

7-3-1985

Avion 1985-07-03

Embry-Riddle Aeronautical University

Follow this and additional works at: <https://commons.erau.edu/avion>

Scholarly Commons Citation

Embry-Riddle Aeronautical University, "Avion 1985-07-03" (1985). *Avion*. 523.
<https://commons.erau.edu/avion/523>

This Book is brought to you for free and open access by the Newspapers at Scholarly Commons. It has been accepted for inclusion in Avion by an authorized administrator of Scholarly Commons. For more information, please contact commons@erau.edu.



This Week Features

- Collective Bargaining in college *Faculty unions beware* page 2
- Wants to be an astronaut *NASA tells you how* page 5
- Vets Club summer news *Active group may be for you* page 3
- Firecracker 400 preview *200 MPH pole-sitter?* page 6
- Misison 51-G summary *Discovery performs well* page 4
- The Road Warriors *Cycling war stories* page 8



An Award-Winning College Newspaper

ERAU alcohol regulations unchanged

By Patrick McCarthy

The July 1 increase in Florida's legal drinking age to 21 will not drastically affect the University's alcohol use guidelines, according to Dean of Students Robert Rockett.

According to Rockett, the only real change will be in the age of those allowed to purchase, possess, or consume alcoholic beverages. "The same regulations, now governing use of alcohol will be in effect," said Rockett. "Organizations serving alcohol on campus will be responsible for checking the I.D.'s of those they serve, which is not a change," Rockett added. University policy currently per-

mits sale and consumption of alcohol (beer and wine) only at sanctioned campus events or in designated areas. Any club or organization wishing to sell alcohol must obtain a one-day license, a clause that conforms with state law. Non-alcoholic beverages and snack foods must be available as an alternative for those not wishing to drink alcoholic beverages. Rockett said this is to "prevent alcohol consumption from becoming a primary activity of an event."

Any event where alcohol is served must be scheduled through the Student Activities office, and must be sponsored by a chartered campus organization.

The new Florida law requires a person to be 21 years of age in order to legally buy or drink alcohol. An individual must have turned 19 on or before June 30, 1985 to be included in the law's "grandfather clause," which allows those under 21 to drink legally.

The Florida Legislature enacted the increase as an attempt to decrease the number of alcohol-related traffic fatalities among young adults.

"The student will be responsible for his or her own behavior... we don't want to restrict the freedom to choose of those that are of legal age," explained Rockett. "It is an individual's

choice to drink or not to drink," said Rockett, "it is not the University's job to make up unenforceable rules and regulations."

"If a student wants to drink, we can't stop him, and we don't want to try," said Rockett. "That would be too difficult to enforce. What we want to do is encourage students to act responsibly when it comes to alcohol use," added Rockett.

According to Rockett, the University "will hold the students responsible for their actions... as we have in the past." The University will go after the "deviates" those drinkers that are "acting like idiots," explained Rockett. "We don't want to hassle those that are having a good

time and behaving themselves," he said.

Rockett explained the new law would not lead to the complete elimination of alcohol from campus. "As long as the students act responsibly, we have no problem with allowing alcohol on campus," Rockett explained. "Some universities have gone completely 'dry' when faced with the same situation" of an increased drinking age, added Rockett.

"But we don't want to anticipate land thereby control problems... we would rather control them," he commented. The Dean continued, "The best rules are the ones people accept voluntarily."

"We want to encourage students to act responsibly when it comes to alcohol abuse."

—Dean Robert Rockett

Ricky Rudd will try to spoil Elliott's plans for a Daytona win.

By Doug Lando

Bill Elliott is the man to beat at Daytona on July 4, 1985—at least that's what most everyone around town is saying. The Firecracker 400 is the final race of the Daytona Triple. No one has ever won the Daytona Triple (7-Eleven Twin qualifying race,

Students assist airport planning

Management students help develop new airport master plan

By Bob Dixon
Avion Staff Reporter

Several Embry-Riddle students recently had a unique opportunity to provide input to a "real-life" management situation.

A new management class, MS412, Airport Planning and Design, was offered Summer A. Taught by John Gannon, the class was developed with the cooperation of the Daytona Beach Regional Airport.

The objective of the class was to help provide research and input on several topics pertinent to the development of a new airport Master Plan.

The airport is in the process of updating its Master Plan for the next five years. The last Master Plan was updated in 1979. Peat Marwick and Mitchell, Inc., a nationally known airport consultant, will do the actual master plan.

