an incredibly busy one for the flight team, so count on seeing lots of flight-suited students around campus soon.

Golf Club

The E-RAU Golf Club will begin its fourth year in April. During its first three years, many students have enjoyed the privilege of playing golf at Pelican Bay Golf and Country Club.

The club's intercollegiate team has competed throughout the state against the University of Florida, Florida State Miami and many others. One team member Brian Thomas, has been with the team since it began and has been our number one player for the past two years. Brian will

graduate in April and will be sorely missed.

An active Recruiting Program is underway to bring several outstanding high-school golfers from all around the country to E-RAU for the Fall 85' trimester. The club will conduct a benefit tournament in the summer to provide financial aid to several of our competitive golfers.

There will be a meeting Thursday, March 28 at 7:00 p.m. in room G-109. Anyone interested in joining the club for either the summer or Fall terms should attend.

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Airmet Charlie by Buck Wyndham

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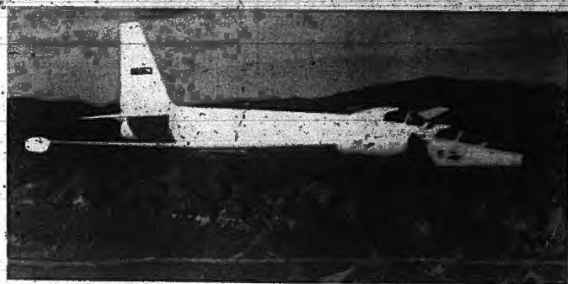
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Lockheed's U-2: thirty years old and still going strong



A U-2CT, in flight over California, shows the 19th Strategic Reconnaissance Wing, 2nd Operations Squadron. The U-2C's were modified to this configuration.

By Pete Merlin
Avion Staff Reporter.

Although the Lockheed U-2 has been flying for nearly three decades, it is far from obsolete. In fact the U-2 continues to grow and develop to carry out its role as a reconnaissance and earth

observation platform.

Originally, the U-2 was used strictly for strategic reconnaissance. It was flown in secrecy by the Central Intelligence Agency and later the United States Air Force.

It was used to overfly the Soviet Union until Francis Gary

Powers was shot down during a mission. The incident created a politically embarrassing situation for the United States.

Four U-2 aircraft were shot down over Red China.

Photographs taken from the U-2 were used to determine the

build-up of Soviet missile in Cuba in 1962. The aircraft was also used high-altitude air sampling to analyze Communist nuclear testing. Microscopic particles of fallout were studied to determine the stage of development of Soviet and Chinese weapons. The U-2 also saw extensive use over Southeast Asia during the Viet Nam War.

The U-2 has been used for a variety of non-military missions as well. One such operation, called HICAT, was a study of Clear Air Turbulence and wind shear.

The U-2 has also been used for air search and rescue. Photographs covering wide areas have been useful in locating lost aircraft and boats.

The National Aeronautics and Space Administration operates two U-2's for earth resources investigation. Using photographs in the visual spectrum, ultraviolet, and infrared, scientists can tell the difference between healthy and diseased crops. They can also study water and air pollution and flood control

techniques. The U-2 has also been used in the study of such natural phenomena as the eruption of Mount St. Helens in 1980.

Lockheed's U-2 has seen many modifications and changes. The most recent growth version of the U-2 is the TR-1. Although described as a Tactical Reconnaissance aircraft, it will have the same capabilities as its predecessor. It can operate above 80,000 feet at high subsonic speeds. It features great fuel economy and long range. An earth resources version of the TR-1 was made from the first prototype of that aircraft. Designated the ER-2, the aircraft was given to NASA. There are

also two TR-1B two-seater to train TR-1 pilots. Earlier U-2 trainers were designated U-2CT.

Lockheed's famous spyplane continues to fly. The U-2C's were retired at Beale Air Force Base, California in 1981. All U-2 trainers are still in service. The U-2R is still flying at Mildenhall in England. TR-1 aircraft, which are a development of the U-2R, are joining the aircraft at Mildenhall and TR-1's will also operate from Alconbury, England. The U-2/TR-1 family of aircraft maintains its usefulness and will probably continue operating into the Twenty-first Century.



