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Avion

An Award-Winning College Newspaper

Volume 50, Issue 1

Embry-Riddle Aeronautical University, Daytona Beach, Florida

May 15, 1985

United Airlines captain discusses career outlook

Job picture looks promising for future grads

By Rob Dixon
Avion Staff Reporter

Friday, May 10, the office of Alumni Affairs and the Career Center sponsored Rick Brown, one of the youngest fleet officers in United Airlines, to speak about career opportunities in the industry. Rick Brown is a 1972 Embry-Riddle graduate in the Air Science Curriculum.

He has been with United for 18 years, and has risen through the ranks to sit on the Board of Review for the selection and hiring of new flight officers. He is qualified on the B-747, 727 and 737, but is primarily captain on the B-727. In addition he is a FAA Examiner on the B-377. In his management position he is the Training Check Airman for all new hires.

At 37, Rick Brown is the fourth youngest United Airlines flight officer and as Captain of a B-727 he receives \$130,000 annually with a benefit package of 33 percent. He also receives \$16,000 annually as an Ohio Air National Guard major and C-130 instructor pilot.

A major topic of his discussion Friday night was the threat of the

Airline Pilots Association (ALPA) striking United. A decision to strike will be made this Friday, May 17. The disagreement between ALPA and the United management is the two-tier pay system. The United pilots think that new flight officer salaries should have greater parity with the existing flight officer salaries. Brown, a card carrying member of ALPA, said "I'm saddened by the whole mess... it is a tragic situation." Mr. Brown added that negotiations are progressing and that there is a possibility that an agreement will be reached prior to the Friday Night deadline.

United Airlines has made contingency plans in the advent of a strike. "Unfired will make every effort to protect their hubs in Los Angeles, Denver and Chicago," stated Brown. United has run advertisements for qualified pilots in the event of a strike. In this case, qualified means FAR part 121 operators, 3000 hrs Pilot in Command time and 250 hours in type of aircraft for captain positions. In addition to those advertisements, an ad appearing in the Wall Street Journal called for those with a



Avion photo by Mark Stern-McIntyre

Heavy Metal...

ERAU grad Rick Brown led a flock of Ohio Air National Guard C-130's to Daytona Beach for a

minimum of 350 hours, Commercial/Instrument rating and not necessarily a BS degree could apply for a position.

If a strike is called United expects 500 of the 5000 pilots to cross the picket lines, and 600 recently hired pilots will be forced to cross or violate their probational agreements. With those 1100 pilots United would expect to operate 35-40 percent of their route structure.

Those 600 newly hired pilots will be marked as scabs for the

rest of their career if a strike is called," stated Brown. "It is a bad situation and I hope it is settled before a strike is called."

Rick Brown also talked about the industry in general and the potential for employment in the next few years. Referring to his audience, Brown said "This group and the next group to follow will have a potential to become a pilot like never before" and the facts he added proved his hypothesis. The average age in most of the airlines is between 50

and 60 years. United, for example, will retire 2500 pilots in the next 10 years, and by the year 2005 will have retired all but the four youngest in the fleet."

"A degree from Embry-Riddle is a great thing to have and it will give you a big advantage when applying," Embry-Riddle has a good reputation in the industry.

"In addition to a degree another plus to have is turbine time from a commuter operation

See Brown, page 8

Left turn lane construction set to begin

By Jeff Guzzetti
Avion Staff Reporter

Construction will soon begin for the long awaited left-turn lane at the main traffic entrance to Embry-Riddle off Clyde Morris Boulevard.

According to Mr. L. A. Griffin, a District Traffic Engineer for the Florida D.O.T., the widening and paving of the left-turn lane could begin as early as two weeks; the project carries a pricing of \$81,084.

"Contracts have been sent out and as soon as we receive them, we'll issue a notice to proceed," stated Griffin. The engineer explained that even though the project is "not considered major," funds for this type of construction are not easily accessible from the state.

The contractor chosen for the job is the Huffler Paving Company of Holly Hill. According to the company's president, Tommy Durrence, Traffic problems due

See Tum, page 8

Infrared sensors aid in 'see and avoid'

Oshkosh, Wisconsin

The prototype of a promising new proximity warning indicator has been demonstrated at the EAA Aviation Center. EAA member Russ Rannels, his wife, Ruby, and business associate, Jim Yoder, showed the device to EAA officials, including EAA's Founder and President, Paul H. Poberezny.

Rannels describes the equipment he developed as a passive, cooperative, pilot warning system

that reacts to the infrared emissions of the strobe light on other aircraft. The warning system has a range of approximately 1-1/4 miles.

Since the system itself does not generate a signal, it does not interfere with any radio or navigational instruments. Rannels, of Martinsville, Ohio said, "If another aircraft (equipped with an operating strobe light) enters your air space, you receive both an audible and visual warning. The flashing light on the display

indicates the direction from which the other aircraft is approaching." Rannels has designed two different cockpit displays. At the pilot's option, the display may either be mounted in or on top of the instrument panel.

The entire system consists of the panel display, two wing-pint sensors (approximately 5 inches or 1-1/2 inches) an electronic package about the size of a large cigar box and shielded cables. The total weight of the entire system is approximately 7-1/2

pounds.

Rannels told EAA staff members that he has conducted well over 30 hours of flight testing including testing within high density air traffic areas. The prototype has been mounted aboard a Cherokee 140. The system has also been tested aboard a Piper Comanche. Rannels says the system has always alerted him to other traffic in the vicinity, even when he was unable to see the other airplane because it was behind

him. He says that false alarms are extremely rare and that the system functions satisfactorily under both day and nighttime conditions.

The warning device does not react to the strobe light on the aircraft it is mounted in. "This is an excellent aid to the pilot which enhances the 'see and be seen' concept," Rannels said.

Paul H. Poberezny said, "I believe this prototype, developed by Russ Rannels, may show great promise. Russ will display his

proximity warning indicator at the 33rd Annual EAA International Fly-In Convention and Sport Aviation Exhibition (July 26 - August 2, 1985). The EAA Convention will allow him to demonstrate his device to the widest possible audience."

Russ Rannels noted that the development of his proximity warning indicator had been encouraged by EAA's magazine, *Sport Aviation*. "In the late 70s,

See Sensors, page 8

Riddle to host safety event

Embry-Riddle Aeronautical University and Eastern Airlines will host the sixth annual 'Communicating For Safety' seminar on May 15-17 at the Hyatt Orlando in Kissimmee, Florida.

The seminar provides a forum in which professionals from all

segments of the aviation industry are provided with the opportunity for a one-on-one interchange of ideas and information to enhance and improve the existing air safety environment.

Airline pilots from Eastern, TWA, Delta, U.S. Air, American

and Air Canada, along with corporate pilots, dispatchers and air traffic controllers from across the country will attend the three-day series of meetings.

The keynote address will be

See Safety, page 8

'A' building plans outlined

By Patrick James
Avion Staff Reporter

"What are the plans for 'A' building? That was the question put to Dr. Harrison, Coordinator of the 'A' building project. He responded, by saying 'A' building as we now know it will undergo some major changes that will benefit both the student and faculty respectively."

