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FREE
Andy Andrews
Comedy Show
Tonight
8:30 p.m.

This
Week
Features

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One enter thinks so page 2

■ **Another word from Doc**

Cooking outdoors isn't great page 3

■ **Memories of Skyfest**

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Speakers inform and entertain page 14

Avion

An Avion Publishing Company Newspaper



Volume 49, Issue 11

Embry-Riddle Aeronautical University, Daytona Beach, Florida

April 3, 1985

Thunderbirds top Skyfest events

By Brian Nickias
 Avion Staff Reporter

Skyfest '85 opened March 30 to a warm sun and a receptive audience. But what made Skyfest unique among Florida airshows was that there was also a celebration of the twentieth anniversary of Embry-Riddle's move to Daytona Beach. This celebration was highlighted by tours of the campus, free toy gliders for visitors, the appearance of a Cessna Crusader on the University's flight line and numerous Embry-Riddle alumni flying in aircraft for static display.

Flying displays awed the crowds on Saturday as well as on Sunday the thirty-first. The United States Air Force Thunderbirds, Ari Scholl, an Air Force A-10 flight demonstration and the Misty Blues skydiving team were new additions to the event which has now been held for two consecutive years.

Performers making a repeat appearance in Daytona Beach were The Eagles Aerobatic Team, Bob Hoover, Jim Franklin and Johnny Kazian. Franklin and Kazian did add a new twist to their routine by doing the "Wall of Fire" stunt in which Kazian per-

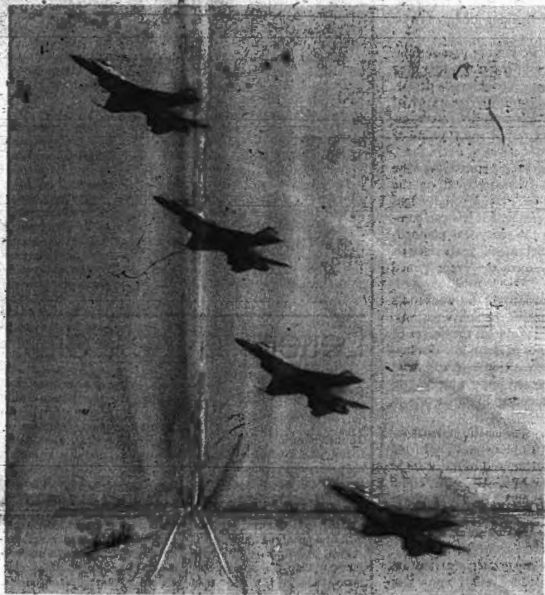
forms a car to plane transfer after which he rides through a burning barricade while suspended beneath the aircraft.

The airfield at Daytona was seemingly buried beneath large aircraft as a C-3A Galaxy from the 435 Military Airlift Wing at Dover, Delaware dwarfed the ramp. The Galaxy, which could carry six Greyhound buses in its cargo hold, proved to be a good reference point during the two day event, with the gaping maw of the open nose cargo door providing shade for many.

From Barksdale AFB, Louisiana came "Cantankerous" a KC-10 with the 32nd Air Refueling Wing of the 2nd Bomb Wing. TSgt. Harold Norwood a 17 year A.F. veteran, is the flight engineer aboard the aircraft and he and others in the crew spent both days explaining the aircraft and its missions to many visitors.

The test of the ramp was full of such craft as the KC-135B Stratotanker from the Kansas Air National Guard, a OV-10 and O-2 from Patrick AFB, and a T-43A from Mather AFB, California. The T-43, which is the navigation trainer for the Air Force, is a modified version of

See Skyfest, page 6



Avion photo by Scott Featherstone

The Air Force Thunderbirds highlighted the events during Daytona's second Skyfest Airshow.

ERAU Security serious about violations

By Richard S. Calvert

ERAU Security is cracking down on traffic and parking violators. As a result, more people are realizing the penalties for their illegal vehicle operations.

Approximately two weeks ago, the school's administration requested that security officers enforce the regulations outlined in the rules and regulations pamphlet. Within the last two weeks, a total of 458 violations were recorded-333 of which stemmed from individuals who failed to register their vehicles during the trimester.

"In the past, one warning ticket was permitted. Effective two weeks ago, we were told to stop the one ticket warning," commented Mr. Bob Walters, Director of Safety, Traffic, and Security. Within that period, on two different days, campus safety officers issued more than 51000 in fines.

As students accumulate tickets, the penalties become more severe. Upon reception of the fourth citation a warning is issued. If operators (including staff) violate the rules a fifth time, the vehicle is immediately

See Security, page 12

Staff elects McCarthy to take editor position

By Rob Dixon
 Avion Staff Reporter

During a meeting held last Thursday, Pat McCarthy was elected Editor-in-Chief of the Avion Newspaper by a majority vote by the staff. Pat will succeed Brian Finnegan who decided to retire at the end of the Spring Trimester.

McCarthy is currently the Space Technology Editor of the

Avion. He is a 27-year old senior enrolled in the Management Program here at Embry-Riddle.

Pat is prepared to capitalize on the changes that Brian Finnegan initiated. "Brian was a good editor, he brought the Avion to a new height in high technology," Pat added. "I've been going to Embry-Riddle on aid off since 1978 and I have seen the paper change and grow and I think it has never looked better."

Pat joined the Avion in the Fall of 1984 as a staff writer. He then stepped into the position of Space Technology Editor in January. In addition to his Avion background, Pat brings some unique qualifications into his new position. In 1984 he was on the Reserve National Champion Team of the National Association of Rocketry and enjoys Space Modeling and Science Fiction.

Pat stated, "Our school newspaper is the most important voice on campus!" and he added "I don't think enough people take the newspaper seriously."

Pat would like to expand the Avion's horizons by adding national news from the wire services. "The only newspaper that some students come in contact with is the Avion; and I think we should give them more world and national news." Pat would like to

include more news on the job markets in the aviation and aerospace industries.

"Brian," Pat said, "has built strong ties with the school Administration and the Airport Administration. I would like to expand our connections to include the Greater Daytona Beach Area. This is especially important because of the proposed consolidation of the East Volusia

See McCarthy, page 14



Pat McCarthy

Space shuttle sculpted for 20th campus birthday

By Brian F. Finnegan

A sand sculpture of the space shuttle was built on campus this past week as part of the festivities commemorating Embry-Riddle's Twentieth Anniversary in Daytona Beach. Local artist, Marc Altamar, spent the better part of last week shaping three non-descript piles of paving sand into a scale model of NASA's space shuttle Discovery, which, in reality, is perched upon pad 39-A at the Kennedy Space Center anticipating a mid-April launch.

The 50 yards of sand used in Altamar's sculpture, generally valued at \$15 per yard (a yard is 27 cu. ft.), was donated by Martin Paving Company, located in South Daytona.

Altamar, 32, the artist responsible for the many biblical and other sand sculptures seen on Daytona's beaches and in the

Yolusia Mall, also built the life-size F-16 for the Daytona Beach Chamber of Commerce's Skyfest Airshow promotional kickoff held at the ERAU President's Residence earlier this year.

Negotiations between Altamar and Embry-Riddle began with the artist's suggestion that a life-size space shuttle be built. He felt a project of that magnitude would bring international acclaim for both the University and the sculptor. Altamar said at first glance it would take the public by surprise and provide a unique centerpiece for the University's anniversary celebrations. However, the University felt the 1500 yards of sand required for such a project would be too expensive.

Altamar agreed to build the sand shuttle for \$300 after initially being offered \$100. "The money we get for special projects like this goes into my ministry,"

said Altamar of the biblical sand sculptures he does on the beach.

Altamar does not regard himself as religious, but rather, as a "practicing Christian." He said any two people could sit down and write up some rules and start a religion. He strives to be "more of a Christ-like man. Jesus did not try to start a religion. He preached love for one another. Those that came after Jesus twisted His words to reach their own selfish ends."

Altamar said eventually there will be "one world - one God." "I usually live from hand to mouth," said Altamar. "I don't have a penny in the bank I can call my own; but that's the way an artist should work, kind of."

A sculptor and artist since he was three and a half years old, Altamar makes his living painting signs, drawing commercially and doing artistic renderings at

See Shuttle, page 9



Avion photo by Tony Seals

Marc Altamar and Suzanne Hain spent the better part of last week preparing a space shuttle of sand for the University's 20th birthday/Skyfest celebration.

Editorial

Positive attitude forecasts future

Emotions of Skyfest soar high giving students bright outlook

This weekend's Skyfest '85 was a fine effort by the University and the community to put Daytona Beach back on the map. The wide variety of large military aircraft and the assortment of smaller civilian and military static displays were appropriate appetizers for what turned out to be one of the most thrilling airshows to be found anywhere.