LIBRA photo

(Above) One of many U-2's that began life as an 'A' model, 56-6707 is shown here upgraded to a 'C' version prior to its retirement.

(Left) The first TR-1A, seen at Lockheed's Palmdale facility, is the fourth of the TR series to be produced.

Lockheed California photos except where noted



'The Rocket Pilots' showcases tonight

By Brian Nicklas
Avion Staff Historian,
and Patrick McCarthy

Some of the heroic men who first flew in space aircraft, that were the forerunners of the Space Shuttle will be the focus of a special presentation of "An American Adventure—The Rocket Pilots," tonight at 7:00 p.m. in the Riddle Theatre.

Sponsored by the Avion Space

Technology division and the L-5 Aerospace Society, this encore presentation of the 1981 NBC News documentary will highlight the story of the experimental X-15 rocket aircraft. The program follows the history of the North American Aviation-built rocket plane from the awarding of the contract in 1955 until its last flight in 1968.

Using unique film footage, the program focuses on three of the

many "rocket pilots." Retired Air Force General Charles "Chuck" Yeager, who flew the Bell X-1 through the "sound barrier" in 1947, A. Scott Crossfield, who flew the Douglas D-558-2 Skyrocket past Mach 2 and, as North American's chief test pilot, first flew the X-15, and Colonel William "Pete" Knight, who flew the X-15 to its world speed record of 4,520 mph are profiled in the program.

Although the historic aircraft (XS-1 No. 1 and X-15A No. 1) are viewed by thousands every year at the Smithsonian Institution's National Air and Space Museum in Washington, D.C., the many "X-series" aircraft and the men who flew them are often overlooked in the historical perspective.

Space Tech Knowledge Quiz#2

- ★ Last week's correct answers ★
- 1) 2) A. Scott Crossfield exceeded Mach 2 in the Douglas D-558-2 Skyrocket.
 - 3) The Apollo 9 command module was nicknamed *Gumdrop*, while the lunar module was nicknamed *Spadar*.
 - 4) Veteran astronaut John Young now heads the NASA Aerospace Office.
 - 5) The *Viking 2* spacecraft made a soft landing on the planet

Mars on July 20, 1976.

The breaker:

North American Aviation received the contract to build the X-15 aircraft in September 1955.

★ Last Week's Winner ★

Last week's winner was Curt Werline, an Aeronautical Engineering major who correctly answered five of six questions. Werline received a collection of Laser Prints donated by the L-5 Aerospace Society.

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Skyfest '85 to host Christen Eagles

By Max Comeau
Avion Staff Reporter

During the last weekend of March, Skyfest, 1985 will take place here in Daytona. One of the highlighting acts in Skyfest is the Christen Eagles Aerobatic team. Made up of a trio of pilots, the Eagles are in their fourteenth year of airshow performances. Recently, Gene Soucy was in town as the guest of Rick Grissom, Skyfest coordinator. During an exclusive Avion interview, Soucy described his career as both an airline and airshow pilot.

Last year the Eagles performed at the Skyfest; Soucy commented on his impressions of the fledgling show. "Last year's Skyfest was as professional a show as I've seen, everything was first class. The social events were quality, and the crowd was spectacular." Though he was never formally introduced to the ERAU campus, Soucy noticed the enthusiasm coming from the audience last year. "When we do a show, the crowd's reaction and enthusiasm can really help. The Embry Riddle students were very enthusiastic; not only that, but the crowd was a knowledgeable one.

When performing for an informed airshow crowd we have to fly perfectly. A normal crowd isn't as aviation oriented as the students are." Soucy explained that his favorite show is at Reno, where the National Air Races are held. Closer to home, Soucy said, "Kissimmee is a great show. I've got a lot of friends in the area and that always makes a difference. It looks like the Daytona show will be up with my favorites." Based in Hollister, California, the Eagles must travel for two and a half days by air to get to Daytona. Soucy explained, "the

least fun is getting to the show, the fun starts when I taxi on show day." Soucy has about 13,000 flight hours, most of which he obtained while flying a DC-9 for Republic Airline. Soucy's attitude about airline pilots is as follows: "some guys look at airline flying as just another job; I like to think of it as a labor of love. I feel very lucky to be able to do the kind of flying that I do." His career as an airline pilot is a year-long responsibility, while the airshow season is a seasonal one. Soucy and the two other Christen Eagles, Tom Poberzney and Charlie Hillard, perform from April through November.