The 24 students in the management class were instructed to assist and support the consultants. The group's prime function was to inventory certain

tasks regarding the airport and assign to groups of two and three. Demographics and socioeconomic indicators, airport

presented to Mr. Gannon. Gannon and Larry Di Russo, the class coordinator, combined all the reports and submitted them to the consultants.

A formal presentation was given to various officials of the university, airport, county and consulting firm. Brief synopses

Students Timothy Weeger (above), Bob O'Neill (right), and professor John Gannon presented synopses to county airport officials.

management, airport property, and noise abatement procedures, among others, highlighted the different tasks to be performed.

The groups were to study their respective tasks and present oral reports for grading. At the end of six weeks a written report was

given by the groups highlighting the findings.

Dr. Thomas Kelly, Volusia County manager, praised the work that was accomplished and said, "We have a unique relationship between Embry-Riddle and the Daytona Area and it is a good relationship." John Gannon stated, "I was asked whether

students could be expected to do this type of important work on a deadline. Well, we did, and I think everyone did an exceptional job.

The 200 page final report recommends additional studies in some areas. Among them are ANCLUC, or Airport Noise Control Land Use Compatibility Study should be undertaken. An up-to-date survey of passengers utilizing the airport facility and an increase in hangar space are also recommendations of the study.

Bill Elliott driver to beat 'Firecracker 400' set for Thursday

By Doug Lando

Bill Elliott is the man to beat at Daytona on July 4, 1985—at least that's what most everyone around town is saying. The Firecracker 400 is the final race of the Daytona Triple. No one has ever won the Daytona Triple (7-Eleven Twin qualifying race,

Mid-air collision numbers found to be insignificant

Aircraft Owners and Pilot Association

FREDERICK, MD — There are so few actual mid-air collisions that their number is statistically insignificant. Aircraft Owners and Pilots Association (AOPA) President John L. Baker recently told a Congressional hearing.

Testifying before the House Investigations and Oversight Subcommittee regarding near mid-air collisions, Baker said, "While we agree that one mid-air collision is one too many, the fact that mid-air collisions occur so infrequently demonstrates that the United States has the safest airspace system in the world."

Continued Baker, "With the more than 60 million flights made each year, there is still less than one reported near mid-air collision per 100,000 flights. Since 1938, there have been only eight actual mid-air collisions between general aviation and major air carriers in which fatalities resulted to persons aboard the airliners."

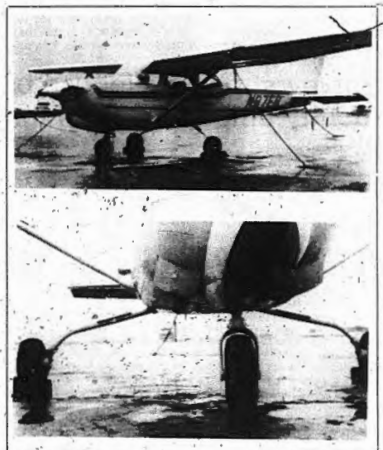
General aviation, Baker told the subcommittee, flies more than 200,000 aircraft and approximately 35 million hours a year.

"Given that general aviation is 98 percent of all civil aircraft, it should come as no surprise that it is involved in about 90 percent of the reported near mid-air collisions," said the AOPA president.

"Yet, the greatest real decrease in near mid-air collisions has occurred in general aviation."

Baker cited increased pilot vigilance and awareness, improved cockpit visibility design, and improved training techniques as contributing to the decrease in general aviation's reported near mid-air collisions. "Via safety brochures and films developed by the AOPA Air Safety Foundation and articles in the AOPA Pilot and Newsletter, we continually conveyed our members the importance of vigilant second-avoid-visual separation," Baker told the congressmen.

"This is a requirement for aircraft operating under visual flight rules (VFR) as well as aircraft operating under instrument flight rules (IFR)."



Cutlass on the line...
The Flight department's new Cessna Cutlass RG was recently delivered to Daytona Beach by instructor Roger Kenney

Court renovation costs questioned

By Brian F. Finnegan
Avion Staff Reporter

Plans to remodel a racquetball court into a student meeting room came to a halt recently when Student Government Association Representatives research outside contractors for competitive bids. Originally scheduled to be completed by ERAU Physical Plant employees, the renovations to the unused racquetball court are too expensive, according to SGA representative Leo Vane.