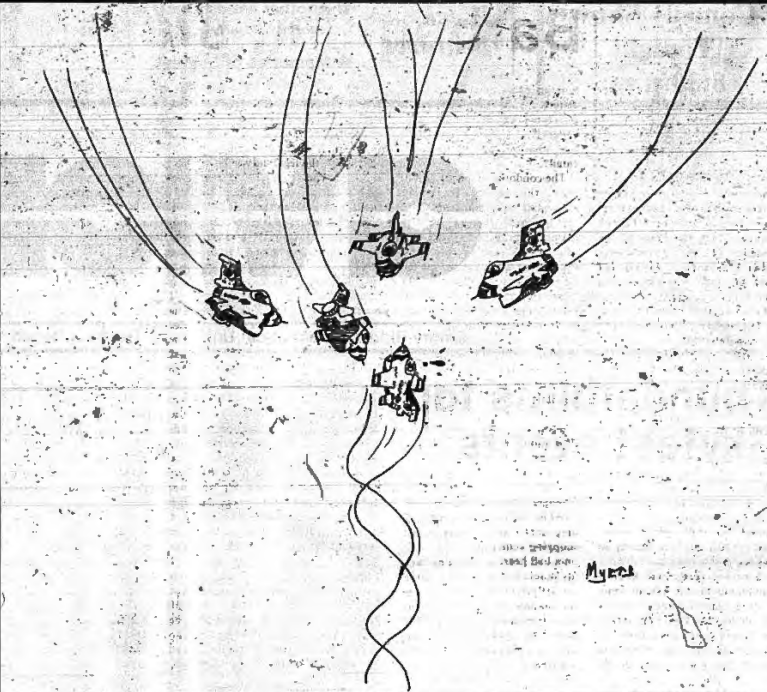
The Air Force Thunderbirds were more precise than we had a right to expect in view of the tragic loss they suffered three and a half years ago in the Nevada desert. The opportunity to witness the aircraft representative of our nation's highest technology was not only a treat few will forget, but a tribute to the courage and stamina of the men who fly the F-16.

An integral part of the festivities, of course, was the celebration of Embry-Riddle's twentieth year on the Daytona Beach campus. There were a few rough edges that came naturally with inexperience, but few can complain about the spirit in which the party was planned. Next year the University will celebrate 60 years since its founding. We ought to really have the event honed razor sharp by then.

Perhaps the most exciting aspect of the weekend's events was the mood that permeated the conversations. A very positive tone was unmistakable in the voices of the spectators and in the attitudes of the pilots displaying their aircraft. Many were Riddle grads who somehow, against odds that seemed impossible several years ago, were successfully pursuing flight careers in the military.

This attitude is representative of what the entire aviation community is feeling now. The airlines are hiring for the first time since deregulation and military flight slots, consequently, have also opened with equal magnitude. Salaries and sales are up and a new vitality is beginning to surge through the arteries of a once tired and aging industry. These may well be the best times we have all been waiting for.

It has been worth it, too. Few can appreciate treasures they haven't worked and struggled for and it is now that we can be glad we hung in through the drought and persevered while others departed for what seemed like greener pastures. It is great knowing the future of aviation belongs to us.



Letters to the Editor

Falling garbage

To the Editor:
Just what kind of intelligence are you trying to portray here. Or should I say lack of intelligence. Your editorial last week brought new meaning to the word absurd. The examples you used were just as ridiculous as the editorial.

First of all, have you ever thought that the reason that many clubs have a male only clause is because 90 percent of this school is male. Or did you know that?

A few cases in point: Is it asking too much for the members of the American Institute of Aeronautics and Astronautics to

have an interest in Aerospace Science. How many people who don't have an interest in Aerospace Science would want to join the American Institute of Aeronautics and Astronautics? Not many.

Did you know that Lambda Chi Alpha is a fraternity. According to Webster, fraternity means brother. And where I come from, you don't find many females who are brothers. So it makes sense to me that Lambda Chi Alpha, plus Delta Chi, Sigma Chi, and Sigma Pi have a male only membership. Also, if there were sororities on campus, would that be discrimination because they insist on a female only membership. Absolutely not.

As for the Air Force ROTC,

once again you speak and garbage falls out. How many non-military students want to take part of a military club. There are two choices, zero and none. As for the government sponsoring the organizations, you obviously don't know what you're talking about. The government pays it's professors in the Detachment, the Junior Officers, 100 dollars a month and all scholarship cadets 100 dollars a month. But the government does not sponsor any organizations within the corps. The organizations hold fund raisers just like any other organization on campus.

Since we're talking about discrimination, the Avion could be the biggest discriminator on campus. You only allow people who know how to write, or take pictures, or develop those pictures, or know how to layout a

format sheet on your work staff. You will not allow anyone who has no interest whatsoever in journalism on your staff. Isn't that discrimination?

Yes, discrimination is wrong. Not allowing someone to join a club because of race, creed, or sex is wrong and should be done away with. But your examples and reasons are way off the track, and you should reevaluate your justifications.

Kevin Hoffman
Box 7416

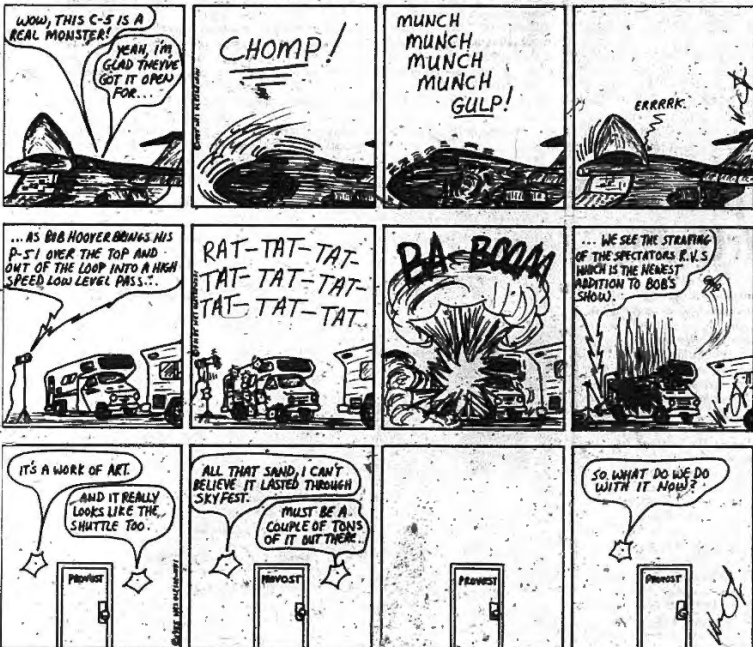
Happy

To the Editor:
Thanks for a much needed laugh.

Brigitte Lakah
Box 3548

Klyde Morris

wes oleszewski



Correction

We incorrectly reported in our March 6, issue that the International Campus ran the 7th Annual Corporate Aviation Management Institute. In fact,

the Aviation, Education Design (AED) department organized and sponsored the highly successful seminar at the Indigo Lakes Resort Convention Center.

the avion

- EDITOR IN CHIEF: Brian F. Finnegan
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- SPACE TECHNOLOGY EDITOR: Pat McCarthy
- SPORTS EDITOR: Brian Mossdell
- PHOTO EDITOR: Rich Grey
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- BUSINESS MANAGER: Gordon Crago
- AVION ADVISER: Dr Roger Osterholm

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Jim Banks, Allen Berg, Rob Dixon, Rich Grey, Pete Mezlin, Brian Nicklas, Tony Savio.

The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body. Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. All letters must be accompanied by the signature of the writer. Letter writers shall confine themselves to one topic. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Brian F. Finnegan, Gordon F. Crago, Patrick W. McCarthy, Tim Van Milligan, Richard S. Calvert and Ken Guiness.

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

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Barbequing steaks may be illegal



Ten months ago, I moved from New York to work for a Florida company. On the basis of the benefits offered to employees (discussed during the interview) I took this job. Now I have been told that the company has decided not to offer the benefit. I really feel cheated. What can I do?

Assuming that you can prove the offer of benefits was a material inducement to you to take the job and move from New York, you may have a claim against the company for the value of those benefits unless the company substituted a benefit of equal value. You should contact your lawyer to discuss the entire situation. If you don't have an attorney and wish to be referred to one, you should call your nearest lawyer referral service. (Listed under "Attorney" in the yellow pages.)

I have recently purchased a condominium with a small patio. I often charcoal broil steaks on my hibachi and I have just received a new set of rules from the board of directors. One rule stated that there should be no

cooking on patio. I do not see how an occasional steak could disturb anyone. Can the board of directors keep me from using my hibachi? If I don't abide by the rule, what would be the consequences?

The condominium associations have the power to adopt reasonable rules and regulations for governing the use of condominium property. Whether the rule in this case is reasonable depends on a factual determination having been made by the Board; that such rule will serve a proper objective of the community. It is possible that such a rule will serve a proper objective of the community. It is possible that such a rule will conform with insurance requirements or fire regulations. Assuming the rule was lawfully adopted, the Association can enforce its regulation by court action if necessary. The prevailing party is entitled to recover reasonable attorney fees and costs, as well as damages, if any.

While walking from a shopping center parking lot to the shopping center itself, I stepped on a ball bearing, fell, and broke my shoulder. I was in the hospital for 2 weeks and in bed at home for another month. Is the shopping center liable for my injury? I do not feel that I should have to pay monetarily for their negligence.

Ordinarily, the owner of a business has an obligation to provide a reasonably safe place for the use of business invites if coming and going to their premises. In the case of a shopping center, the legal duty may be that of the shopping center and/or of the stores adjacent to the subject parking area.