Dr. Harrison also stated that both additional office and class room/space are of primary concern. Construction is set to begin on Monday, May 13.

The first floor will be the new

home for the Riddle Theater which will replace the book check-out from the old human resources center. The Dean of Engineering office suite will be housed on the first floor. Also the reading and math lab will be relocated to the first floor. This will be a welcome change considering the cramped working area of the lab in its present location in office no. 1.

The blueprints show seven new class-rooms on the first floor. Five rooms with a maximum of 40 seats each, one sixty, and one 144 theater-type seats with the capability of being converted into

two seventy-two seat class rooms. This would make it the largest student capacity room on campus.

The second floor will consist of twenty-six offices, and a suite for Dean Fogle. Furthermore, there will also be a new faculty computer room and general work area established on the second floor. Two of the classrooms on the second floor will remain unchanged.

The rearrangement of "A" building will generate 324 additional student seats. The projected date of completion is set for June 15.



Avion photo by Mark Stern-McIntyre

Open for business...

"It has a real library atmosphere, and is such an improvement," says Diane Ramsden, library administrator, describing the Jack Hunt Memorial Library which opened May 6. The entire library staff is extremely pleased with the final results of the month-long construction project. "We've got more space than before," said Ramsden, "and it certainly looks more like a library." The

leisure reading area is due for completion by the end of May 27. New barriers for the security system gauntlet will be in place shortly, and woodgrain formica and panels for the bookshelves will also be attached soon. Ramsden said, "The aesthetic touches are about all that remain to be completed." Ramsden emphasized a policy of no eating, drinking or smoking will be enforced.

Editorial

Library's future contingent upon user, admin input

After a seemingly short construction period, the Jack R. Hunt Memorial Library recently opened its doors.

The availability of a first-class library is something Embry-Riddle was sadly lacking in years past. Last year's accreditation team made it a point to recommend a larger library before accreditation could be upheld.

The new library offers several improvements over the old "A" building LRC. More shelf space, more office space, more seating, and an atmosphere more conducive to effective study.

A problem exists, although it doesn't lie with the facilities. The problem lies with the attitude of the new library's users.

Already students are heard complaining about the layout of the building, the lack of table space, and the small size of the study carrels, or "cubby holes," as many refer to them.

Don't complain only to your friends and fellow students. If you have a gripe, formulate some constructive criticism, write it up in a coherent letter, and send it to the library administration. Diann Ramsden has been involved in the planning and construction of the library since its beginning and is looking for positive feedback on its operation and use. She would welcome intelligent, thoughtful critiques.

Implementing improvements to the new library should be a team effort. Who better to make up the team than the users, staff, and administrators?



Practice bombs injure civilians

By Jack Anderson and Joseph Spear

Like thousands of fishermen every year, Lyle Henry, his two sons and a friend thought Pamlico Sound—between the North Carolina mainland and the Outer Banks south of Roanoke Island—would be a great place to drop their lines on a fine day last October. They anchored their 17-foot boat near an old sunken ship about 2:30 p.m.

Before anyone had eaten much as a nibble, the afternoon calm was shattered by the thunder of jets skimming low overhead—so close they could see the pilots waiting in apparent greeting. The four fishermen, all military veterans, shrugged off the buzzing as nothing to worry about.

But the planes soon reappeared—and this time two of them dropped bombs that landed within 50 feet of the little craft. The Henrys quickly started the motor and sped off, but a third plane dropped a bomb that nearly hit the boat.

"Some of the contents of the bomb struck me on my right arm," Henry, 60, told our associate Corky Johnson. "My arm was burning and hurting. I picked up an old piece of towel, and while hanging over the side of the boat I made an attempt to wash and remove the material that was sticking to my wrist. I could not get it off by rubbing it with the towel and using water." The staff stuck like tar, he said.

One of the Henry boys, Larry, was coughing violently from the acrid smoke released by the third bomb.

When the fishing party made it to shore and told their hair-raising story to the proprietor of a bait shop, they learned what had happened: They had unwittingly gone fishing in a large Navy bombing range adjoining the Cape Hatteras National Seashore Recreational Area.

When they got home to Logan, W.Va., Henry Sr. realized that the sticky substance on his arm had eaten the flesh to the bone. Doctors identified the chemical as phosphorus, an ingredient in practice bombs that requires special burn treatment. Even after several operations and weeks of therapy, Henry is afraid

he'll lose his arm from infection.

Lyle's son Larry, meanwhile, developed pneumonia from the chemical smoke. It lasted two months and he coughed blood.

Henry's sons, both West Virginia state policemen, said the aerial attack appeared to be deliberate. "We tried to get out of the way, but they dove at us," Larry told us. "They knew we were there."

A spokesman for the bombing range insisted the area was posted, but the Henrys said they saw no warning signs. Local residents said two warning towers were blown down several years ago and were never replaced. The locals said they've had their own problems with buzzing planes; one woman said she had twice been driven off the road by jets flying at her in a terrifying game of aerial "chicken."

The Navy is investigating the Henry incident. Marine planes from nearby Cherry Point were reportedly in the air at the time. A Marine spokesman said that practice bombs pack about as much wallop as a cherry-bomb firecracker. But cherry bombs don't contain phosphorus.

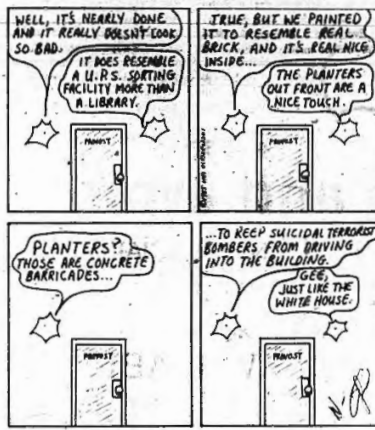
RAISINGGATE? Sports fans know that one of the principal products of the impoverished Republic of Haiti is official baseballs, manufactured at the Wilson Sporting Goods factory. Each horsehide ball comes wrapped in a little plastic bag.

But recently, street vendors have been selling Wilson baseball bags full of rains in Port-au-Prince, and company officials are upset. The bags were stolen from the Wilson factory; the rains were somehow diverted from a U.S. food assistance program.

American aid officials and a private group that was given the job of distributing 680 metric tons of rations to hungry Haitians are now trying to figure out how the fruit got into the Wilson bags and the street vendors' hands. The rains have been selling briskly for 20 cents per half-pound.

U.S. Officials are concerned that the black market rains may be contaminated. Wilson, which is concerned about its reputation, has dispatched company representatives to confiscate the stolen bags and to burn them, rains and all.

Klyde Morris wes oleszewski



the avion

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AOPA questions FAA airport policy

Saint Louis, MO

General aviation airports are an endangered species, according to Aircraft Owners and Pilots Association President John L. Baker.

Speaking to the Aviation/Space Writers News Conference in St. Louis, MO, Baker said, "Since 1974, this country has lost 16 percent of its public-use airports and 36 percent of those which are privately-owned, and most of these are in major metropolitan areas."

Continued the AOPA President, "If this trend continues, the drive to the airport will take longer than the flight itself. When that happens, there will be no utility in airplanes, nor will there be utility in airports. Yet the services that aviation provides the country are irreplaceable. The nation cannot afford to lose any more airports."