Christen Eagles photo
The Christen Eagles Aerobatic team holding tight formation. The Eagles perform from April to November at such diverse events as the Daytona Skyfest and the Reno Air Races.

Go Around #9: General Education and Views

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

Students are required at all colleges and universities to study some courses in the humanities and social sciences, in the liberal arts and in humanistic studies, but the definitions of such terms and areas are often poorly understood.

The humanities are courses in philosophy, literature, English, and the fine arts. The social sciences are courses in sociology, psychology, anthropology, economics, political science, and history—but economics is often taught in the business or management curricula.

The liberal arts—a term sometimes denigrated at conservative educational institutions—are courses or studies in languages, history, philosophy, literature, and the basic and abstract sciences. In the Middle Ages the liberal arts were divided into four major disciplines, called the quadrivium, and into three other disciplines, called the trivium—from which we get our word "trivial." The quadrivium included geometry, astronomy, arithmetic, and music. The trivium included grammar, logic, and rhetoric as the essential and basic studies of the seven medieval liberal arts.

It was in the Renaissance—the rebirth of learning in Europe after the Middle Ages—that the liberal arts became even more far reaching with an increased emphasis on humanism, or the interest in the

improvement of the state of man. The great lights of the Renaissance were humanist like Petrarch, Boccaccio, Michellavelli, Erasmus, Sir Thomas Moore, Rabelais, Francis Bacon, Shakespeare, artists like Donatello, da Vinci, Michelangelo, Raphael, Titian, and scientists like Copernicus, Galileo, Francis Bacon, and even the discoverer Christopher Columbus.

Martin Luther and John Calvin used the methods of the Renaissance to soundly reform the medieval Roman Catholic Church in the 1500s, in the movement called the Reformation and the formation of Protestantism, but Luther and Calvin yet had the medieval emphasis on salvation and serving God even to an unnecessary inconvenience to creature comforts. So they were not medieval, but neither were they Renaissance humanist.

So the terms largely overlap in areas and meaning. The humanities and social sciences today are part of an expansion of medieval liberal arts, and the basic sciences are today a separate part. The medieval emphasis on mathematics, astronomy, and music has been diluted, except for studies in the sciences, where mathematics remains fundamental, and grammar, logic, and rhetoric are lumped together in an English curriculum, although advanced logic is often a part of a mathematics or philosophy department.

Secular humanism is attacked as immoral by fundamentalist Christians, who themselves maintain a medieval character to their religion.

As one of the nation's most respected airshow pilots, Soucy sits on the airshow examiner committee. Composed of 12 people, this committee reviews air-

show pilot candidates and recommends to the FAA if they should be allowed to perform. Of the regulation of airshows, Soucy says, "the restrictions on airshows are good ones, they're

there to protect the citizens who attend the shows. I don't ever want to see the government tell pilots how to fly their shows." See Skyfest, page 8

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ERAU enters competition

The Community Relations office is entering the university in Corporate Cup '85, an athletic competition sponsored by the Halifax Hospital Health Fitness Program.

Last year, 29 businesses and industries entered teams. E-RAU has participated in the past, but never to the extent of competing in all events. This year, we're going all out because of the exposure generated in the community, and more important, because it should be a fun outing for all of us.

E-RAU will compete for trophies against other educational institutions and against all other entries for overall awards. Individual trophies for the top four finishers in each event will be given, and each participant will receive a special award.

- Sports to contest are:
- *Corporate Cup Relay (Running) - need at least one woman runner in the five (5) person team
 - *Bicycle Relay - need at least one woman in the four (4) person team
 - *Tug-of-War - 1,000 pound weight limit per team
 - *Bowling - at least one woman on the (5) person team
 - *Tennis - 1 male singles, 1 female singles, 1 mixed doubles
 - *Golf - Four (4) person team
 - *Volleyball - at least one woman playing at all times
- Most of the events will be held on Saturday, May 18, at the Daytona International Speedway. Golf will be on May 10 at Pine Lakes, tennis on May 9 at Pelican Bay, volleyball preliminaries at DBCC on May