In most instances, there is an agreement or contract between the shopping center and the individual business tenants which sets out the obligations of the respective parties to maintain the premises. The primary problem in this instance, however, is not in whether there was a legal duty to maintain the parking lot but whether that duty was breached. Ordinarily, the owner is only responsible for unsafe conditions which he knew or should have known about. If, for example, a condition is created by the landowner and an injury is caused thereby, he is liable if he acted unreasonably or negligently in allowing the condition to exist. In the present case a ball bearing is a transient condition of which the owner of the premises would ordinarily not be expected to have knowledge. It also may not be unreasonable to allow a single ball bearing to remain in the parking lot even if its existence were known. Unless it can be shown that the person responsible for maintaining the parking

lot knew or should have known of the existence of the ball bearing and that, having such knowledge, the exercise of reasonable care required removal of the ball bearing or warning of its presence, the shopping center would ordinarily have no liability to a person injured by such condition. It might be prudent, however, to determine whether the shopping center has medical insurance in force which might pay for medical expenses regardless of fault.

I have a waterpipe which I purchased some time ago to use for decoration on the mantle of my fireplace. With the new paraphernalia lens can I get in trouble for having a waterpipe in my house? Under Florida Statutes 893, you are not criminally liable for the possession of any paraphernalia unless it contains residue showing that it has been used for the purpose of consuming a controlled substance. As long as the waterpipe is merely a decoration, it is legal.

Could you please tell me, in terms of years, how long should one keep personal checks?

If you have filed income tax returns which accurately reported your gross income, it should be sufficient to keep your personal checks for five years. Five years should also be sufficient for any other purposes for which you might want to keep a record of

payment. Of course, there are circumstances when the Internal Revenue Service may have the right to review your records from more than five years prior to a particular return, but this generally occurs where a taxpayer has filed a fraudulent return or has failed to file any return.

What are the grounds for divorce in Florida? Does one have to be a permanent resident of Florida for a certain period of time in order to file for divorce?

At the present time, there are no "grounds" for divorce in Florida. All that has to be shown to the court since the nonfault change was passed the legislature is that the marriage is irretrievably broken. The person must be a permanent resident of the State of Florida for a period of six (6) months immediately preceding the filing of a divorce

action.

Is it legal for my mobile home lot rent to be increased without any notice, and without my ever having signed a lease?

No, as of November 1st of each year, owner of a mobile home park which contains 100 or more dwelling units shall notify each tenant of a dwelling unit in the park whose rental agreement will be subject to negotiation and will be increased by the succeeding year of increases are allowed unless properly noticed as above. A rental or service agreement means any mutual understanding, lease or tenancy, hence it makes no difference that a written lease was never signed.

[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.]

G.E. states position on indictment

[Editor's Note: The following is an open letter to the employees of General Electric Company regarding the recent allegations of defense contract improprieties.]

To All GE Employees:

This week, General Electric has been notified by a series of page-one stories involving our defense related businesses - the majority of them evolving from indictments alleging overcharging on an aerospace contract in 1980.

The purpose of this letter is to put these events in perspective, to state our position clearly to all employees, and to assure you of GE's continuing commitment to integrity and credibility.

The chronology of events:

- On Tuesday, March 26, the Company was indicted on charges that our aerospace business filed \$900,000 of incorrect charges during March-November 1980.
- On Thursday, March 28, the Defense Department announced that Air Force Secretary Verne Orr had requested a voluntary refund of \$168 million of money paid us for aircraft engine spare parts between 1978 and 1983.
- Later, on Thursday, March 28, Secretary Orr informed the Company that, in light of the aerospace indictment, GE had

been temporarily suspended from receipt of new defense contracts.

The Indictment and the Suspension

The indictment - the result of a Defense Department audit in which the Company cooperated fully - alleges \$900,000 of incorrect charges during March-November 1980. Of the 108 counts contained in the indictment, 8 counts related to specific invoices. But 100 counts related to a total of 100,000 time cards filed during that period.

While it is entirely possible that, during the course of performing several multimillion dollar contracts, charging errors did occur, there was no criminal wrongdoing on the part of the Company or its employees.

Since 1980, significant time card charging awareness programs and improvements in financial controls have been instituted in our defense-related businesses. All employees in these businesses are involved in such programs.

The Company has not been convicted of any crime, and we have indicated our willingness to reimburse the government for any incorrect charges that may have been made.

In view of these facts, we consider the Air Force's suspension of future defense contracts awards to the Company to be highly unusual and out of proportion to the disputed issues. And we believe all the issues can, and should, be resolved promptly, and, on that basis, there should be no significant impact on our financial results.

The Request for a Refund

Secretary Orr's request for a \$168-million voluntary refund was based on a totally unrelated matter - an audit report from the Department of Defense Inspector General regarding aircraft spare parts pricing.

The report does not allege that GE did anything wrong, only that we earned margins higher than anticipated at the time a series of firm fixed-price contracts were negotiated. There was no cost over-runs and no over-charging. The government did not pay one cent more than it contracted to pay for the parts in question. The parts were delivered on-schedule or ahead-of-schedule.

Some 8,000 firm fixed-price contracts were each negotiated up to three years in advance of delivery, with GE assuming the

financial risk of cost over-runs in exchange for the potential reward of cost under-runs. These contracts were based on the best information and estimates available to both parties at the time of negotiations.

For three reasons - a sharp decrease in inflation, improved

See GE, page 12

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Water Ski Club

By Larry Beninger
President, Riddle Skiers

For the past several years, the Riddle Skiers have been a very active club with one small problem. The club had no boat. Individual members brought their own boats out to the lake so that fellow members could enjoy a day of recreational skiing. Members of the intercollegiate ski team had to travel long distances and pay exorbitant amounts of money just to practice. In order to ski, a member had to be extremely dedicated.

On several occasions, faculty advisor Jim Cunningham, Ph.D., tried to acquire a competition ski boat for the club. Receiving no help from the university,

Cunningham negotiated with several setbacks. Cunningham sought the assistance of ski club President Jeff Peger. With a considerable investment of time and finances, the two gentlemen finally achieved success last week.

The boat, a 1985 ski Nautique 2001, is manufactured by the Correct Craft Corporation of Orlando. The boat was purchased by Cunningham and Peger on March 29 for the exclusive use of the Riddle Skiers. It will primarily be used upon Lake Diaz in Deland. The blue and white 2001 will become an important element in the competitive and recreational activities of club members.

Much of the credit for the acquisition of the ski boat should

go to Bob and Willa Cook. Their support of the Riddle ski program and their influence with correct Craft saved professor Cunningham many hours of negotiations.

Bob Cook, a well established Deland businessman, has been a long time supporter of water skiing. He is a very active member of the American Waterski Education Foundation. Willa is an inaugural member of the waterskiing Hall of Fame. She won the overall title at the first world championships in 1949, and she continued to dominate women's competitive skiing in the 1950's. She was also the premier ballista in the Cypress Gardens ski spectaculars.

The Cooks have also donated a ski jump to the Riddle skiers which the club members are presently recongnitioning. They are also providing a site at Lake Diaz on which the boat may be stored.

Because of the hard work and dedication of Jim Cunningham and Jeff Peger and the generosity of the Cook family, the Riddle skiers can now provide excellent equipment and facilities to club members.



By Chris Reilly
Chapter Columnist

With Greek Week over and the results in, we would like to congratulate Sigma Chi for first place finish. Though Delta Chi did not do as well as expected, plans have already been set for next year's competition, so be aware. Some of the events that we did well in were the car pack and the dizzy bat competition. But we did capture a first place finish on the beer chug competi-

Riders

By Rick Fingers
Motorcycle Club VP

The Riddle-Riders showed up to the Ocala National Forest last weekend with Salt Springs Campground as a destination. Salt Springs was full, so after a long haul down a dusty dirt road, the club set up camp at Lake Deland, a background; uncommercialized camping area.

There were few people, many trails and lots of squirrels. Mr. Brown didn't attend the outing because he couldn't find Teddy; however, Bud and Bernie did make it. Due to the fact that only one bathtub was available, most of the firewood had to be chopped by hand, which proved to be nearly fatal when Sniffer attempted to break a log over his knee. Big Red searched the swamps for wood, Skimmer cleaned his bike, Mr. Clean and Splat explored the basement of an outhouse and Milkman worked on his awesome tan.

Knife throwing and fire dancing proved to be popular night activities, as well as wild animal calling. The event was very successful, everyone had a good

Delta Chi

Whatever we lacked during the Greek Week competition, we made up for at the annual toga party on Saturday night. The turnout from every fraternity was great. We hope everyone that attended the party had a wild time; it sure seemed like everyone did. The party also gave some of the other fraternities an idea of what a fraternity house would be like.

Our Alpha Zeta pledge class is continuing to progress. They have held a couple of carnivals at the County Market on South Ridgewood for fund raising. We hope it is enough for a wild brothers night coming up on the 4th of April.



By Jim Banke
L-5 Vice President

Last week we chalked up another meeting in what has been a very busy term. Things are winding down now and we have one last business meeting scheduled for next Wednesday, April 10 at 7:00 pm in room W-306.

At last week's meeting we talked about our recent events including a second trip to Kennedy Space Center, the model rocket contest, and the cook out/picnic. Everyone was pleased with what L-5 has been doing lately. Our final project of the term is the sale of Impact Florida Laser

Motorcycle Club

time, but we needed more beans. Friedies were loose. Another camping trip is being planned for this coming three day weekend. We had enough supplies and gear for the last trip, hopefully those equipment will be available if more people attend this trip.