"I believe we can get the work done for half the cost estimated by the Physical Plant," said Vane. Recently appointed chairman of an investigative committee, Vane is currently involved in determining the required specifications of the proposed meeting room for fraternity, club and organization gatherings.

The racquetball court renovation concept was first aired during the previous SGA administration and the contact person was representative Arlen Bowen.

SGA Vice President Jeff Kohlman presented the issue for discussion during the Summer A session and the previously approved work order request was

distributed. The matter was tabled until the next meeting.

Between the two meetings Vane investigated the possibility of outside contractors performing the work and found what he felt were "excessive discrepancies between the \$1181 Physical Plant estimate and the outside quotes he received. When asked to itemize the renovation costs, the Physical Plant did so, but also returned with a higher estimate of \$1450. Although the increase was anticipated by Vane because a more accurate labor estimate was utilized, he felt even more research needed to be done.

Aside from the cost of construction, Vane says the time to completion would be much less with an outside contractor.

"Once the specifications are drawn and submitted, and the chain of command is utilized, a private contractor would probably be able to complete the work within one week, max. If we go with the Physical Plant, because of their current workload, the renovations would not be completed until just prior to the Fall term if we approved the funds today." In actuality, it would probably take the Physical Plant two months to schedule the work and complete it."

Editorial

Beach "highway" should remain a public utility

Why do you go to the beach? Is it the girls? The sun and surf? Or is it because you can drive your car on the hard-packed sands? If you were like the majority of the tourists that come to Daytona Beach, it would probably be due to the latter.

In fact, the major reason most tourists come to Daytona is to take advantage of the unique allure of driving on the beach. However, it appears the Florida Supreme Court and the local governments could make beach driving a thing of the past.

A recent Florida Supreme Court ruling would make cities liable for injuries suffered in beachfront traffic accidents.

Such a ruling will probably make cities very wary of allowing anyone to drive on their beaches. Since the city government is liable, they will try to reduce their risks by totally banning beach driving. At best, most cities will probably ban night driving on their beaches, and impose restrictions against daytime driving as well.

Such restrictions will attempt to eliminate one of the few remaining simple joys that can be derived from the beach. This should not be allowed to occur.

The beach is registered as an official state "highway," which would put it in a classification with other roadways in Florida. If it is allowed to remain a "highway," isn't it possible to maintain a degree of control over the vehicles using it, just like any state roadway?

It wouldn't take much to keep vehicular traffic within a narrow driving lane, leaving the majority of the beach to the pedestrians, frisbee throwers, sunbathers, and concessionaires. If the police and beachmasters continue their frequent and effective patrols on the beach, it should be possible to keep vehicular problems to a minimum.

A complete ban would only serve to congest off-beach parking, which is already limited. Attempts to obtain more parking areas near the beach will be very expensive, as beachfront property is some of the highest-priced real estate in Florida. It would not be possible to obtain sufficient amounts of parking to handle Spring Break, Race Week, or holiday crowds, regardless of the price. Off-beach parking is not a plausible solution.

If increasing numbers of bad drivers become a problem, stiff fines and penalties could be assessed, their monies being channeled into a beach upkeep fund. With good enforcement, such fines would serve to deter dangerous driving activity on the beach. This would allow the beach to remain a unique, viable attraction to tourists and locals alike.



Go Around #15: General Education and Views

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

"Good Luck!"

But what's so lucky about a rabbit's foot or a horseshoe with its horns pointed up?

In the early Middle Ages, as the Church sought to Christianize all of Europe, the common serf and even the lords were devoted to pagan ideas of Earth Mothers and the Battle of the Seasons in mid-Winter.

To them, as to even earlier people, fertility was the great blessing. In the fields, in the flocks, in game, in the family, The rabbit and the chicken seemed to have the power of fertility, so a rabbit's foot and an Easter egg became such talismans.

The bull or goat was not only fertile but healthy. The bull was also powerful. Hence, the sign of the horns became another such talisman, and we find the form not only in the horseshoe, but also in the crescent moon, which still bestrecks many national flags.

Europeans, when they converted, did not dare to discard such symbols altogether, so the horseshoe was placed on the barn, in a secondary position, and a crescent moon was carved on an outhouse door. So, they came to be thought of as mere good luck charms.

Did you ever wonder why a rabbit brings eggs on Easter? Easter itself is an old Germanic word for the spring, the power of the East, basically celebrated on May Day, the primary fertility celebration of ancient Europeans.