Baker told the AWA News Conference that the key to keeping airports is community support. "When an airport is lost, we find that more often than not, involved is someone who wants to turn the valuable airport property into a housing project or

shopping center. This development can be staved off, however, if the community understands the value of an airport and accepts it as an integral, safe, and valuable local asset. This also means the support of the mayor, city council, and other elected and appointed officials."

Baker said that the aviation community has been taxed to the tune of billions during the past 15 years for the express purpose of enhancing facilities and building and improving airports, but that the money in the federal aviation trust fund never has been spent properly. (The aviation trust fund currently has a surplus of more than \$5 billion.) "The result," said Baker, "is not enough airports and airport capacity to handle the increasing public need." Baker called for a national movement, community-by-community, to recognize the need for more airports and actively and aggressively do something about it.

Baker also took issue with the Federal Aviation Administration's plans for future aviation facilities. Charging that the FAA's National Airspace System (NAS) plan is "beginning

to unravel," he noted that "the NAS plan continues to founder, predicated as it is on 1981 technology decisions and without an assessment of user airspace and facility needs for the period in which the plan will be implemented."

Specifically, the president of the world's largest aviation association told the news conference that "pilots need more and better weather briefings and other services provided by flight service stations - yes, FAA is willing to close more than 250 of the facilities without providing equal or better service; we also need more of the reliable Instrument Landing System to get better utility from our airports and aircraft. Yes, the FAA is proceeding full speed ahead with the Microwave Landing System program which would cost users billions for something which will give us no better service."

"The FAA's plans are out of synch with reality," added Baker. "The logic that insists upon proceeding with such programs, changes me. Pilots need runways, convenient airports, ILS equipment and up-to-date weather briefings. They don't

need fancy, expensive equipment that will be obsolete before the turn of the century."

"But, above all," Baker concluded, "the tail must stop wagging the dog. No longer are aviation decisions based on user and public requirements. We are now told what kind of machines we'll fly, how much the machines will cost, how to fly, and where to fly. We are no longer the 'user-motivated' industry we once were, and this simply is unacceptable for the aviation community as well as the millions of American citizens who depend on efficient air transportation."

Baker told the journalists that the future of aviation was as much their responsibility as anyone else's. "You are the communication conduit between the aviation industry and the community. You have the responsibility, not only to report aviation news fairly and accurately, but also to insure that information is offered in the proper perspective. You influence public opinion and your work either can be 'constructive' or 'destructive.' When it comes to aviation, I hope you will choose the 'constructive' route!"

Riders

By Rick Fingler
Motorcycle Club President

The spring trimester ended with a superb northern run for the Riddle Riders. Eight members of the Motorcycle Club took off Friday after final to pursue a week full of interesting sights and excitement.

The group of Riders, composed of seven bikers, eight guys, one truck and a dog, ventured up the Blue Ridge Parkway, which is 400 miles of up and down, twisting and turning mountains. The road, with its banked curves, bare rock tunnels, awesome view and a very small guard-rail, was a unique experience and is recommended to all bikers to ride.

Bernie, Bud, and Mike proved the new communication gear to be a very worthwhile investment. Mike also decided to use half of a bottle of chrome cleaner to shine the left side of his bike while driving through South Carolina.

The help of a few local North Carolina girls enabled the group to spend the first night in tents in a forest area two miles down a

Motorcycle Club

dusty dirt road. The second night included a bit of a problem in finding a campground that would allow the clean-cut, respectable, righteous Riddle Riders to camp at a reasonable rate... the largest disappointment being a campground in Virginia.

The two-day run in Pittsburgh at "Barikart's" Biker Bankhouse for most of the Riders included a scenic tour, a delicious home-cooked meal and some well needed rest. Sniffer even discovered a reason to return in a few months (Skinner's baby sister).

The remainder of the group headed to Philadelphia, Jersey and New York with a stop at the Harley-Davidson plant in York, Pa.

The stay in Philly was complemented by a warm reception and the Smolow's generosity seemed endless. There was also an interesting tour of the downtown area, which included everything from William Penn to the giant clothes pin, except for the misplaced Liberty Bell.

Excluding the return trip of

Rick, Art, and Jeff, this ended the group ride up north, except for the one biker with the cast iron bottom, Mr. Clean. He continued on his own, back through treacherous Yankee territory, to visit friends and relatives in a variety of states. Bud (Mr. Clean) O'Connell, with bugs on his teeth and a glowing sun and wind burned nose, completed a 5000 mile round trip on his bike Emmy. With all eight Riders considered, a total of 13 states and well over 20,000 miles were covered during the break.

To the riders who stayed behind: congratulations to Stuart on the new V-MAX and it's good to know Brian's BSA is being restored slowly but surely. To the rest, we wish you could have gone with us.

A good number of Riddle Riders are still around to create enough interest to continue having Friday night socials, as well as weekend rides. There will also be other scheduled activities for the summer months, which will be discussed at socials and officer meetings.

L5

By Jim Banks
L-5 Vice President

The L-5 Aerospace Society welcomes you to Summer A and invites you to join us tonight for our first meeting of the new term. The meeting will take place at 7:00 pm in room W-306, our usual place.

After our meeting we will go over to Riddle Theatre where we will watch part two of *Spaceflight*, a PBS series that reviews the history of the space program. The program will last an hour, and even if you do not want to join L-5, everyone is invited to come and watch.

Our organization is affiliated

Aerospace Society

with a national pro-space group known as the L-5 Society. Our L-5 Aerospace Society is dedicated to the increasing usage of outer space for a variety of purposes. The ultimate goal of the Society is to see a colony in space, most likely at the "L-5" point in space. (An imaginary spot where objects can remain in stable orbits.)

Our everyday kind of activities involve informing the public and our student body of the current events in space as well as what kind of benefits our space program creates.

We do this by sponsoring NASA videos, model rocket contests, as well as trips to the Ken-

edy Space Center for both tours and up-close watching of Shuttle launches. We have several other events planned that will begin this Fall and we need help now in preparations for that time.

While also an active pro-space club, the L-5 Aerospace Society is also a great place to get to know some students with very similar interests. Consequently, we do things like go to movies, the planetarium, and have cookouts and picnics.

If you have always wanted to go into space, or work for the space program, then this is the club for you. Stop by for our first meeting tonight at 7:00 pm in the "W" building.

ΣΤΔ

By Thomas Rau
Ad Hoc Historian

Welcome back everybody, I hope you all had a good time during the break. Well, another summer term is upon us, but this one is special since May 24-26 will be our mortgage burning party and alumni reunion. That's right folks, fifteen years later they're still standing and they're ours. For those of you that still don't know, Keith Colombo paid them off in February, and we owe him a lot of thanks for all his work, not to mention all the other

Sigma Tau Delta

brothers that made this possible.

Randy King is back on our neck of the woods, and guess what, they took away his A-7 and put him in one of those things with propellers on it, hopefully Randy will have time to visit. According to Bob (we know you to blame now) the reunion should go over fairly well. Chris can't wait for Mitch to show up, and I can't wait to see if Cry Baby Kurz shows up. Of course, we all know Johnny won't go if Billy doesn't, or is it the other way around? I guess we'll have to wait till then to see how this works out.