The MSAC motorcycle safety courses are still available through the Riddle Riders at substantial savings. There will be no more meetings this trimester so if you are interested in the safety course get in touch with Mr. Brown in Office E-612 soon!

There will be a good number of Riddle Riders cruising up north



By Steve Taylor
SPD Historian

Sigma Phi Delta had an excellent showing for all events. Although we finished 5th overall, we did manage to capture the tug-of-war for the third year in a row. We would like to thank all the brothers who participated in the events throughout the week. Also, many thanks to all the Little Sisters who came out in support all week long.

Once Again, Sigma Phi Delta hosted Kila-keg this past weekend. As expected, it was one of the most exciting events this year. The next big event on the social calendar is the Hot-Tub Extravaganza at Dr. Chris' Phelps'



By CIVIL D. Jon Peck
AAS Correspondent

If you've never been to Alexander Springs, go there! The Arnold Air Society recently road tripped it out to be the springs and had a great time. The squadron members enjoyed good food, games and the relaxing at-



By Jim Banke
L-5 Vice President

We will sell the high quality color print today and tomorrow at our usual low prices. Our hours will be from 9:00 am to 4:00 pm both days. If you are an L-5 member we would like your help in manning the tables. All members who put in a serious effort to help will be treated to a showing of Return of the Jedi which reopened here in Daytona last Friday.

After last week's meeting, the officers held an interviewing session for selecting a treasurer. L-5 President Ed Zanner announced his appointment of Todd Rothermel as our treasurer. Todd

over the break with destinations including Pittsburgh, Philly, and New York. Any other cyclists are welcome to tag along and ride with us. Any girls who would like to be ridden all the way to any of these general areas can get in touch with Bernie at his Box.

I would like to relay a message to Chuck, our club founder, from the entire club.

"Good luck with G.E. we appreciate all you have done, many new friendships have formed as a result of your initiative of forming the Riddle Riders. Thanks Roid."

Sigma Phi Delta

home Friday April 5. We're looking forward to lots of fun and good food. The festivities will begin around 12:00 and run all afternoon. Hope to see everyone there. For the end-of-the-tri party, we have secured the president mansion.

Congratulations are in order to the following people who have been elected for positions starting Fall 85: Chief Engineer: Steve Corning, Vice-Chief: Steve Taylor, Secretary: Jay K. Lee, Historian: Bert Senter, Chaplain: Tony Williams, Guide: Juan Carlos Ariencia, Convention Delegate: Pat Murray. Congratulations and best of luck this fall.

Arnold Air Society

sphere of and the beauty of the park.

Also, we learned that we had a few people who could team up with Jacques Cousteau! People brought scuba gear to explore the depths of the natural spring. The view was truly spectacular.

Our softball team had a disappointing loss.

See AAS, page 11

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ROA

Reserve Officers Association

By R.P. Gourley Jr.
ROA Faculty Advisor

As the trimester comes to an end, ROA would like to express its sincere gratitude to all members for making Spring 85 an outstanding success. Also, the Reserve Officer Association wishes to thank those who helped by participating in ROA activities. It was through the efforts and participation of everyone involved that ROA has been able to enjoy its position as the largest organization on campus.

ROA would also like to congratulate those who will be attending summer camp. It will prove to be a rough four weeks, but well worth the investment. Congratulations and good luck.

As the time of going home draws near, ROA hopes that everyone will have a safe and en-

joyable summer. Especially those who will be driving home for the summer vacation. We saw everyone to wear their safety belts and obey posted speed limits while on the road.

ROA has planned to sponsor many activities during the Fall 85 trimester and hopes to enjoy the same level of success as this trimester has proven to be. But remember, this success is only possible through the efforts and help of all of its members. Have a safe and enjoyable summer and we hope to see you in the Fall.

On March 20, 1985, the campus Reserve Officer Association (ROA), awarded its Spring 1985 scholarships to two highly qualified E-RAU ROTC cadets. The recipients of this trimester's scholarships were Mike Janzen and Frank Altery, both junior

class Air Force ROTC cadets.

The two winners were selected from eight highly qualified finalists who submitted applications and meeting a scholarship review board. ROA wishes the winners future success in their academic and career endeavors.

Captain Gourley, ROA Faculty Advisor, and the ROA cadet staff, also thank those involved in the scholarship selection process and all those ROA members who worked so hard the past three years raising scholarship money to make it all possible.

The ROA \$250.00 scholarships are available to qualified E-RAU students enrolled in any military pre-commissioning programs. Application requirements and dates will be announced early next Fall for next trimester's scholarships.

ΣΧ

Sigma Chi

By Gregg Rorsbaugh
Sigma Chi Correspondent

The Sigma Chi Spirit Roll for Easter Seals held March 16, was an unprecedented success. The 11-mile march down the beach netted over 3500 dollars for Easter Seals, exceeding our goal by over 500 dollars. The party afterwards was equally successful as Brothers, pledges, and Little Sigmas rested their feet by the pool and talked about the previous evening's festivities.

On the previous evening, Friday, over 70 visiting Sigmas from over 10 different chapters dropped in to party with the "Winged Sigs". Most were on their last night in town and had the best time of their vacation at the Sigma Chi house in Dayton Beach.

Sigma Chi emerged victorious

at the end of Greek Week by coming from behind and winning the last four events on Saturday. The Toga Party at Delta Chi's house Saturday evening was the usual blowout, with all fraternities attending. Thanks for letting us use your house, guys.

On top of the Greek Week festivities, the Sigma Chi softball team finished third out of 36 teams after Sunday's games. The hockey team is still hard at work and enters the second round of the playoffs with a respectable 3-2-1 record. Let's get some fans out there to cheer the team on.

Stick it to'em guys!

Congratulations to the members of the Alpha Kappa pledge class who successfully completed their second review session. Keep up the hard work, guys, and thanks for the party!

Thanks to all who helped raise for your' houte will benefited everyone as important repairs will be made to the house and surrounding areas.

The Brothers would also like to express their appreciation to the Little Sisters for the donation of pool furniture for the pool deck. This is surely a welcome addition!

AXA

Lambda Chi Alpha

By Steve Williams
Special Correspondent

The brothers of Lambda Chi Alpha would like to congratulate all of the fraternities for their participation in the games of Greek Week. Lambda Chi had a great time and they have the Greek Week Spirit Award to show for it.

Lambda Chi spent the Sunday after Greek Week remembering the beginnings of the Embury-Riddle Chapter. Without our founders they wouldn't be here they are today. They would also like to thank Alpha Eta Bho along with our first President Bill Ryan for bringing Lambda Chi Alpha onto this campus and sending them in the right direction.

They would also like to thank Russel P. Politti and Mathew P. Maranto for the latest changes

and the modern growth that has given them the spirit and strength. This growth within the fraternity that is evident throughout this campus. They've had eleven years to grow and change. The time has come for all of the brothers to look at the present Chapter and be proud of what they see.

Last weekend was, of course, Skyfest 85. The brothers banded together to provide concessions for the many spectators and also donated the same number of brothers to the Daytona Beach Chamber of Commerce as volunteer labor for the many other jobs needed to be done to puffon such a fantastic airshow.

The spring trimester is winding down and Lambda Chi is preparing for an even stronger fall tri. Congratulations to all of the new officers. The future is in your hands.

AFROTC

By C/ILT. Robert Lecky
AFROTC Correspondent

As we approach the end of the trimester, we also approach many changes in Detachment 157. The biggest change will be found within the Cadre. Our Commandant of Cadets, Lt. Col. Cramlet, will be leaving us for Whiteman AFB in Missouri. Capt. Gourley, the Senior Advisor, will be moving on to Hill AFB Utah while, Sophomore Advisor Capt. Snider shifts to the Military Airlift Command (MAC) Headquarters at Scott AFB in Illinois.

MSgt. McGehee leaves us for Kirtland AFB in New Mexico and our resident hockey master TSgt

Anderson shoots onto USAF Academy in Colorado.

Pass in Review will be held on 6 April where command will be transferred from C/Col. Hardin to the new Wing Commander Mike Janzen. Dining out will follow at 1830 that night with E-RAU President and former Superintendent of the Air Force Retired Lt. General Tallman as our guest speaker.

Seniors are reminded that Graduation Ceremonies will be held on 20 April at 1000 in the Peabody Auditorium. Seniors must pick up their diplomas in order to be commissioned at the Dayton Inn at 1930.

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Vets Club

By Peter D. Kim
Vet's Club Writer

As the sun started to set beyond the western horizon, people started to stand up in their tailored uniforms - with the buttons undone. Everyone was amazed at the fact that the GP medium (a large tent) in the midst of trees and open field brought back the true atmosphere of long past memories in the service. Some came in work uniforms, some came in flight suits and some even came in their class A uniforms. It was a sight indeed.

Food and drinks were abundant to say the least. Ribs, chicken, hamburgers, macaroni and much much more satisfied even the hungriest of members. I would almost swear I heard some seams rip that night. In addition

to this feast, drawings were held for Vet's Club cups, party goods, and even a dinner for two at the Olive Garden. Wow, it was almost like Lets Make a Deal-girls were screaming and everything.