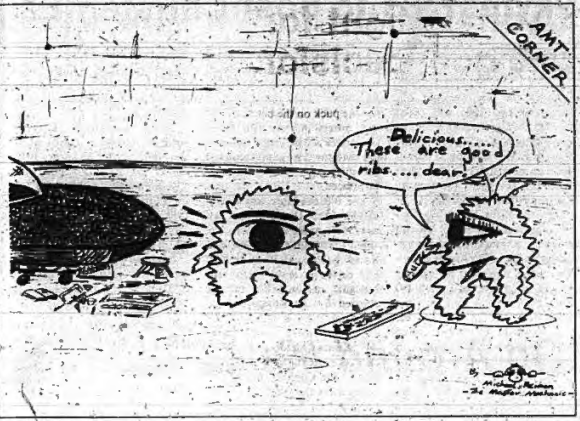
11, and bowling at the Deland Brunswick Lanes on May 15.

In addition, each team will be given a pit area from which to operate, and an award will be given for the best decorated pit.

If you would like to compete in an event, please call or write a memo to Leslie Whitmer (PDSR-Pool; extension 1071) with your name, mail code, extension number, and events you want to enter. Please do this by April 1.

Those of you who may not want to compete, please mark may 18 on your calendar and plan on joining us for a fun-filled morning.

In addition to athletes, we need decorators, cheerleaders, and those who just want to have some fun and a real good laugh. Hope to see you there!



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Interservice Olympians vie for Commander's Cup

By R.P. Gourley, JR., Captain, USAF
ROA Faculty Advisor

Who is going to take home the 1985 Interservice Commander's Cup Trophy? Which of the campus military precommissioning groups will demonstrate the most athletic prowess, teamwork, and spirit? These questions will be answered on Saturday, 23 March

when students from the Air Force ROTC, Army ROTC, Marine PLC, and Naval Aviation Club, get together to flex their muscles in intense, yet friendly, team competition.

The campus subchapter of the Reserve Officer Association (ROA), fulfilling its interservice objectives, is proud to sponsor the first annual Interservice

Olympics to promote interservice fellowship within a competitive environment. ROA is planning to make this a popular annual event and will be awarding a handsome trophy to the winning team for their retention throughout the year. Then, next year, that team will have to defend its championship to retain the trophy for the following year.

Competition will consist of two

running relay races, an iron-man competition, softball, volleyball, 3-on-3 basketball, and a tug-of-war. Events will begin at 0900 hours and conclude at 1600 hours with presentation of the Commander's Cup trophy. The competition will be held here on campus and will use the applicable athletic field. Everybody is welcome to come and watch the competition.

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Piedmont freight increases

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Piedmont Airlines flew 5.3 percent more cargo ton miles in February than during the same month last year. In February, total cargo ton miles were 3,050,351, compared to 2,896,636 ton miles down in February 1984.

During February, Piedmont

carried 1,617,841 ton miles of air-freight, a 23.1 percent increase over February 1984. Air Express ton miles grew 27.3 percent to 1,376,806 from 1,516,713 in February 1984.

O.E. "Bud" Halsey, director-cargo sales at Piedmont, said that February was the company's 15th consecutive month of growth.

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Skyfest
(continued from page 7)

Along with the airshow performances, and his hobby as an airline pilot, Soucy is an active aerobic competitor. He is looking forward to the 1988 World Aerobic Championships in Alberta, Canada. Of competition, Soucy explained, "during warmups for championship competition I often lose ten pounds during the practice for a meet. The intensity of this kind of flying is quite amazing."

Capitols fight for one-goal decision

By Brian Moedell

In what may very well be a preview of the division 1 finale in Intramural Hockey, the first Place Capitols held on to beat the Knucks by the narrow margin of 1-0.

Emotions ran high, as did tempers, in one of the most exciting games of the season. Midway through the first period, the Capitols appeared to take a 1-0 lead on a hard low shot from the left face-off circle. The referee, who was right on the spot, ruled that the puck had gone in through a small hole in the side of the net. From the very start of the game there were constant battles

for the puck on the boards and in the corners. A shoving match in the Knuck's goal crease added to the tension. The game, although not dirty, was hard fought and fast paced.