Congratulations to our newest brother (second class) Gary Gladd. Although we're still waiting to get the official okeydokey from the Grand Exalted Mystic Ruler (other wise known as G.P. Reiner) Dr. H.D. Curtis

will soon be initiated as our newest faculty member. Dr. Phelps, C. Bishop, and Dr. Ladessic are all on vacation Summer A, and we all hope you have a good time, and don't forget to come by the house for a beer or three. Good luck on your Masters Charlie.

Bookstore head joins committee

Oberlin, Ohio

Joseph E. Dowdell, Manager, Embry-Riddle Bookstore in Daytona Beach, was recently appointed to serve as a member of the Nominating Committee for the National Association of College Stores. The committee will submit to the membership a full slate of well qualified officers and trustees-elect.

Mr. Dowdell has served the Florida Association of College Stores as Program Chairman, Secretary, Vice President and is currently serving as President.

The National Association of College Stores is headquartered in Oberlin, Ohio and serves over 2600 member college/university stores in the United States and fifteen foreign countries.

The Management Club
Dinner meeting with

Mr. Andre Fort
Vice President, Flight Division
Airbus Industrie, France

Friday, May 17, 1985

7:00pm, Indigo Lakes Banquet Center
\$12.25 members \$13.00 non-members

Everybody Welcome!

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Lacrosse Club

By Eric White
President

With only ten seconds remaining, Embry-Riddle scored the final goal—beating the number two ranked team.

In existence for only a few months, the lacrosse club has been very active playing and competing, closing with a winning record.

Even though we were not officially a member of the league, we did manage to get involved in

some scrimmages with other teams. The club played three different area teams with a 2-1 final record. Orlando, which we beat 10-7, went on to play the championship with Ft. Lauderdale this year; we also beat Ocala 28-1 and had a loss to Gainesville 10-7.

We also showed a good turnout in the lacrosse Jamboree in Orlando which takes place every February. While just becoming a member in the league this year, the team shows great potential due to the fact that we only lost

three players because of graduation.

Official practices will not be starting until the fall term, but get-togethers will be going on through the summer. Any persons (beginners are more than welcome) that is interested in seeing what the sport of lacrosse is all about is urged to show up at the softball field behind the U.C., Thursday, May 23 at 6:00 p.m. Bring the equipment you have; some extra equipment will be available for those who don't have any.

Management Club

By Mohiddin Khwaaja,
V-P Marketing

Welcome to all returning Management Club members and new students! The Management Club is active this trimester and will be having its first dinner meeting on Friday, May 17, 1985. Mr. Andre Fort, who is the

Deputy Vice-President of Airbus Industries, France, will be the guest speaker.

Mr. Fort is a leading aviation executive and this will be an excellent opportunity for you to get exposed to international aviation and also to get together socially. Everyone is invited to attend the dinner meeting which will

feature a buffet at the Indigo Lakes Banquet Center at 7:00 p.m. (Directions available at the Information Center, U.C.) Charges are \$12.25 for members and \$13.00 for non-members. Reservations must be in by Wednesday, May 15, through box 3205. Have a great summer term and hope to see you there.

SGA

STUDENT GOVERNMENT ASSOCIATION

POSITIONS AVAILABLE

The Student Government Association has the following positions available:

- 4 - Student Representatives (2 - at large, 2 - in the dorms)
- 5 - Student Court Justices

Application deadline is:
May 23, 1985

Information and Applications Available in the SGA Office

Orbital Inclinations

Space Tech offers something for you

By Jim Banke,
Space Technology Editor

Welcome to the third term of the Space Technology department of the Avon. In the past we have strived for quality reporting of those events that relate to the space program and the development of new technologies, systems, and commercial opportunities that can mean careers and special experiences for all of us.

As the new Space Technology editor, I will continue to work towards producing an informative page that has something for everyone at Embury-Riddle. Whether it's space-sick monkeys or the Strategic Defense Initiative or the latest news from Edwards, you will find it here.

Our Avon Space Tech staff has a lot of knowledge relating to the space program and the events out west at Edwards. But I'd like to see some more input from students who have other areas of interest. That means you can help.

If you would like to be a part of our team, the only requirement is that you know how to read and write plain English well enough that our typist can decipher your story. We'll help with the grammar, spelling, and style. Just contact me in the Avon office with any questions or drop a note to Box 1425. We'd love to have you in Space Tech.

Meanwhile, watch this column for some opinion about what is going on with the space program. As with any issue there are two sides to every story. Be sure and read here for the right side. And if you don't agree, then write down why and get it to us.

I believe the future for all of us is in space. In a hundred years Embury-Riddle may not bother with Cessna 172's, they may be training us to fly through space. I am confident that some of you reading this WILL fly through space courtesy of the education you received here.

So, for all of you space addicts, this Space Technology page is yours. Yours to write for, to debate about, to laugh at, to get mad at, and to enjoy.

★★★★★

SPECIAL NOTE: Tonight at 8:00 pm in Riddle Theatre, the second part of *Spaceflight* will be shown. This four part PBS series reviews the history of the space program and will be shown each week in Riddle Theatre. Each installment runs for one hour.



Spacelab 3 orbits Earth for seven days

Success and disappointment highlight shuttle mission 51-B/SL3



By Pete Merrill,
Avon Staff Reporter

Although Mission 51-B could not be described as flawless, the Space Shuttle *Challenger* completed its flight with a picture perfect landing on the dry lakebed at Edwards Air Force Base, California.

Ending its seven day space flight, the orbiter re-entered the Earth's atmosphere, and crossed the California coastline over Long Beach. The twin sonic booms caused by the Shuttle's double-delta wings set off alarms and caused many Los Angeles residents to call local police authorities about the apparent "explosions".

Officials had predicted that 25,000 people would be on hand to view the spacecraft's return from the public viewing site, on the east shore of the lakebed. Two hours before the 9:11 a.m. touchdown, there were only 13,500 people at the site. In the past there have been crowds numbering half a million.

At the site there was a group of representatives from the People for the Ethical Treatment of Animals. They staged a peaceful protest against the use of animals in space experimentation.

Only seventeen days after *Discovery* launched from Complex 39's Pad A, *Challenger* roared into space at 12:02 pm EDT. The countdown was temporarily halted at T-4 minutes when a problem in the liquid oxygen drainback system failed to operate automatically. The count resumed with a two minute delay in launch when the task was accomplished by manually operating the system from the launch control room.

Two dozen rats and two squirrel monkeys were additional passengers flown aboard Spacelab on this mission. The rats have already been dissected for study, but the monkeys were spared. NASA administrators said that all the animals had been well treated and that prior to the flight, the Humane Society was briefed and had given NASA "good publicity".

The primary objective of mission 51-B was to use the Spacelab module to conduct experiments which would have significant applications on earth and in the development of future space stations.

This was the second flight of Spacelab. The first took place aboard *Columbia* on mission STS-9 in November, 1983.

During mission 51-B there were a few minor mishaps which annoyed the crew. Some experiments failed and malfunctioned including the Very High Field Camera. The camera was supposed to make ultraviolet observations of the heavens but was unable to do so when the appropriate hatch failed to open.