Lisa Doyle and Michael Galetka won the dinner for two (each of them won the dinner for two). However, no one was a loser at this party. Everyone at least came out with a full stomach and a happy feeling. Overall, it was one heck of a party, but thank God we only have a M*A*S*H party once a year; Lord knows we can't handle two of them in one year.

We would like to send out a special thanks to Brandon for allowing us to utilize his beautiful home.

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Avion photo by Pete Martin



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Avion photo by Pete Martin

Skyfest '85

(continued from page 1)

Boeing's 737-200 airliner. The pilot of the T-43 was Charles MacArthur, a 1981 Aeronautical Science graduate of ERAU. MacArthur reports that his prior experience in aviation through Embry-Riddle helped a great deal during his Air Force training as he was less likely to make mistakes.

On runway 16/34, which had been shut down temporarily for Skyfest, numerous fighters, helicopters and patrol aircraft had been parked for viewing. An AC-130H and P-3A were the largest aircraft here, with the smallest the N-3 Kitten ultralight.

The F-15A Eagle had caused a little confusion as to its home field due to its tail code of OT but this identifies it as an operational test aircraft with the Tactical Air Warfare Center at Eglin AFB in Florida's panhandle. The pilot of the Eagle was Major John Bostick, a former Thunderbird who had flown the F-16 while performing as lead and opposing solo during the 1983 and 1984 seasons.

The Tomcat, an F-14 from NAS Oceana, Virginia, was flown to Daytona by Bob Lambert, a 1977 Aeronautical Science graduate, who remembered the anniversary airshow held ten years ago. It was quite a bit smaller, he recalled. Lambert showed the cockpit to a few students, and talked about his recent tour of duty at sea for six months.

The S-3A Viking carried a crew familiar with the area as they

made just a short hop down from Cecil Field in Jacksonville. But the gentlemen included an alumnus, Phil Murphy and a Daytona native, Lt. Patrick, who attended Father Lopez High School. Lt. Coleman, an Ocala native, relates that they found out about Skyfest through the Naval Aviation Club and their adviser, Captain Byington.

One of the more unusual aircraft shown was a reconnaissance platform, the RV-1D Mohawk from Hunter AAF in Georgia. This Grumman product was flown in by Chief Warrant 4 James Dent, a 1974 graduate from Riddle. Dent completed the Air Science program, and returned to Embry-Riddle's Daytona campus to find Captain Salvador, an old friend now with the campus Army ROTC program. Accompanying Dent on his trip was his 'JAF0' from the 'A' company at Hunter, Sgt. Pat Rushing.

Most likely the sharpest aircraft in the static area is 'owned' by SSGT. Kathy Muse, an F-111A crew chief from Mountain Home AFB, Idaho. Muse was seen early Sunday morning buffing and wiping down her aircraft, 'The Warlord,' in preparation for another day's viewing. The crew who flew the 111 down to Skyfest are former ERAU students, and included Pilot Lt. Col. Jack Funke, who received an M.S. through a Resident Center in Germany. The Weapons Systems Operator, Captain Chuck Boivin, left



Avion photo by Scott Featherstone

ERAU in 1973 with a degree in Aviation Management. Boivin, as he needed no additional training when he went for his MBA.

'I was well prepared by Riddle when I went for my MBA'

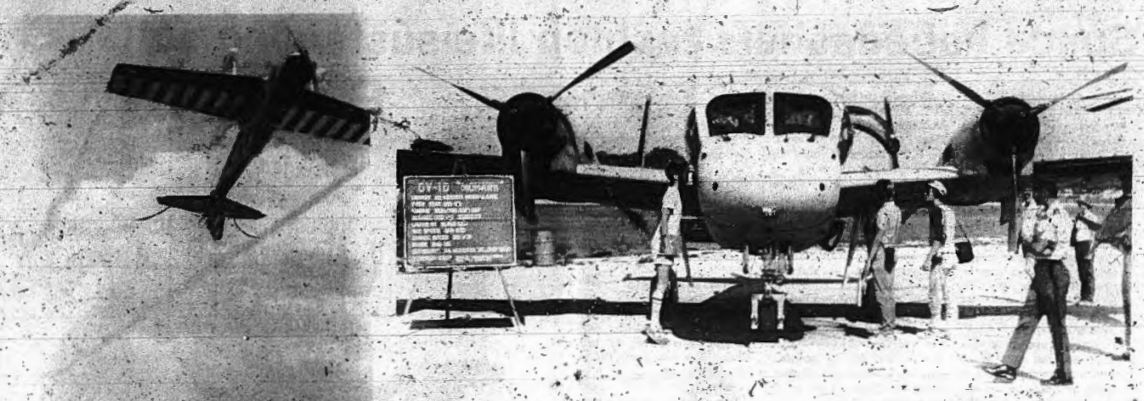
-Capt Chuck Boivin, '73

who was editor of the Phoenix After going through a safety yearbook in 1973, said that Riddle course at the University of prepared him well in his field. Southern California, Boivin also

serves as the 366th Tactical Fighter Wing's safety officer.

Other aircraft included a EA-6B Prowler from 'the Wizards', VAQ-133 at NAS Whidbey Island, Washington; two Chinooks, a C and a D model, a UH-60 Blackhawk, all from Fort Rucker, Alabama; UH-1 and AH-1 helicopters from the Army National Guard; a T-2 Buckeye, an A-4 Skyhawk, a T-34C Mentor, an E-2 Hawkeye all from the Navy; a T-38 and T-37 from the Air Force Air Training Command and a pair of F-16's from Hill AFB, Utah.

The F-16's were piloted by Scott Allen and Carl Jessup Jessup, with the 421st Tactical Fighter Squadron at Hill, is an AFROTC/Aeronautical Science



Avion photo by Pete Martin



Avion photo by Pete Martin



Avion photo by Pete Martin



Avion photo by Tony Bano

Above:
Capt. Carl Jessup '78 chats
with spectators next to his
F-16A Fighting Falcon.
Left:
Lt. Col. Jack Funke '74 (l),
and Capt. Chuck Bolvin '73,
beside their F-111A, "The
Warlord."

Avion photo by Pete Martin



Avion photo by Scott Featherstone

Avion photo by Rich Gray



graduate of Embry-Riddle, who entered the Air Force upon leaving Daytona in 1978. Jessup has been flying 16's since 1983, and said that he loaned a part from his aircraft to the Thunderbirds so they could perform for Sunday's crowd.

The ramp area at Embry-Riddle had two B-25's, a Messerschmitt 208 (Noad 1101), a T-28, a Fuji-built T-34 variant, and the newest addition to the University's fleet, the Cessna Crusader.

With all that there was to look at on the ground, one could almost forget the aerial display at Skyfest, but the goings on in the sky were even more active.

Starting with one of the Migty Blue's dropping into Airshow center with the American flag,

Skyfest continued for the next three and one half hours to conclude with a performance by the renowned Thunderbirds.

As the parachutist approached the ground, the Christen Eagles swirled about her, so that when she landed, there was no break in the action. Two of the Eagles would land at this point, leaving Gene Soucy to dazzle the audience with his solo routine.

One act that really got attention was that of Jim Franklin. Franklin, who started his '85 season three weeks ago in Texas, said that Skyfest is the first big show on the schedule. The Waco 'Mystery Ship' that has become a fixture at airshows around the country has been with Franklin the past 18 years and has undergone numerous modifications.

Originally a Waco UPF-7, the plane is now designated the JMF-7 after Franklin. Instead of a 220 hp Continental, the craft is powered by a 450 hp Pratt & Whitney radial. This change made a modification of landing gear mandatory to allow for prop ground clearance. Also, the weight in the nose forced Franklin to relocate the cockpit, which is now thirty inches closer to the tail.

Internally, the Waco has additional bulkheads and fittings to help the biplane handle the added stress during Franklin's routine. The control loads during flight were quite heavy, so to assist the ailerons, small 'spades' were fitted. Franklin says that the last major change was in 1976, and as it is now, it is the perfect airshow performer that needs no improvement.

Bob Hoover, in a return visit to Daytona, set a new speed record in his P-51 Mustang. The class record is now at 5 hours, 20

minutes and 21 seconds. This record is 'Gate to Gate' which was the Pacific to the Atlantic in this case and not from airport to airport. By doing this, Hoover was not penalized for the time he had to take to clear-face from his canopy before landing.

Hoover performs in both the Mustang and in a Shrike Commander, wowing people with what he calls his 'energy management demonstrations'. Hoover is one of flying's greats, having been involved with the Bell/NACA XS-1 program, President of the Society of Experimental Test Pilots twice, and winner of a special award from General Curtis LeMay, and then Secretary of Defense Eugene Zuckert in the early sixties. That citation was for teaching and demonstrating pilot techniques in High-performance aircraft throughout the free world.

Art Scholl made his first Skyfest appearance Saturday, flying his modified deHavilland 'Super Chipmunk' in a dazzling routine complete with fireworks. On watching Scholl perform, one would suspect that he prefers to fly inverted. But to close his act he likes to sweep down the field, standing up in the cockpit and wave to the crowd.