The 0-0 deadlock was broken midway through the first period when Jeff Avaz let a slap-shot go from the deep slot which beat Knuck goaltender Brian Moedell high on the glove side of the arm. The goal was the first of the year allowed by the Knuck defense. Although the Capitols had most of the offensive opportunities, the Knucks had some good chances to tie the game late in the game. The Capitols managed to hold on for the win.

Hockey

Division 1

Team	W	L	T	Pts	GF	GA
Capitols	4	0	0	12	35	3
Knucks	4	1	0	8	16	1
N.Easters	4	2	0	8	16	8
Whalers	2	3	0	4	9	12
Shekels	0	3	0	0	0	1
1st Coast	0	5	0	0	1	23

Division 2

Team	W	L	T	Pts	GF	GA
AFROTIC	5	0	0	10	21	2
Signal Chi	3	1	2	8	15	7
Warriors	3	1	1	7	18	5
Signal Pi	2	1	2	6	12	9
Talhoovers	2	2	1	5	8	7
Delta Chi	1	4	0	2	4	14
69ers	0	6	0	0	1	32

Monday's Results

Capitols	1	0
Knucks	0	1
AFROTIC	3	0
Talhoovers	1	0

Rebels win tournament

ERAU Recreation Dept.

Rebels win tournament

ERAU Recreation Dept.

Congratulations to the Rebels! In the final game of the E-RAU Intramural 5 on 5 Basketball Tournament, sponsored by the Recreation Department at the Y.M.C.A., the Rebels upset the 69ers Tuesday evening, March 12 with a thrilling 78-75 overtime victory. The score was tied at 67 at the end of regulation time. The Rebels dumped in 11 points in the overtime period while the 69ers managed only 6. High scorer for the Rebels was Mike Jenkins with 29 points, and Jeffrey Petersdorf had a team high of 30 for the 69ers. Members of the winning team were captain Dave McLamb, Mike Jenkins, Bob Bukovac, Ken Rajich, Mark

Hilbourn, Dan Momin, Mike Louridas, Kevin Smale, Dale Lochtefeld, Irving Simmons, Chuck Clute, Scott Collins and Danny Smith.

Basketball

Division 1

Team	W	L	Pts	PA	Pct	GB
Rockets	3	0	238	145	1000	-
Rebels	3	1	220	212	750	10
J.A.W.T.	2	1	151	167	867	1
69ers	2	2	137	255	800	14
Signal Chi	0	2	93	159	000	24
Dal Company	0	2	96	157	000	24
Md Greece	0	2	56	96	000	24

Final Results

Rebels	78
69ers	75

Drew Norman captures second frisbee title

A windy Wednesday afternoon gave some competition to the participants in the Frisbee Golf Contest held on March 6th. Defending Champion Drew Norman, came away with first place with a score of 44 for the 18-hole obstacle course. Second and third place were taken by Peter Ferraro and Cy Fitton with scores of 48 and 55 respectively.

Anniversary (continued from page 1)

The Anniversary committee has a budget of \$5207, which is part of the overall Skyfest '85 budget. Most of the money used to celebrate the anniversary will be spent on security and physical support on the campus. Three days before the show, Marc Alamas, Daytona's famed beach sand sculptor, will construct a replica of the space shuttle Columbia from 30 yards of sand. The space shuttle will be located on the east side of C building in the academic complex. According to Lee Daniel, Director of Community Relations, "The space shuttle will be a visible attraction to Skyfest visitors who come onto campus." The cost of the sand sculpture is \$500.

The University is opening the University Center and bookstore for visitors. In the bookstore there will be specials on Skyfest '85 T-shirts as well as the normal items available to students. Also,

enough cake to feed 2500 people will be on hand in the UC. The cake is a special anniversary gastronomic delight available to all visitors.

Other than the UC and Bookstore, the flight line, AMT area, and the Engineering complex will all be open to visitors. Also, the Computer Science Department will have on hand various flight simulation programs. Becky Robertson stressed that these open areas are available for public inspection in the hopes of enlightening the community as to the mission of ERAU.


Also on campus will be a large number of static display aircraft. Herein, some of the Physical Plant support comes into play: Some of the Warbirds coming onto campus are too big to move around without disrupting traffic flow and traffic signs. On Satur-

day, March 30, Rosie O'Grady's hot air balloon will also be on hand.