Most of the problems were repaired by the astronauts using available materials and human ingenuity, however the hatch was not.

The crew's success prompted Jesse Moore, NASA's Associate Administrator for Space Flight, to comment that "once again the value of having people in space" has been demonstrated.

By far the most unpleasant incident that plagued the crew of *Challenger* was when food and droppings from the animal cages escaped into the environment of



Liftoff...

The space shuttle *Challenger* launches into orbit with a crew of seven humans, twenty-four rodents, and two squirrel monkeys. The flight had mixed results.

the Spacelab and even into the cockpit. The crew had to wear protective masks until Friday, when all but two of the experiments were working and the crew had things under control.

After their return, the astronauts underwent a debriefing at NASA's Dryden Flight Research facility at Edwards. Later the astronauts spoke to the press on the NASA flightline.

Mission Commander Robert Overmyer said that he would "only make a short speech" because he was "feeling a little shaky". Each member of the crew made a brief comment on the success of the flight. Payload Specialist Taylor Wang was very excited and en-

thusiastic about the mission. Referring to the fact that the landing was at Edwards he said "I hadn't insisted that they bring me home (to California)" but he was glad to be here. The astronauts then climbed aboard two Grumman Gulfstream jets and flew back to Houston, Texas.

Challenger was found to have nominal damage and studies were underway to determine tire and brake wear following the blowout and damage of *Discovery* during the landing of mission 51-D at the Kennedy Space Center. *Challenger* was returned to the Cape last Saturday aboard NASA's modified Boeing 747. *Challenger* will fly again next July with another Spacelab mission.

STS crew patches confusing

By Jim Banke

At an aviation oriented university so close to the Kennedy Space Center, you see them everywhere. On jackets, notebooks, bumpers, and windshields—no conspicuous place is left unadorned by a crew emblem from a space flight. If a student was present for a launch you can be sure that the appropriate sticker or patch was purchased.

Since the beginning of the manned space program in 1961,

each crew has designed a mission emblem that symbolizes their flight in some way. Projecting a sense of teamwork, the patches help to boost morale of the crew as well as among the industry teams that support each launch.

In the good old days before the Shuttle, shuttle crews and emblems were more assured of not changing at the last minute. Now with the numerous flights in different orbiters and frequent delays and changes in payloads, the graphic artists at the Johnson Space Center have their hands full trying to stay up to date with who and what is flying when.

This was most evident with the history of the crew emblem for STS 51-D completed last month.

Speaking at the post-flight press conference, Commander Carol Bobko said of his mission patch, "This was the fourth try we had at it since we had quite a number of flights cancelled on us before we finally got here."

Bobko and his crew's story began last summer when they were scheduled to fly aboard *Discovery* as mission 41-F. The original crew included Bobko, Williams, Seldin, Griggs, and Hoffman (See Figure A).

Mission 41-D, the maiden flight of *Discovery*, was ready for launch twice last summer before it finally went on August 30, 1984. After the second delay,

See Patches, page 5

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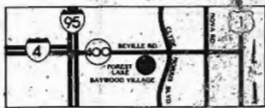
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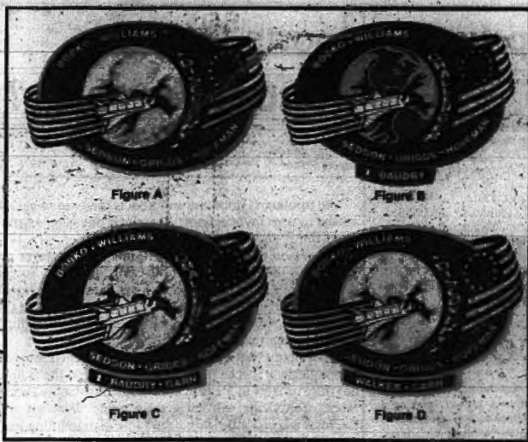
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Patches (continued from page 4)

which occurred when the third main engine failed to start. NASA had to roll *Discovery* back to the Vehicle Assembly Building. In order to maintain the original schedule of payloads to be boosted into orbit, NASA announced that mission 41-D would be reconfigured with payload elements of mission 41-F. Bobko's 41-F crew was reassigned to mission 31-E and several changes were made. The orbiter for 31-E would be *Challenger*, different cargo was manifested, and the French payload specialist Baudry was added to the crew. A new mission emblem reflecting the change was created (See Figure B). On November 7, 1984, NASA invited Utah Senator Jake Garn to fly aboard an orbiter as a Payload Specialist. In what must be the fastest crew assignment in history, Garn was added to the crew of mission 51-E on January 17, 1985. A new mission emblem reflecting the change was created (See Figure C).

During the week of March 4, 1985, NASA tried in vain to get 31-E into space. There were no problems with *Challenger* itself. The problem which cancelled the mission was with the Tracking and Data Relay Satellite (TDRS) system. *Challenger* was rolled back to the Vehicle Assembly Building and de-stacked. Certain mission objectives and cargo of 31-E was combined with the next flight, designated 51-D. Commander Brandenstein's crew, originally scheduled for 31-D, was reassigned. (They'll need a new patch too!) Bobko's crew would now fly 51-D aboard the orbiter *Discovery* to *Challenger* could be configured for the Spacelab 3 mission. One more change was announced on March 6. The McDonnell Douglas payload specialist Charles Walker who was originally scheduled for 51-D would remain on that flight since his experiments were already on the mid deck, thus bumping the Frenchman Baudry.

Yet another new mission emblem reflecting the changes was created. (See Figure D). If that wasn't enough, on the eve of the April 12 launch of *Discovery*, Walker's Continuous Flow Electrophoresis System was found to be leaking. This threatened the cancellation of the experiment and Walker's presence on the flight. It was most likely due to the anxious prayers of the graphic artists at the Johnson Space Center that Walker's problems were fixed and the final version of the patch of 51-D (which was 51-E which was 41-F) made it into orbit on April 12. Note to collectors: The old versions may one day be worth something. Some versions are available now at Spaceport USA's Gift Gantry as well as the souvenir shop next to McDonalds across from Ross Jon's surf shop on A-1A in Cocoa Beach. (Editor's Note: Special thanks to Debbie Marth of the KSC newsroom for her help.)