To finish each days show, the featured event was a performance by the Thunderbirds. Two new selections were added to the routine for 1985, the Wing Walk to Roll by the solo pilot and the Delta Loop which is performed by all six aircraft. What caught the crowd the most seemed to be the high speed sneak which is done by the lead solo while the crowd's attention is diverted to the four-ship diamond.

From the response of the audience, it appeared that all had a marvelous time.

Avion photo by Scott Featherstone

Space habdashers fashion life-sustaining suits

By Brian Nicklas
Avion Staff Historian

How does man survive in the dark reaches of space? He uses a shell called a spacecraft. But what happens when something goes wrong? That's when a pressure suit comes into play.

Even before Wiley Post developed a suit for use in the 1934 MacRobertson trophy race, man had worked towards designing a suit to protect him from the extremes of altitude. But she catch was keeping that suit workable so that the wearer could still operate his vehicle.

Suits have changed in appearance almost as much as the yearly new car models. Some of these suit modifications are not obvious or were not used at all.

Post's suit resembled a deep-sea diver's suit complete with hard steel helmet and a central visor, while today's shuttle suit for use with the Manned Maneuvering Unit (MMU) looks like an over-inflated snow suit. The mobility increase is dramatic, but what has been used in the interim has been amazing.

Need Recognized

The need for a high-altitude suit was first realized by two Englishmen, J.S. Haldane and J.C. Priestly in 1922, but work on a suit was not started until the early 1930's, when an American, Mark Ridge, started developing a garment to wear for protection during an attempt at the altitude record. Ridge's garb was designed with thermal layers to protect him from the cold, and was fitted with a hood which held an oxygen mask. Ridge never used the apparatus, (due to a lack of funding caused by his being labeled a "thrillseeker"), but his work should not be overlooked.

In the early Thirties, Wiley Post was trying to further his

high-altitude records in his Lockheed Vega "Winnie Mae" and, in talking with Jimmy Doolittle, mentioned the need for a suit. Doolittle referred Post to the B. F. Goodrich Company in Los Angeles, and working with Goodrich engineer Russell Colley, Post developed a suit.

The suit, tested in an altitude chamber at Wright Field in Ohio, promptly blew apart. The second suit, which was tailored closer to Post's dimensions, was also ruined, this time by a combination of events. Post had gained weight, and trying on the suit on a hot day had complicated matters. Post had effectively glued himself into the suit with his perspiration. Much to everyone's dismay, Wiley had to be cut out of the tight garment.

Both suits did yield information that was incorporated in the third suit, and this suit Post did use on his flights with great success.

The competition for which the suit was originally developed was run without the Winnie Mae. The Vega had engine problems before the start and never raced.

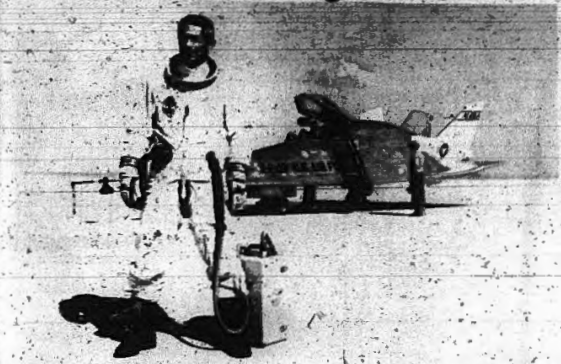
During the prewar and wartime years of the late 30's and 40's, aviation concerns were centered on aircraft rather than high-altitude attempts. Pressure suit development was placed on the back burner as an idea that needed work, but not just yet. The Germans, British and Americans all made some improvements, but most of these cumbersome contraptions never went beyond the experimental stage.

Higher and Faster

After World War II, development of high-altitude suits became a matter of high priority. New aircraft which flew higher and faster were being developed.

One suit which saw much usage was the MC-3 partial pressure suit used with the MA-2 helmet. This U.S. Air Force / David Clark Co. combination saw use with B-58 crewmen in the Strategic Air Command and was used on fighter and interceptor personnel as well.

This was the suit Francis Gary Powers was wearing when he was



NASA's John Manke models an A/P225 full-pressure suit with its portable air conditioner unit. A similar suit was used by X-15 and early SR-71 crewmembers.

shot down over the Soviet Union in a Lockheed U-2. Copies of the outfit were soon seen on Soviet aircrewmembers.

The major problem with this

suit however, was that it was a partial-pressure suit, i.e., it did not provide total protection for the wearer's body. The helmet was not a part of the suit and the gloves and boots were not complete connections as well.

A partial-pressure suit is good only on flights up to 50,000 feet. Above this point, a body's capability to respire properly is greatly inhibited. At 63,000 feet—"Armstrong's Line"—the body's fluids would boil away, as the air pressure is roughly 3 percent of sea level.

Armstrong's Line is named after Dr. Harry Armstrong, the Air Force's second Surgeon General, a pioneer in the field of high-altitude physiology and Aerospace Medicine.

To solve the problem of high-altitude flight, the U.S. Navy had developed with B. F. Goodrich a full pressure suit. This suit had a helmet which attached to a neck ring which was an integral part

of the suit. The gloves were connected to similar rings. The feet were covered by 'boots' which were part of the suit.

Suits for Space

In the late 1950's, NASA announced that this suit, combined with an Air Force-developed cooling undergarment, would be the suit used for Project Mercury. There were some minor changes made, but the most noticeable was the replacement of its green outer layer with one of aluminized nylon. This silver covering has been explained both as a heat-reflectant coating and as a "public image" device. In either case, the main function was as a back-up to the spacecraft's pressurization system.

There was a big problem with this suit, and that was it just did

See Suits, page 9



Wiley Post's third suit (f).



Russian 1940's experimental suit (c).



MC-3 partial pressure suit.

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Ed White's historic Gemini 4 space walk (left) The Gemini "soft suit" (above)



Avon photo by Pete Martin

Shuttle (continued from page 1)

marketing tools for developers. His education in the fine arts stems entirely from the experience he has gained doing his free-lance sculptures and paintings.

Suzanne Hain is Altamar's manager and fiancée. She coordinates with the media and has been very successful in attracting national attention to the unique work Altamar creates. Ms. Hain's efforts have yielded television spots for projects Altamar has done in the past as well as a seven-minute documentary by Public Broadcasting System's Jo Nell Patterson on the current space shuttle project.

Altamar's parents were in Daytona from their home in Pittsburgh this week and his father, Tur, helped him and Ms. Hain with the ERAU project. A craftsman by trade, Tur built the plywood tail which tops off the Academic Complex creation.

Asked how many cans of spray paint went into the sand shittie, Ms. Hain replied, "Good Lord, who knows, who even knows?" It was estimated, however, that over two-hundred cans were needed to complete the project. Ms. Hain noted "At least we don't have to worry about the tide falling off!"

"Reflecting upon his art, Altamar's biggest problem is, "Once it is built, it is gone. I don't really mind as long as it goes naturally," he said referring to the temporary nature of his

work due to the perpetual activity of the ocean and the weather.

Altamar has two daughters, Amber, who will be 10 on June 30, and Sarah, who turned 7 on January 19.

Suits (continued from page 8)

not meet the needs of the Gemini or Apollo programs. The suit did not provide enough mobility, was uncomfortable for long wear and did not shield the wearer from the hostile environment outside the spacecraft.

Strong changes had to be made as Gemini had a proviso to have man perform an extra-vehicular activity, and Apollo's goal was to have man walk on the moon.

A variety of suits was used during Gemini, and they each tested

various designs and improvements. These suits involved not only NASA and the military, but also the David Clark Co.

The suit used during Gemini VII was notable for not only having a "soft" helmet, but for its ability to be taken off and stowed by the crewmen during flight.

A descendant of the Gemini suit is still in use today. This suit, the S-1010B, is used by crewmen who fly the SR-71 and U-2R/7R aircraft.

The suit first used on the "Blackbirds" was the A/P22S,

which when combined with certain ideas from the Gemini suits became the Air Force's High-Altitude Flying Outfit. This also was used during the flights of many research aircraft such as the "Lifting Body" series.

The Apollo program used a full-pressure suit developed by the International Latex Corporation (ILC). This suit, the A7L and later, the A7LB-EV, were used for man's first steps on the moon.

(This article will be concluded next week.)

Space Tech Knowledge Quiz #4

*** This week's questions ***
1) John Young flew on all but which mission?

- A) Gemini 10
- B) Apollo 13
- C) Apollo 16
- D) STS-1

2) Mission S1-D, scheduled for launch April 12, will mark how many Shuttle flights in the program?

- A) Fourteen
- B) Fifteen
- C) Sixteen
- D) Seventeen

3) Which Air Force missile was used for Project Mercury and to launch the Agena target vehicle for Project Gemini?

- A) Titan II
- B) Redstone
- C) Saturn IB
- D) Atlas

Sports (continued from page 11)
John Young flew on all but which mission?
A) Gemini 10
B) Apollo 13
C) Apollo 16
D) STS-1

Although the Capitals dominated play, poor execution kept the game scoreless for the first half.
About one minute into the second period, the rain momentari-

ly came down in buckets. Just as it started, the Capitals hit a deadlock. The rain foreshadowed the beginning of the end for the Tailhookers. Although they stayed in the game defensively, they could muster no offense to get them back into the game. When it was over, the Capitals claimed a 2-0 victory and will meet Sigma Chi in the semi-finals Wednesday at 5:45 pm.