For the first 10,000 ERAU visitors, free styrofoam, anniversary biplanes will be available. Air Force ROTC cadets will present three Drill and Rifle demonstrations during the two days of the show.

Outside of the ERAU community, the University will be represented at the Volusia Mall. The ERAU Flight Team will be in uniform at the mall manning Skyfest '85 booths prior to the show. Personnel from Admissions will also be on hand at the mall to respond to questions about the University.

The Chamber of Commerce expects approximately 40,000 Skyfest '85 visitors this year. Of the expected 40,000, the Anniversary Committee hopes to draw 10 percent of that crowd.



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NOTICES

Daytona Museum Presents Exhibits

"Overexposure," a series of ten pencil drawings by Louisiana artist Darrell Brown, will open in the Hall Gallery of the Museum of Arts and Sciences in Daytona Beach on March 29, 1985. "Overexposure," a series of meticulously crafted male figures in familiar beach scenes reminiscent of Daytona Beach's own seaside settings, represents a kind of "new wave realism." "Overexposure" will remain at the Museum of Arts and Sciences in Daytona Beach through May 27, 1985.

Marcel Duchamp, one of the most enigmatic personalities associated with 20th century art, is spotlighted in the exhibition "Marcel Duchamp: Works from the John and Mable Ringling Museum of Art Collection" opening March 29, 1985 at the Museum of Arts and Sciences in Daytona Beach. The exhibition consists of twelve works by Duchamp, given to the museum by the noted collector and acquaintance of the artist, Mrs. Mary Siler. As a group, these works trace a number of critical stages in Duchamp's development.

This exciting exhibition will remain at the Museum of Arts and Sciences until May 27, 1985. The Museum is open Tuesday through Friday from 9:00-4:00, as well as Saturdays and Sundays from noon to 5:00. Wednesday and Sunday afternoons are free to the public. Call 255-0285 for information about other exhibits and activities.

NTSB Speech Tonight

Greg Feith, an Air Safety Inspector for the National Transportation and Safety Board, will present a special slide show and lecture concerning aircraft accidents tonight in the University Center at 8:30 p.m.

Mr. Feith will present slides of aircraft accidents along with taped recordings of cockpit communications. All students are encouraged to attend.

Skyfest Tickets on Sale

The Student Activities Office will be selling tickets for SKYFEST '85 at the following times:

- Wednesday, March 20, 1985 - 1:00 - 5:00 p.m.
- Thursday, March 21, 1985 - 1:00 - 5:00 p.m.
- Friday, March 22, 1985 - 1:00 - 5:00 p.m.
- Monday, March 25, 1985 - 1:00 - 5:00 p.m.
- Tuesday, March 26, 1985 - 1:00 - 5:00 p.m.
- Wednesday, March 27, 1985 - 1:00 - 5:00 p.m.
- Thursday, March 28, 1985 - 9:00 - 5:00 p.m.
- Friday, March 29, 1985 - 9:00 - 5:00 p.m.

Ticket prices for E-RAU students, faculty, and staff will be \$4.00 per ticket, per day. E-RAU I.D. will be required to purchase these discount tickets. All tickets purchased at the day of show will be \$8.00 per ticket per day.

Summer '84 Graduates

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

Speech Night Scheduled for March 28

Speech Night for Spring trimester will be presented in the University Center on Tuesday, March 26 at 8:30 p.m. The event, fast becoming an Embury-Riddle tradition, affords students an opportunity to see and hear some of E-RAU's best student communicators in action.

Auditions for presentations were held on Thursday, March 14. Although the performers' names are not yet available, the audience can look forward to a variety of speeches, ranging from informative and persuasive to entertaining.

Attend Speech Night and enjoy your fellow students' performances.

Airline Positions Open

Southwest Airlines are in need of a Flight Data Specialist. Duties encompass Ticket Lift Auditor and Dispatch Report Systems operator to process and distribute daily, weekly monthly, quarterly and yearly reports. Position may work into a supervisory position within a year.

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If you are interested in interviewing with this company, pick up an application in the career center and return it with a resume and an unofficial transcript no later than noon March 20, 1985.