A quick look at mission data: STS 51-D and STS 51-B/Spacelab 3

Mission	Crew	Launch/Landing	Mission Summary
51-D (16) Discovery	Karol J. Bobko (C) Donald E. Williams (P) M. Rhea Seddon (MS) S. David Griggs (MS) Jeffrey A. Hoffman (MS) Chris. D. Walker (PS) Sen. E. J. "Jake" Garn (PS)	The 51-D mission was launched from Pad A, Complex 39, at 8:59 a.m. EST April 12, 1985, with only 35 seconds remain ing in launch window. Landing made on KSC Runway 33 at 8:55 a.m. EST April 19. Rollout distance 10,500 feet. One right main gear tire had blowout.	Canadian Anik C-1 communications satellite was successfully deployed. Lesaut C deployment from <i>Discovery</i> was successful but spacecraft sequencer failed to initiate antenna deployment, spin-up and ignite "perigee kick motor. Mission extended two days to permit crew to make certain sequencer start lever was in proper position. Griggs and Hoffman performed EVA to attach "flyswatter" devices to RMS. MS Seddon engaged Syncom lever but post-deployment sequence did not begin. Landing was made on Orbit 110. Total MET 6 days, 23 hours, 55 minutes, 20 seconds. Distance traveled: 2.8 million miles.
51-B (17) Challenger	Robert F. Overmyer (C) Frederick D. Gregory (P) Don L. Lind (MS) Norman E. Thagard (MS) William E. Thornton (MS) Lodewijk van den Berg (PS) Taylor G. Wang (PS)	April 29, 1985, 12:02 p.m. EDT, KSC, Pad A, Complex 39. Landing made on 11th orbit at Edwards AFB, Calif. at 12:11:05 p.m. EDT, May 6. Mission duration: 7 days, 0 hours, 8 minutes. Rollout distance: 8,317 feet.	First operational flight for European Space Agency developed space laboratory. Of 15 experiments scheduled aboard Spacelab 3, 14 were successful. First time animals were flown with flight crew. Two monkeys and 24 rodents were observed during mission for effects of weightlessness. Mission's main objective was to provide high quality microgravity environment for delicate materials processing and fluid experiments. Travelled 2,890,383 statute miles in 110 complete orbits, at an altitude of 219 statute miles with orbital inclination of 57 degrees.

Tri Delta Pec

Embry-Riddle's Weight lifting club is now open for membership to any student interested in weight training. If you are interested in weightlifting techniques or if you just like to work out, come by and see what we're all about. Sign up in the weight room or the recreation office, else drop a note in ERAU Box 3314.

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Golf journey to benefit scholarship fund

By Brian Finnegan
Avion Staff Reporter

The ERAU Golf Club is sponsoring a benefit tournament at the Pelican Bay Golf and Country Club on July 13. The proceeds will support the recently established ERAU Golf Scholarship Fund.

The tournament will offer both a four-person team and individual competitions. All players with established handicaps will be competing as team

members and as individuals. Those without handicaps will compete on an individual basis only. The team competition will be with handicaps and individual prizes will be awarded for low net and low gross.

First prize for the team competition will be a golfing vacation for four at Grenelle Golf and Tennis Resort in Haines City, Florida. The vacation includes green fees for 36 holes, carts and two nights accommodations. The Grenelle excursion should be

particularly enticing as its main course is rated number one in the state by *Golf Week* magazine.

Other awards include 18 holes for four at Indigo Lakes Golf and Country Club and over \$2000 in prizes and gift certificates.

The tournament field is limited to 36 foursomes and the entry fee is a tax-deductible \$50. Teams may be all-male, all-female or mixed. There will be a 9:00 a.m. Shotgun Start and refreshments will be served on the course. Dick Bryant, ERAU Golf Coach, encourages entrants to sign up early

to assure their place in the field.

The tournament deadline is June 10, 1985. Checks for team and individual entries should be mailed to: John Rogers, Chairman, P.O. Box 3095, Embury-Riddle Aeronautical University, Regional Airport, Daytona Beach, FL 32014.

For additional information, contact Coach Bryant at 232-5561, extension 1272, between 9:30-10:30 a.m. or 12:30-1:30 p.m., or John Rogers, Tournament Chairman, at 233-0010.

Sports Opinion

Soccer Anyone?

By Brian Mosdell
Sports Editor

The summer is upon us, and now is the time to get involved in your favorite sport. Exercise is one good reason, good fun is another.

The reason that most Embury Riddle athletes never get involved is the limitations of our sporting teams. Soccer is the world's most popular sport, yet hardly represented here at E-RAU. With students coming from all over the world, how could this variety of talent produce anything but a winning team?

It is a shame that at a school such as ours there isn't an intercollegiate soccer team organized. Since the school has little interest in areas like this, obviously, only the interest of students will get a team going. Baseball and Lacrosse players alike faced the same disappointing problem. Instead of letting their interest slip away they took the initiative to organize themselves.

I propose a soccer club/team, which with the help of the recreation department could, by the fall season, be playing intercollegiate matches.

Now is the time to start preparing for the future. Ideally, I would like all of those enthralled with the idea of "getting the ball rolling" to submit their names to the Avion Sports desk or call Brian (767-7236). Let's get out there and coordinate!

Athletic 'Death Penalty' proposed

GAINESVILLE, FL (CPS) — University of Florida fans may barely notice the school's two-year probation imposed for breaking 106 different National

Collegiate Athletic Association (NCAA) recruiting rules.

And the relatively minor impacts of the penalties at Florida and other colleges — designed to

punish them and deter them from paying no lure high school athletes to campus — have convinced some sports officials to get much tougher with schools that break the rules.

One NCAA source says there may soon be a kind of sports "death penalty."

Florida officials determined earlier this month that, while they expect the penalties may cost the athletic department about \$1.9 million in lost television and bowl revenues by the time probation is lifted, they won't have to abolish any teams or programs.

"We'll have to put off some facilities renovation projects, but with extra revenue from higher ticket prices and with our reserves, the financial impact will not be devastating by any means," associate athletic director Jeremy Foley says.

Foley adds the intangible costs of the NCAA penalties — the loss of credibility that makes it harder to recruit both students and athletes — make the penalties sting significant.

But an increasing number of officials maintain the sting is not painful enough to deter cheating.

Last week, a NCAA presidential commission proposed to give

the group the power to impose the ultimate penalty: making a school drop a sport altogether.

"We're instituting the athletic equivalent of the death penalty," one unidentified observer told the Associated Press.

"It's the difference between sending someone to jail or sending him to the gas chamber."

Says NCAA enforcement chief Bill Hunt: "There are individuals out there who have been willing to accept the traditional probation penalties of no bowls or no television as the price you have to pay for a winning program."

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Wallyball	Gamma Rays Capt. Rick Smith	Catbah
Volleyball 3 on 3	Gamma Rays (15-6, 15-13)	Sigma Pi
Tennis Doubles	Bob Forbeck Ian Redhead (6-0, 6-1)	Drew Norman Scott Johnson
Racquetball "A" "B" "C"	D.M. Griffin John Crisci Ismael Ruiz	Bobby Lober Eric White Eric Bastien
Basketball	Rebels Capt. Dave McLamb	Gwers Capt. Jeff Petersdorf
Hockey	AFROTIC (2-1 OT) Capt. John Saltry	Capitals Capt. Kent Johnson

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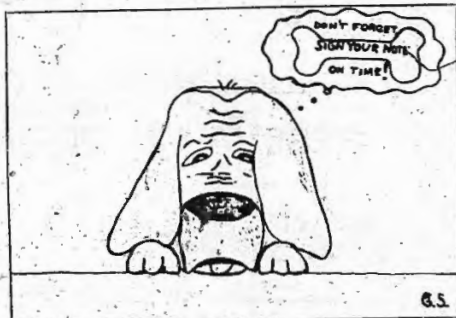
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ROOMMATE NEEDED - 2 bedroom, 2 bath rooms A/C, cable, table TV, tennis court, and pool. 3 miles from ERAU. \$175 plus one-half electric. Call Todd 252-8668.