The May Pole is certainly a phallic symbol, which maidens would skip around to improve their own fertility. Going a-Maying was not just picking mayflowers. No wonder the Puritans opposed the celebration by 1600.

The Book of Genesis admonishes people to go forth and populate the earth, but we have virtually done that now, so fertility is not the blessing it used to be, except in agriculture and the cattle range.

So our Good Luck charms—many of them—used to be fertility charms that Christianity turned into only a related meaning as Europe forgot its pagan past but kept the symbols. Other charms, like a silver dollar or a lady's scarf, are basically just modern superstitious omens.

Good Luck now is money, not fertility—that's civilization for you.

Incidentally, the common image of Satan, with his horns, goatate, and cloven hoofs, is the old pagan image of Dionysus or Bacchus, which Christians also turned into the form of the Devil, just as they caused people to forget the original meanings of the horns, the rabbit's foot, and an egg.

One old Egyptian symbol of "Life" is the hand with the thumb and little finger outstretched. Another sign of the horns, just like the sign of the two upraised outside fingers of one hand—which is now a terrible sign to an Italian and other people of European ancestry?

Good Luck!

Military contractors neglecting warranty protection

By Jack Anderson and Joseph Spear

WASHINGTON — What would you think if the Justice Department announced that it was doing away with its subpoenas and grand juries and was going after underworld leaders by "begging" them to tell what they know, by promising to keep their testimony secret and by paying them for their information?

You'd think the Justice Department had gone bonkers, wouldn't you?

Well, believe it or not, the Justice Department supports the Pentagon's identical handling of defense contractors who are asked to help with military investiga-

tions into fatal accidents, design errors and mechanical malfunctions involving weapons the contractors sell to the armed services.

We know, because our associates Donald Goldberg and Indy Badwar filed a lawsuit under the Freedom of Information Act to get Air Force files on accidents, particularly the fatal crash of an F-16. That crash led the Air Force to ground all 269 of the \$16 million General Dynamic aircraft, citing problems with the flight-control system.

Our associates hadn't even asked for details on the Air Force-General Dynamics contract for a total of more than 1,300 F-16s. It never occurred to them that the company wouldn't help the Air

Force find out what went wrong with the planes that were coming off the General Dynamics assembly line. After all, even the cheapest new car on the market has some kind of warranty.

But here's the know the situation was explained in a sworn statement by Lt. Col. Alex J. Ranciglio, legal adviser to the Air Force Inspection and Safety Center:

"The contractor shall be reimbursed costs incurred in cognation with mishap investigation and related tests or analysis. Nothing I have found in the contract, however, specifically requires General Dynamics Corp. to provide evaluations and analyses after an aircraft mishap.

"Further, there is no penalty provision in the contract governing the refusal of a contractor to provide such technical assistance."

Why protect any embarrassing information General Dynamics may have provided to the Air Force in the F-16 investigation? A Justice Department attorney explained in another sworn statement:

"It is important to the military branches that when investigating an accident, they have access to reports provided by the manufacturers without regard to possible adverse reflections" — an apparent reference to public outrage over a \$16 million plane that won't fly.

"Further," the statement added, "the candor of information supplied voluntarily in confidence may be substantially greater than that of information compelled to be produced with the knowledge that it will be made public."

Ranciglio made it clear that protection of defense contractors' embarrassing secrets is nothing new, nor is it confined to General Dynamics. It "has been the long-standing practice of the Air Force," he said, adding: "The defense contractors, including General Dynamics, are briefed on the confidentiality of the information...approximately every 18 months."

NO CHOPPER FOR HOLLYWOOD: The latest James Bond epic, "A View to a Kill," features several scenes with helicopters. And, naturally, the movie's producers asked the Pentagon for help with the action shots.

But when the producers asked to borrow a helicopter from the Air Force Rescue and Recovery Unit at Keflavik, Iceland, the brass turned them down. According to an Air Force memo, "It will not serve the best interest of the Air Force to provide the support they have requested..."

In fact, the helicopter was to have been disguised as a Soviet

See CHOPPER, page 3

Survey shows collective bargaining, faculty unions lead to higher salaries

College Press Service

WASHINGTON, D.C.—If the latest survey figures are correct, students' considering higher education teaching careers should become business management professors at schools that bargain collectively with faculty unions.

The best-paid college teachers in the country are full professors of business management who make up to \$71,400 a year, the College and University Personnel Association (CUPA) report.

The lowest paid full professor surveyed earns \$10,000 per year teaching visual and performing arts.