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Air Force pulls out last minute hockey victory

By Brian Mosdell

Sigma Pi took an early lead last night on a goal by right winger Rich Hlavka. When asked about his goal, he replied, "I got lucky." Hlavka had another good scoring opportunity in front of the net, but was robbed by Air Force goalie Dave Legge.

The light drizzle quickly turned into a downpour at the end of the first half. The official ruling on the weather as given by referee Jeff Avax was "as long as the players' safety is not threatened by the slippery conditions, and the goalies are not impaired, the game won't be stopped."

Keeping Sigma Pi in it throughout second period was solid defense. When the defense sagged, goaltender Ronny

Przyucha made the stop. AFROTC had excellent opportunities on a power play but was soon frustrated as Ronny P. (just in case) seemed to make every attempt with AFROTC get a shot when the referee failed to call a penalty or game penalty during their power play. A player for Air Force hurled the ball from the arena when he felt he had been illegally checked into the fence.

AFROTC tied the game at one apace after centerman Matt Perra took the puck from behind the net and beat Przyucha on the short side. AFROTC quickly added two more goals within the last twenty-five seconds of the game to pull out a 3-1 victory. A great save at the end by kept it from being four.



Knuck defenders Vic Alcaide and Paul Rodell clear the crease after a shot Monday night.

Capitals, Knucks move on to semi-finals play

By Brian Mosdell

The Knucks, who defeated the Warriors 3-0 last night in Intra-mural Hockey action, will meet AFROTC in the semifinals of the Hockey tournament.

The game was actually closer than the score indicated. Matt Caddo, captain of the Knucks, said, "Considering we had no substitutes, our lack of speed in the game work on didn't hurt us too much, though some great saves at both end of the rink kept the game close."

The Knucks scored a number one towards the end of the first when John Siniid drilled a low hard shot past the outstretched pad of the Warriors goalie. Siniid also assisted on the two following goals.

The game looked as though it

was broken open when the Knucks scored a second goal, but it was disallowed because Siniid was in the crease. Knuck defenseman Scott Melano was upset by the call because "the whistle was originally blown for a slashing penalty, but the referees took five minutes for the ruling, and he wasn't in the crease anyway!" Regardless, Caddo ad-

See Sports, page 9

Playoff Results Quarter Finals

Capitals	2
Talhoobers	0
Sigma Chi	3
Northwestern	0
Sigma Pi	1
AFROTC	3
Knucks	3
Warriors	0

Stray cats take tourney

E-RAU Release

Congratulations Stray Cats, champions in the final games of E-RAU Intra-mural Softball played Sunday. At 10:00 a.m., the Stray Cats defeated Alpha Eta Rho and Sigma Chi defeated the Black Sheep. The 11:00 a.m. games had the Outlaws defeating the Stray Cats and the Gophers putting out the Tail Hookers.

In the semifinals, played at Noon, the Stray Cats defeated the Gophers and the Outlaws downed Sigma Chi.

The championship game was played at 1:00 p.m. with the Stray Cats downing the Outlaws in an

exciting 10-9 contest. Members of the runner-up team were: Captain, Steve Horn, Soony Stern, Mark Ott, Rich Pepe, Rusty MacMillan, Gabe Munoz, Kermit Frezza, Don Bonest, Mark Boudreau, John Kraus, Randy McCormick, Maany Corea, Ron Contrill, Steve Nagy, Mike Lee and Scott Zeller.

The champion Stray Cats, led by Captain Pedro Rojas, had in the lineup, Nick Sosa, Frank Perez, Mazion Howell, John Schneider, Dan Butterfield, Bob Snyder, Johnny Valenti, Ruben Ramirez, Marcos Colon, Sid Small, Paul Rold, Robin Lowe, Alan Butterfield, Edgar Sayago and Aitor Laritigui.

FAA Written Tests

April 9, Tuesday, 0830;

April 19, Friday, 0830;

April 27, Saturday, 0830;

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

At the time of the examination, each student must present a receipt for pilot exam fee, validated by the Cashier's Office; a Written Authorization Form signed by an appropriate Aeronautical Science Division Ground Instructor, or the failed results of a previous FAA Written Examination and present as personal identification an Airman Certificate, driver's license, or other official document.

Explanation of application forms and procedures will be given at 0830. Immediately thereafter, testing will commence and unless prior arrangements have been made, late examiners will not be permitted to enter the examining area while testing is in progress.

AAS (continued from page 4)

pointing lost to eliminate us from the playoffs. All the team played tough right until the last out. Special thanks to our senior members for all their super effort.

Upcoming events include pledge formal interviews and

pledge initiation. Of course, there will not be an initiation unless the pledges make it in! (A word of advice to the pledges—study!)

And finally, congratulations to our new commander, Ernie DeSimone. I don't think he knows what he's in for!

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Embry-Riddle students participate in model Senate

Jim Hurley, Ian Thompson win honors at Stetson during 14th annual event hosting east-coast schools

By David Krah
Student Senator

The 14th annual Model Senate was recently held from February 28 to March 2 at Stetson University. The event featured the participation of students from area Florida schools including UCF, DBCC, B-CC, Stetson, and Embry-Riddle, as well as schools from Alabama and Maryland. Aside from the Embry-Riddle delegation, all students present were political science majors.

All students received the opportunity to experience how the actual U.S. Senate functions. The three-day event featured committee hearings, senate floor debates, and banquets, of which all students were a part.

The Embry-Riddle delegation included Eric Hausner as Sen. Alfonso D'Amato (R-NY), Jim

Hurley as Sen. Gary Hart (D-COL.), Anthony Montalvo as Sen. Lawton Chiles (D-FL), Tom Ohland as Sen. Domenici (R-NM) and David Silva as Sen. Hatfield (R-ORE). Accompanying the group were Ian Thompson, performing as a lobbyist, and Dr. Ann Apperson, organizer and firm supporter of the group.

Although the students have no expertise in the area of political affairs, they received many compliments from various judges and observers. Most stood up well in discussing various bills on the senate floor, and often times received a good amount of talk from opposing senators.

By Saturday night, the event was nearing its closing with the awards banquet. Embry-Riddle proudly walked away with two individual awards. First, Jim

Hurley as Sen. Hart received one of the six awards for Best Senator. Next, Ian Thompson received one of the three awards for Best Lobbyist. Two professors and 195 judges are reported to have said to Dr. Apperson that Ian was the best of the best. He spent most of his weekend in the Stetson library researching bills, while the senators enjoyed some of the spotlight. Indeed, congratulations are in order to both Ian and Jim for representing Embry-Riddle so professionally.

Overall, the Model Senate was a very realistic representation of high level politics. Those involved will always remember the learning experience, and of course, laugh back at the three days that DeLand, Florida became Washington, D.C.



Attending the Model Senate were (left to right): Ann Apperson-Advisor, David Silva, David Krah, Anthony Matatto, Eric Hausner, and Jim Hurley. Not pictured: Ian Thompson and Tom Ohland.

GE (continued from page 3)

productivity and accelerated deliveries - GE's cost performance was significantly better than the parties had jointly anticipated. Thus, GE underwrote the projected contract cost by approximately 7% percent on contracts worth \$2.2 billion - resulting in margins that were \$168 million more than had been anticipated.

It's important to remember why the government uses firm fixed-price contracts. Firm fixed-priced contracts were instituted by the government because of its unhappiness with the cost performance of some contractors on cost-plus contracts - contracts that allow payment to be ad-

justed to reflect increases in inflation or cost over-runs. The purpose of a firm fixed-price contract is to have the contractor both bear the risk of a potential over-run and receive the reward of good performance.

In the past - principally because of rising inflation - we have made lower than negotiated margin levels on firm fixed-price contracts. When this occurred, we neither requested nor received increase payments. In this case, we did somewhat better than these firm fixed-price contracts anticipated and have received the rewards of the under-run.

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sonal integrity.

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These must be viewed in relation to the extremely good reputation of our company and its people. We share a commitment to integrity, excellence and continuing improved performance that should be our focus. These events of five years ago should not preoccupy us, except for what we can learn from them.

We challenge any assertion that would cast doubt on the business integrity of GE. We are proud of our business record, our people, our contributions to the community, we call home and our role in the nation's defense. We want you to feel that same pride.

Go Around #11: General Education and Views

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

Since the Middle Ages, the Western World, and lately the whole world, has gradually become more and more materialistic. So what can one say in favor of Idealism?

Materialism has both a popular and a technical sense, just as does Idealism. In the popular sense, a materialist is a greedy collector of things and not very sensitive toward the feelings of others. An Idealist, in the popular sense, is dedicated to grand and noble principles of human dignity and self-determination and joyfully works to advance such beliefs.

The technical or philosophical senses are even simpler. A Materialist believes that matter is the basic ground of being or existence, so human ideas depend upon a thinking brain and do not live independently of thinkers. An Idealist believes that ideas are the basic ground of being or existence, so human ideas are more or less "caught" from the world of ideas, which is also the source of material existence. Sound dumb?

The tables were turned in the Middle Ages, so that then an Idealist was called a Realist and a Materialist was called a Nominalist - because he believed that universals (Ideas) were just names and not "real." The only things that existed for Nominalists were individual and material things. If we take as criteria of reality, however, such

characteristics as durability, changelessness, eternity, and perfection or lawfulness, then Idealism has the better argument. If a true or higher reality should be the same today and tomorrow, unchanging by time, weather, decay, or human weakness, and unflawed by natural or material weakness and by human errors, then Ideas are more real.