TOWNHOUSE FOR SALE - Graduating in August. \$3300 downpayment, assumable mortgage at 3.96% per month. 2 bedroom, 1 and one-half bath, pool, washer/dryer, located in Port Orange. Phone 756-2640.

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DESPERATELY SEEKING MARY - Postage is on the way. Joe. T-04 days and counting. Chief Space Cadet III

Dear Family, Hope you are the way Jose. T-04 days and counting. Chief Space Cadet III

Gooface, Sorry it was late. Still can't get things done quicker. I promise I'll work on it. Can't believe it was this long. You know

Chief, Gee, do you think this is enough filler. This should hold the little... for two weeks. The Gang

ROOMMATE WANTED - Need roommate now! Desirable Apartments will have own room. Water/cable T.V. paid. Bed/dresser furnished. \$185 month max. Contact Dan or Wes 761-2327 or ext. 1082 of campus.

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1977 SUZUKI GS850, good, running shape, 5649 or best offer. Call Lori at 788-4593.

ERAU hosts science funding workshop

Embry-Riddle Aeronautical University, hosted a seminar on National Science Foundation funding opportunities, May 1. Embry-Riddle co-sponsored the three-hour seminar in Daytona Beach, with the East Central Consortium for Higher Education and Industry. Members of the Consortium include 11 universities and colleges in Central Florida. The seminar encouraged faculty members at predominantly undergraduate institutions to

pursue NSF funding for scientific and engineering projects. The NSF provided a grant for Embry-Riddle to host the seminar. Explaining the Foundation's interest in holding such seminars, Dr. Joseph G. Danek, NSF Director of Special Programs, declared, "U.S. preeminence in science and engineering is being challenged by Japan and Germany." Lack of advances in aviation technology during the early 1980's has been cited as one of

several factors working against new aircraft sales. Established in 1950, the Foundation now operates with a budget of some 1.5 billion dollars a year and awards about 13,000 grants each year including some carry-overs from previous years. The Foundation's budget strategy for 1986, said Dr. Danek, includes maximizing dollars available for research, maintaining a balance across field and types of projects, strengthening engineering

research and building up scientific and engineering education. Co-speaker with Dr. Danek was Dr. Margrete S. Klein, program director for NSF Visiting Professorships-for Women. The seminar was limited to 75 members, and a capacity crowd was on hand from the Consortium's member institutions which include: Bethune-Cookman College, Brevard Community College, Daytona Beach Community College, Embry-Riddle Aeronautical University, Florida Institute of Technology, Indian River Community College, Rollins College, Seminole Community College, Stetson University, University of Central Florida and Valencia Community College.

Go Around #13: General Education and Values

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

Humanism is a term sometimes scoffed at today by Christian fundamentalists, so what does it mean? The first great Humanists were religious men of the Renaissance, especially around 1500, who took a renewed delight in life, art, and the possible achievements of man, even in science. They were more worldly than their older medieval counterparts, and their interests always had the possibility of turning irreligious, but many of them remained highly religious. The movement began in Italy. Petrarch (1304-1374), an Italian poet, was one of the first humanists. He studied the humanities privately, then law, and became an important traveler and ambassador of Milan. He was crowned the poet laureate of Rome in 1341 and is credited with developing the sonnet form and sonnet sequence cycle, a group of sonnets on a related subject. He devoted his cycle to Laura, a woman he fell in love with. Dante (1265-1321) was an Italian medieval poet, one of the greatest of all. He desired the separation of church and state but wrote the famous Divine Comedy to show the primacy of the Church. He wrote poems of a woman named Beatrice, but unlike Laura for Petrarch, she was the symbol of a holy and unworly love, as of God for a few.

were Erasmus (1466-1536) and Sir Thomas More (1478-1535). Erasmus, the illegitimate son of a Dutch priest, became a great scholar of theology, taught at Cambridge University (1509-1514), and sought to overcome the Scholastics, who had turned theology into merely logical quibbling. More had similar interests in England, but when Henry VIII, in effect, nationalized the church to become its head in England instead of the Pope, he could not assent and was executed. Erasmus's most famous work is the brief satire *In Praise of Folly*, making light of simple logic and rationalizations. More's great work is *Utopia*. Written in Latin and published in 1516, *Utopia* is a modern version of Plato's *Republic*, written about 400 B.C. In More's version, reason prevails, gold is scorned, and society is communistic with a representative democracy. Bertrand Russell, the great modern mathematician and philosopher, called the book "astomishingly liberal" for its views about war, religious toleration, hunting, and a compassionate criminal law. Machiavelli (1467-1527) was the first great political scientist of the Modern Age. His most famous book, *The Prince*, was written in 1513. He discovered the application of raw force to maintain a prince in power, although he somewhat assumed that the ends would be socially beneficial. Yet his basic principle is that the ends justify the means. Some recent humanists are avowedly atheistic and try to make a God out of human reason and abilities, but only these should be the "proper target" of fundamental Christianity, lest it become simply medieval itself.

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Housing's checklist for hassle free move

By Trudi J. Tiffany
Housing Coordinator

When you lease your rental unit, a security deposit was probably requested by your landlord. This deposit is to protect him from paying for any damages that may be incurred during your stay. Upon the termination of your lease the landlord will inspect the rental property to determine if any claims should be imposed against your security deposit. In order to prepare the rental unit for a final inspection, the "Off-Campus Housing Office" suggests the following guidelines:

following guidelines:

- A. Damages (Repair)**
1. Broken or missing furniture
 2. Holes in doors and walls
 3. Broken windows
 4. Missing or damaged window screens
 5. Torn or unusually dirty draperies
 6. Damaged or unusually dirty carpeting
- 7. Presence of fleas in the apartment.**
- B. Cleaning:**
1. Bathroom:
 - a. Clean bathtub/shower,

- including shower doors, tile on walls and door tracks.
- b. Clean toilet (exterior as well as interior).
- c. Clean sink, medicine cabinet and mirror.
- d. Vacuum fan faceplate (if applicable).
- e. Clean and wax floor.
2. Kitchen:
 - a. The basics—table and chairs, all cupboards, drawers, counter-tops, sinks (make sure garbage disposal doesn't have food in it).
 - b. Clean refrigerator thoroughly—defrost, clean all racks and trays, outside of

- refrigerator. (Note: Be sure to leave the door open; a refrigerator will gather mold if the door is left closed, no matter how well you have cleaned it.)
 - c. Clean stove—clean burners, clean food from beneath doors and racks, clean broiler, especially broiler pan.
 - d. Clean range hood (top, sides, interior, and filter).
 - e. Clean and wax floor.
- 3. Other Rooms:**
- a. Vacuum carpets (behind and under furniture, in corners and inside closets), heater faceplates, and furniture (in-

- cluding underneath cushions).
- b. Remove any stains, ink spots, etc. on the carpet. If carpet is considerably dirtier than when you moved in, you might consider renting a carpet shampooer.
- c. Remove fingerprints and other marks from baseboards, doors, door jams and walls.
- d. Remove posters, etc. and try to remove tape marks from walls. Remove all nails and tacks

- from walls, patch holes, and touch-up patches with paint.
- e. Clean all windows window sills and tracks in which windows slide.
- f. Be sure that all window screens are present and firmly in place.
- g. Clean all wood furniture—clean out drawers in dressers and desks.