CUPA's annual study, which reports the salaries of more than 10,000 faculty members at over 700 colleges and universities, is the only national survey of salaries by discipline and rank,

explains Carin Luke, CUPA's publications managing editor.

Luke cautions the wide discrepancies between salaries within disciplines make combined survey figures and averages difficult to use effectively.

In visual and performing arts, for example, one professor earns only \$10,000 per year, but another full professor surveyed makes \$31,000 per year.

Salary differences among all ranks and disciplines vary from \$100 to as much as \$4,000, Luke notes.

The survey also found: —Teachers at colleges which have collective bargaining agreements faculty unions generally make more than other faculty members.

—Assistant professors earn substantially more if they teach in fields where academe must compete for talent with private in-

dustry. —Private schools pay faculty as much as \$32,500 more a year than state schools pay, but the lowest-paid private school teachers make as much as \$3,700 less than their lowest-paid state counterparts.

CUPA's survey is the second major study of 1984-85 faculty salaries.

The American Association of University Professors reported in April that 1984-85 faculty salaries had risen 6.6 percent, "but there's no breakdown by discipline," CUPA's Luke explains.

"They do survey a tremendous amount of schools," she notes, "but there's often a tremendous difference between the salaries of a fine arts professor and an engineering professor. The AAUP survey throws them all in together."



Vets Club

By Ronald R. Costa, President

During the short break between Summer A and Summer B, the Vets Club rented cabins at Blue Springs State Park near Orange City.

We rented three cabins, each sleeping eight. During our stay, our activities included swimming in the springs — which pumped 104 million gallons of constant 72 degree crystal clear water per day — canoeing, inner tubing, fishing, volleyball, nature hikes, and (although I didn't witness it myself) some skinny-dipping.

Saturday night we had a club dinner consisting of shish-kebob, salad, and of course, the club drink. All in all, the club enjoyed themselves enormously.

My thanks to Janice Horton, the illustrious wife of Al Horton, for

ordinating with the Park Service for the cabins and to Debbie Lemone, Bob Ahearn, Jim Turnbull, Ken Meddel, and others for their part in planning and preparing Saturday night's meal. A job well done. Also, special thanks to Li Robbins and his staff of Blue Springs State Park for their part in making our stay most memorable. There is talk that the Vets Club will do this again sometime in the near future.

July 4th Firecracker 400 races are upon us. We will work these races to acquire necessary funds for another outing for Summer B term. This is our last race for this year and I urge our members to come and help out club.

This year will be the Vets Club 13th annual Riddle Regatta. Committee Chairpersons have been appointed and plans are

underway. The Regatta has been scheduled for October 19 this year.

We, the Club, are striving to make this year's Regatta the most successful of all. A Regatta charity hasn't been named yet, however, within a few weeks we should have one. We have had some good, worthy organizations present their need to us, but we need more. If anybody has a suggestion for this year's Regatta charity, please contact me through Student Activities Office and leave a note in the club box.

For those veterans who would like to be part of the most dynamic club on campus please inquire through the Student Activities Office or attend our weekly meetings. You are more than welcome to come and share our experience.

Bowling League

By Bonnie Jean Weller
President, Bowling League

Last month, the Summer League took a team vote whether or not to move to the Starlite Bowling Lanes in Ormond Beach for the Fall Tri. The outcome was an eight to four vote against the move.

This week I talked with Denise, the sales representative for Starlite, and she is extremely persistent in persuading us to move to their lanes. The following are some of the proposals that she offered. They are as follows:

1. We will receive 1st and 2nd place trophies free of charge. (That means more money for our banquet.)
2. The league will start no later than 9:00 p.m.
3. A discount will be given on all bowling fees. (This will also help towards the banquet and more trophies.)
4. Each team will have one

free bowler. (So the cost of 3 bowlers will be divided among the 4.)

5. Free turkey and drinks during the holidays.
6. There will also be different drink specials and 50 cent drafts.

When L. Paloma found out about the change we were contemplating, they said they would match Starlite as best as possible. I talked with Jeff Colmen, the son of the owner of La Paloma, and he promised us the following:

1. First and second place trophies.
2. Foul lines fixed.
3. The league would start at 9:00 p.m.

After the vote, I informed Jeff of our decision to stay at La Paloma. Then, approximately two weeks later, Jeff advised me that his father said we could not start any earlier than we are in the past. Which means we are

right back to 9:15 or 9:30 bowling. Then he told me he doesn't know how soon it will be before he gets the foul lines fixed (this complaint has been ignored for over a year now). So far he has backed down on two of his promises. I don't know about you, but am tired of the latest constantly breaking down, getting home at 12:00 or later, and foul lines not working properly.