The idea of a chair is perfect and unchanging, whereas each attempt to place that form on matter, such as wood or steel, has some flaw and each material product gradually wears away to use and even to human violence. Which is the truly real chair, then? Idealists at least had some good reasons for maintaining that the idea was of a higher order of reality.

Plato was the first great Idealist, and many others followed him. He believed in a hierarchy of ideas, with each higher Idea a more general concept of lower Ideas, until the order reached the highest Idea of all, which he called the Good. It is a religious notion, but not of a theistic or personal God. The notion is more like the Deist God that dominated the thinking of the Age of Reason or the Eighteenth-Century Rationalists.

In the Middle Ages Plato's Idealism became corrupted by the Idealism of Plotinus, which yielded the belief called neo-Platonism, which was a common belief among many Romantic thinkers even as late as 1850.

Why did our notion of reality turn to espouse change, decay, ephemerality, imperfection, and corruptibility?

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Security (continued from page 1)

immobilized with the infamous Denver Boot, which, until recently, was seldom used. In order to have the boot removed, a \$20.00 fee is mandatory.

People wishing to dispute a ticket may make an appeal to security officials. If an agreement is not reached, that person may carry the issue to the Student Court and/or Dean of Student Affairs. Security will abide by the court's decision; however, if an individual fails to appear for the hearing, a \$25.00 contempt fine will be administered in addition to all others previously levied.

One good point for many vehicle operators appears in the rules and regulations pamphlet: "A cumulative record of all traffic violations an individual acquires during a full trimester will be maintained in the safety office. At the beginning of each trimester all records are cleared," however, it continues, "Repeated noncompliance... will result in disciplinary action from the Student Court and/or Dean of Student Affairs in addition to any fines incurred."

Security, funded by the university budget, receives absolutely no money from the ticket payments. Instead, the cash goes directly into the Student Court Scholarship fund. The Safety, Traffic, and Security office channels all parking sticker fees into an account to improve and repair parking facilities.

In concurrence with the security crackdown, many students are in an uproar over the allotment of two slots at various locations around the campus for University Service Vehicles. Stated Bob Walters, "The reason for this is that they can park nowhere else."

Students and staff should be aware that although many regulations and in effect on a 24 hour basis, some (such as color coded parking areas) are limited from 6:00 a.m. to 6:00 p.m. on weekdays. These do exclude handicapped and visitor spaces though.

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Speech Night '85 offers variety of information, entertainment

By Jim Banke
Avion Staff Reporter

Once again, the Humanities/Social Sciences Department has sponsored Speech Night, recognizing some of the best oral communicators from this trimester's speech class. The event was held Tuesday, March 26, in the University Center.

Keith McCann, Master of Ceremonies, welcomed the crowd (which included many speech students who were required to attend) and invited them to be informed, persuaded, and entertained during the evening. Eight presentations made up the program.

James Gwinn was first up with a speech entitled "Imagination." Gwinn was dressed in black with a half white/half black face symbolizing the extremes that your imagination can

take. His dramatic style addressed the concern that people are so caught up in their future here at school, they forget to take time to use their imagination and ~~fun~~. Opening up the program, Gwinn concluded that, "with a little imagination, you will become a part of speech night."

Continuing on a theme of imagination and fantasy, John Getsy explained to a bewildered audience the concepts of the fourth dimension. Borrowing an analogy from Carl Sagan, Getsy hypothesized the reactions of a two dimensional world to a third dimension. Since a two dimensional world could not comprehend the third, we as three dimensional people cannot comprehend the fourth. As Getsy said, "thinking about this gives you a headache."

Speech night's most unexpected topic was handled by Rosario Sheppard in a speech

called "Me and My Lips." Sheppard has had a lip for many years and she told of the frustrating and humorous aspects of a lip.

"Why does there have to be an S in the name?" Sheppard asked. "As soon as I say lip you know I have one."
She told of trying to make up sentences that did not have any S sounds in them: "Instead of saying see you Saturday, I said I will meet you again on the day after Friday." Sheppard finished by commenting that it's important to hear what you say, not how you say it.

Krista Martin changed the tone somewhat by reciting and reading two poems written by two young men who had served some time in Vietnam. "Thap Ba and the Journey" told of the reactions the respective authors had when exposed to the horrors of war. Listening to these poems, it was difficult to imagine what it was really like fighting in Vietnam.

With thoughts of Vietnam firmly in the audience's mind the next speaker, Allan Butterfield, paced across the stage threatening that we don't Trust the Government. Citing examples from World War II, Vietnam, Watergate, and the Remington Papers, Butterfield told of abuse of the people by our nation's leaders.

Speaking in the manner of a fired-up preacher, and without offering an alternative to the status quo, Butterfield asked "Does it make you mad...it makes me mad."

The next speaker reminded the audience that taking the advice of authority figures may not be best. Kathryn Yakubowsky inspired the audience when she spoke of two situations where she was told



Performers in last week's speech night were (left to right kneeling) James Gwinn, Phil Dupree, Mark Kluga, Eugene Okun and John Getsy. Standing left to right are Dr. Cunningham, Keith McCann, Alan Butterfield, Rosario Sheppard, Tim Hyland, Kathryn Yakubowsky, Janet Leake and Krista Martin.

"You Can't" and she discovered you can.

The first example was that her Navy boot camp chief wanted Yakubowsky out of the service. Perseverance paid off and she graduated anyway. The second You Can't came in high school when a guidance counselor said that Yakubowsky would never be able to graduate from college. Unfortunately for her counselor, she WILL graduate from Embry-Riddle soon.

Tim Hyland spoke next on Learning Another Language. The importance of a second language was highlighted with examples from history where a second language was either present and beneficial, or not present and a hindrance.

From the Bible's story of the tower of Babel to Kennedy's

famous "Ich bin ein Berliner" to Carter's problems with his translator in 1977, all were important examples where the knowledge of a second language was crucial.

Hyland also mentioned that learning a second language is very important in the aviation industry where world travelers are encountered. A resume would look better with a foreign language capability.

Rounding out the evening's festivities was a performance of the play Love is a Fallacy. Four very talented students contributed to the presentation. They were Phil Dupree, Mark Kluga, Janet Leake, and Eugene Okun. The play concerned itself with the pursuit of love and a raccoon coat. Peter, performed by Okun,

wanted a raccoon coat to be "in the swim" so bad that he was willing to give up his girl Polly. Picking up the pieces was Peter's roommate played by Dupree. The narrator was Kluga whose character was the same as Dupree's a generation older.

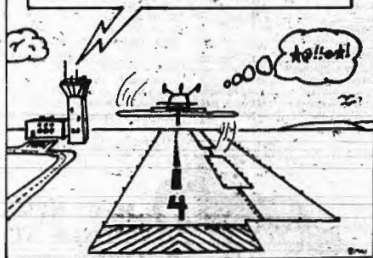
Polly, performed beautifully by Leake, was taught some basic principals of logic and then stunned everyone by taking Peter since he had the raccoon coat. The play itself was very funny with Kluga helping to keep it light when lighting and set changes didn't go as smooth as in rehearsal.

Dr. Cunningham closed out the evening by thanking the participants and giving them a letter of appreciation which he read to the audience.

Airmet Charlie

By Buok Wyndham

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McCarthy (continued from page 1)

Area." Pat added, "I don't have the same connections that Brian had, but I will soon enough." According to Pat, he will delegate many of the tasks to relieve the pressures of the job.

Finnegan became editor in the summer of 1984. His most visible accomplishment was the move from the office next to the Career Center to what used to be the Faculty Staff Lounge. He and Avion Business Manager Gordon

Crigo wrote and submitted the proposal that exchanged the FSL and the Avion/Phoenix offices and enlarged the darkroom facilities. "I couldn't have done it without the support of Gordon and the rest of the staff" Brian stated.

"I would urge that Pat cultivate the Avion's ties with security, the Administration, and President Tallman" Brian added. "We have a new SGA to work

with and we must continue participation with the clubs and organizations." Finnegan also stated that in the future he would like to see a paid Avion Staff. "Writers are a scarce commodity and the only way to grow is to provide incentive for people to do the work, perhaps \$10 an article."

Brian's reasons for resigning are varied. He loved the job but it took up much of his time. He was married one year ago this month to Joy Finnegan, an Embry-Riddle Flight Instructor. Brian

plans to Graduate in April 1986 with a B.S.in Aviation Maintenance Management and wants to concentrate on earning some money and keeping his grades up.

"I have learned a lot about people," Brian said. "I have learned how to deal with people and deal with the conflicts between them. That is probably the best experience I could have attained." Brian added, "Pat will get a lot of support from his staff and should learn to lean on them."

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Please Help

Bob King, ERAU Humanities Assistant Professor, is teaching in Romania on a U.S. Fulbright Grant. His students at the Polytechnic are eager to read American magazines. If you have old copies of magazines like *Scientific American*, *Aviation Week and Space Technology*, *Popular Mechanics*, *Science* or other scientific or sports magazines, please drop them by A-222 before April 10. Multitudes.

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