Microprose offers new simulation 'Kennedy Approach' give user Air Traffic Control realism at home

By Doug Lando

"United 301, turn right to 270, cleared for landing" was displayed on the command line. This was repeated back (in voice) by the computer when I executed the command. The pilot of UA301 then confirmed the command by saying "Roger". This game wasn't very hard at all. Of course I was playing one of the easiest levels the game offered. The game is "Kennedy Approach" from Microprose Software. "Kennedy Approach" gives you all the action of an Air Traffic Controller right in your own home. Presently it is available for Atari or Commodore-64 computer systems.

"Kennedy Approach" is well designed, giving the user all the information he needs to run the program right on the screen. The status of all the airplanes under your control is displayed in an easy to understand format right at the top of the screen. A full 30 seconds before you even see the

plane, it's status is placed on the flight plan board in easy and a chime is sounded. When it enters your area or is ready for takeoff, the flight plan turns black. This gives you ample time to plan the proper routing and sequencing of the planes.

All this is done rather easily on difficulty level one. The planes come and go at a rather leisurely pace. This level is perfect to get the feel of the routing problems of each of five control areas. Every control area has problems unique to that region. The Denver area has mountainous terrain that will cause a crash landing if you tell an airplane to descend too soon. Washington has restricted areas to be avoided and almost all have airplanes that travel at different speeds, from as slow as Concorde as fast as the Concorde. As you progress through the ranks, the game automatically places more burdens upon you. You get longer shifts to work, emergencies to be handled and thunderstorms to be avoided.

The game runs it's updates very quickly and the pace can get rather hectic at times. But when there's a lull in the action, which is rare, holding down the space bar will run the game at double speed. You can pile up airplanes waiting to take off without thinking about it and if you forget an inbound arrival, it will head to the FAF and hold. Airspace conflicts and other emergency messages are displayed in an alert area of the screen and flashed so you can't miss them.

Microprose made excellent use of the full color capabilities of the Commodore-64 (that's what I have) when designing this program. The program also was fairly easy to play on a monochrome also. The integration of the audio with nothing else to buy is great. But unlike the real world the airplanes won't take evasive action if you happen to vector them into the mountains or over the White House. The only area I think the game could stand improvement is in input control. To boot the game, you must enter a

code with the keyboard but you need a joystick to play the game. One should be able to scroll through alphabet to enter the code and be allowed to give airplane altitude and direction vectors using the cursor controls. It would help if the keyboard could be eliminated when selecting airplanes on the ground. These items are most definitely trivial when compared to the rest of the game, but are minor nuisances which shouldn't have been overlooked in such a well thought out program.

Overall, Microprose has a good game with "Kennedy Approach". It combines excellent graphics with clear, concise audio to give the player a sense of "being there". At only \$34.95, you get a lot of action for a little money. Presently, Microprose gives games for Apple, Atari, Commodore and IBM computers. If you want more information, they can be reached at: Microprose Software 120 Lakefront Drive Hunt Valley, Md. 21030

NOTICES

SUMMER '85 GRADUATES

Summer graduation applications are now being accepted in the Registration 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.

CO-OP ORIENTATIONS

May 17	Fri	1:30-2:30
May 22	Wed	2:30-10:30
May 28	Tues	2:30-3:30
June 7	Fri	10:30-11:30
July 10	Wed	1:30-2:30

ALL ORIENTATIONS ARE HELD IN THE RIDDLE THEATRE (C-Building)

RESUME WORKSHOPS

Thurs, May 16	11:30-12:30	F S L
Fri, May 24	1:30-2:30	C P R
Wed, May 29	9:30-10:30	F S L
Tues, June 4	2:30-3:30	C P R
Fri, June 14	10:30-11:30	F S L
Wed, July 17	1:30-2:30	C P R

Also, for those interested in both co-op and permanent placement, there will be Interview Workshops on May 22 from 1:30-3:30 and on July 11 from 9:30-11:30 in the Riddle Theatre.

Please come to the Career Center to sign up for the Resume and Interview Workshops.

FAA EXAMINATION SCHEDULES

Date	Time	Place
May 7, 21, & 28	Tuesday, 0630	room H-131
May 18	Saturday, 0630	room G-109

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 0630. Immediately thereafter, testing will commence and unless prior arrangements have been made, late examinees will not be permitted to enter the examining area while testing is in progress.

FOREIGN STUDENTS

FOREIGN STUDENTS who are completing their course work in Summer A, 1985 are advised that INS regulations require they leave the country 30 days after the date of their last class. Please be sure the Records office has your complete address so that your degree can be sent to you after the August '85 graduation. Please see Mrs. Bradshaw/Records or Charlotte Skianer/F.S.S. if you have any questions.

Brown (continued from page 1)

Women and minorities are also being hired like never before. "United has 104 female flight officers at the present time" Brown said.

Recently United bought Pan Am's western routes and there is a need to expand all areas of employment from pilots to mechanics. These jobs may be located overseas in the Far East. "We are looking for a lot of people to fill these jobs" Brown said.

Turn (continued from page 1)

to the construction will be minimal.

"Construction should be completed in less than 30 days." Durance stated, "Traffic re-routing problems will be minimal." Construction will take place on weekdays from 7:00 a.m. to 5:00 p.m. and will involve minor traffic obstructions. Completion of the project could occur before Summer B term begins.

Safety (continued from page 1)

given by Astronaut Candidate G. David Low who joined NASA in May 1984.

Barry L. Trotter, Director of Flight Safety for Eastern Airlines will serve as the program moderator. Other nationally known speakers will include: Andre Fort, Deputy Vice President of Airbus Industrie in Blagnac, France; William Hendricks,

Chief, Aviation Accident Division of the National Transportation Safety Board; Richard Jones, Deputy Administrator of the Federal Aviation Administration; Dr. John Lauber, Chief, Aeronautical Human Factors Research Office of NASA; John Reed, CID Program Manager of the FAA; John R. Ryan, Director, Air Traffic Operations Service for the U.S. Department of Transportation; Dr. John L.

Sullivan, Coordinator, Aviation Program at Suffolk University. Embury-Riddle Aeronautical University President Kenneth Tallman will deliver the opening remarks on Wednesday morning, May 15.

Several members of the ERAU faculty will serve as group leaders including: Howard S. Selinger, Ted Beneigh, James Chumley, Michael Lafrance, John Phipps, and Richard Ulm.

Sensors (continued from page 1)

I wrote to Paul Poberezny about the experimentation I had conducted and the potential applications of the proximity warning indicator. I asked him if he knew of anyone who might be able to support the development of a prototype. Paul encouraged me to continue my work and published some information on the prox-

imity warning device in the January 1979 issue of Sport Aviation. Within a few weeks, I was contacted by Mr. Harry Hartman of Mechnatix International, who told me he and his corporation were interested in working with me. Since then, Mechnatix and I have completed the experimentation, have developed the pro-

totype, and are now assembling several demonstration units", Rannels said.

While Jim Yoder declined to speculate on a price for the production model of the proximity warning indicator, he stated that it would be "very affordable" to the average sport and general aviation pilot.

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