United Airlines will be on campus to interview persons with a FCC and Airframe certificate (You must have both). If you are graduating in April and would like to interview, sign up in the Career Center. All positions will be in San Francisco, CA only.

New Management Course Offered

A new management course will be offered in the Fall of '85. The course is called MS 412, Airport Planning and Design. It will be offered on MW, 1800-2100. The instructor will be Mr. Gannon.

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'Red Hot Lovers' a success at Playhouse

By Patricia James
Special to the Avion

Neil Simon's "Last of the Redhot Lovers" premiered last Friday at the Daytona playhouse.

"Last of the Redhot Lovers" is unique for Neil Simon in that there are only four characters. The play takes place in the early seventies. It is the early reflection of the changing times, a time to be expressive and aggressive.

However, this production is centered on the promiscuous revolution and the burning desire to be open about it. The play toys with the idea that promiscuity is ok, just because we are able to talk about it.

The characters are in search of love; however, each character takes a different avenue in fulfilling their desire. Another problem shared by each character was that of finding one's identity. "The play revolved around Barney Cashman, a man caught up in the changing times. He is in need of romance. Elaine Navazio, the ever so hot Redhot Lover, was gracefully portrayed by Deborah Rousseau. Her character was interesting in that here we saw a role reversal

eligible ladies. Unfortunately, he was not able to make it to home base.

Barney's first taste of romance after 23 years of marriage was anything but exciting. He was over matched by an extremely forward and sex starved Elaine Navazio.

Robert O. Dimsey who played Barney Cashman did emerge victorious in playing this character. Hopefully he will honor us again with his presence at the playhouse some time in the near future.

Elaine Navazio, the ever so hot Redhot Lover, was gracefully portrayed by Deborah Rousseau. Her character was interesting in that here we saw a role reversal

between the male and female. DeForah, originally from Virginia, also showed her diversity in developing her Brooklyn accent.

Emily Walker handled the role of Bobbie Michele like an old pro. Bobbie is paranoid about everything in life and she is plagued with the problem of diarrheas of the mouth.

Sue Vaughn, the lady of many talents gave another glowing performance and as usual she showed great control. She played Jeanette Fisher, the wife of Barney's best friend.

Many thanks to technical Director Richard Schmid, for his cooperation and his time.

Fly (continued from page 1)

The Lakeland chapter of the EAA had reminders of the pride they place in the Sun 'N Fun everywhere, but the most obvious was the Convair Sea Dart restoration project.

The XF2Y-1, which is the fifth

and final example in the Sea Dart series, was a prominent steering point when giving directions around the Fly-in. While giving directions, mention of the fine work the volunteers are doing was added.

The airshow for Sunday was hampered by rain, but in a somewhat abbreviated form the show went on. Several aircraft gave aerobatic demonstrations, but the crowds seemed to enjoy the BD-5J and a truck-top landing of a Piper Cub the most.

After a flyby of the warbirds, the day's events concluded with a "Missing Man" Formation.

The evening was scheduled to continue on a more subdued scale with a corn roast and a presentation from author Martin Caiden.

The Sun 'N Fun wraps up for 1985 on Saturday, with events and activities such as a Piper Factory tour set for all week long.

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G.E.'s Rowe receives French Legion of Honor award

Washington, D.C. — Brian H. Rowe, Senior Vice President and Group Executive of General Electric's Aircraft Engine Business Group, today was awarded the enigma of Officer of the Legion of Honor at the Embassy of France here.

The Legion of Honor, France's highest honor for outstanding military and civilian service, was founded by Napoleon Bonaparte in 1802 to recognize French and non-French individuals for civil or military merit in times of peace or war. Brian Rowe, in his present position, has presided over the maturation of the long-standing relationship between General Electric and SNECMA.

His Excellency Emmanuel de Margerie, Ambassador of France to the United States, bestowed the distinction upon Rowe at a formal reception. Also in attendance at the ceremony was Jacques Benichou, President Director General of SNECMA, leading French engine manufacturer and long-time General Electric associate on major engine pro-

grams. In his presentation speech, the Ambassador of France paid tribute to the farsightedness, perseverance, and tenacity that Rowe and other promoters of this association have shown, and he stressed the exemplary nature of the Franco-American cooperation in the aeronautics industry.

Rowe emphasized the importance of the international cooperation between General Electric and SNECMA, which has resulted in a string of engine program successes. These two companies blazed trails in the field of international cooperative engine programs long before the practice became fashionable. He praised those "past and present who, in America and France, ... have made this long and in-depth relationship between our two countries possible."

Rowe's personal involvement in this Franco-American cooperation extends back to early 1960s and the launching with Dassault of the "Mystere 20 Falcon" business jet with the

General Electric CJ700 engine. The highly success to the General Electric/SNECMA CF6-50 revenue-sharing arrangement, an arrangement that continues with the CF6-80A and -80C2 engine projects. A total of 292 Airbus Industrie aircraft has been ordered with these General Electric engines.

"These were the cornerstones on which we built," said Rowe. "Sincerity and sharing to gain were key to our future success with CFM56. I know that, beyond the technical and commercial success, this joint effort has brought together American and French families, has established an understanding not only between Paris and Cincinnati/Boston but also between Toulouse and Cincinnati and between Bordeaux and Boston."

The CFM56 engine family, now with a total of seven commercial military applications and in high volume production both in France and in the United States, is a product of CFM International, a joint company of

General Electric and SNECMA formed in 1974. Rowe credited the contribution of General Electric's Gerhard Neuman, then Vice President and Group Executive for the Aircraft Engine Business Group, received the honor in 1978.

"Jacques Benichou and I are following the same path," stated Rowe.

These cooperative programs have also contributed directly to SNECMA's current status as the leading exporter in France. The two companies jointly own and operate the FAMA/T manufacturing facility in St. Nazaire, France; a plant specifically designed for the cost-effective production of high bypass turbofan fan frames. In addition, General Electric has engaged numerous French vendors in its aircraft engine programs.

Rowe is the second General Electric aircraft engine executive to receive the French Legion of Honor. Gerhard Neuman, then Vice President and Group Executive for the Aircraft Engine Business Group, received the honor in 1978.

Rowe's experience with aircraft engines began in 1947 when he was the deHavilland Engine Company in England. While there, he worked on the design and manufacture of piston, jet, and rocket engines. He also contributed to the world's first commercial jetliner engines, which were fitted to some of the first deHavilland Comets.

He received his B.S. in mechanical engineering with honors from Kings College-Durham University in 1953. Rowe is a fellow of the Royal

Aeronautical Society and member of the National Academy of Engineering.

He joined General Electric in 1957 and spent his early years with the Company designing various types of VTO equipment. He was also a member of the original design team for GEL, the demonstrator turbojet engine from which both the TF39 and CF6 engines were developed.

With headquarters in Evidale, Ohio, he now heads one of the major businesses of General Electric. The Aircraft Engine Business Group employs more than 30,000 people worldwide in the design, development, production, and support of jet engines for business, commercial, and military aircraft and helicopters, as well as for marine and industrial applications.

Remedial education increasing

College Press Service
Washington, D.C.

More and more college freshmen are enrolling in remedial education courses designed to teach them what they should already know, according to a new report by the U.S. Department of Education.

One out of every four entering freshmen, for instance, takes at least one remedial mathematics class, says the survey of over 500 colleges and universities compiled by the department's National Center for Education Statistics.

More than one of every five students also take remedial writing courses, the study shows,

while 16 percent take reading review courses.

"It's just a sign of the times," laments Elaine El-Khawass, vice president for policy analysis and research with the American Council on Education.

"It's a very disturbing reality that so many students are not adequately prepared for college," she says, attributing the problem to "a decade of loose high school graduation standards."

And it's getting worse. Among the 500 institutions surveyed, nearly two-thirds offer more remedial courses now than they did in 1978.

One-third of the schools offer

the same number of remedial courses as six years ago, while only four percent have cut the number of review courses they provide.

The report suggests many four-year colleges' plans to shift remedial education to junior and two-year colleges have failed.

The University of California System, for instance, two years ago planned to redirect some 2,400 students to nearby community colleges by 1986.

Private school students, on the other hand, took the fewest number of catch-up classes. Only 15 percent took remedial classes in math, 12 percent in writing, and nine percent in reading.



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