As President for the Summer League, I think that it is high time we do something about it. I think that the Fall League should vote again to move to Starlite in the Springs. Since the Fall has the most bowlers, the vote will be fairer. So, if you are deciding to join our Bowling League in the Fall, please keep in mind the proposition that Starlite has made and address this to the new President of the Fall League.



Riders

By Stuart Robinson
Spokesman Pro Tem

Summer A term turned out to be a series of unique experiences for the Riddle Riders. From a ride to Fort Lauderdale for lunch, to a most revealing and enlightening trip to Orlando's Orange Blossom Trail, the Riddle Riders have been busy exploring the many sights Florida has to offer.

In these explorations, the riders have covered 1220 miles on six consecutive Sundays, giving Summer A a larger mileage total than Spring term.

There have been a total of four rides since the last AVION, the first being to St. Augustine.

Motorcycle Club

By Sharon Byrd
Flight Team Secretary

Aside from the smoke encountered on the way to our destination, St. Augustine had promise of being a relaxed and quiet change from some of our more recent rides. As it turned out, this wasn't quite the case.

The riders went to a nice little pub where straws and lemon peels were obtained for warming purposes. After some refreshment and target practice, the riders were led around St. Augustine on a quest for squirt guns by a rather over-zealous young lady. It seems that she wanted a change from her orally-propelled projectiles, (via the straw) used against the riders earlier.

Special thanks are in order to the other passenger along on the St. Augustine trip. With much thought and great personal cost, the single-handedly reinvented the ice box. In addition, she pro-

vided us with the subject for some very aesthetically pleasing photos; Marrie, we salute you!

The next ride took the riders to Orlando, where we had lunch at Flakie Jake's, a burger establishment. After lunch, with bulging stomachs, the riders took in the sights along O.B.T. (U.S. 17-92 just south of I-4).

The riders decided to stop at a local (service?) establishment, for some refreshment, etc. In attendance were: "Mr. Clean", "Generic", "Big Red", "Skinner", "B.H." and Art "But I don't need a swimsuit!" Rodriguez. After a 1 1/2 hour stay at the Doll House, the riders reluctantly returned to Daytona ending the last ride of Summer A term.

During the break between A & B term, the Riddle Riders want

CFC

Christian Fellowship Club

By Eugene F. De Paolo
CFC President

Greetings in the name of the Lord Jesus Christ who has blessed us with every spiritual blessing in the heavenly places (Eph. 1:33).

Thank you for taking the time to read about the Embry-Riddle Christian Fellowship. We are an active New Testament ministry whose goal is to establish the kingdom of God on this campus through the love and knowledge of Jesus Christ. We invite anyone, regardless of faith, to actively participate in our activities

which include: general worship, dormitory witnessing, attending crusades, concerts, and other fellowship activities.

Our general meetings are held every Saturday evening in the Common Purpose Room of the University Center at 6:00 p.m. This meeting consists of singing, Bible study, prayer, healing, and other needs that can be met by faith in God's word.

God is leading the committed Christians, here and all over the world, into the realm of the miraculous. Although physical miracles are expected and

witnessed every week, there is no greater miracle in a person's life than the salvation experience available only through Jesus Christ. Of course love is the key and foundation upon which the Embry-Riddle Christian Fellowship is built. Naturally, since God is Love, it is he alone that is adored, worshipped, and exalted far above our own human logic and concepts of "religion." We therefore uphold the word of God, the Bible, as the final authority in all matters concern-

First national sorority forming on ERAU campus

By Susan L. Barlow
Special to the AVION

There will be an interest meeting for all girls who would like to join the first National Sorority in the history of ERAU. The meeting will be held in the CFC Tuesday, July 9, 1985 at 8:00 p.m.

If you have questions, please contact Student Activities. Show your support. GO GREEK.

Flight Team

By Sharon Byrd
Flight Team Secretary

Female aviators are competing in a transcontinental air race from Mt. Shasta, in Redding, California to Spruce Creek, Florida for a first prize of \$5000. The 1985 Air Race Classic began June 29, and the pilots plan to reach Spruce Creek Airport by Tuesday, July 2.

Embry-Riddle is co-sponsoring the race along with Spruce Creek. The E-RAU Flight Team is helping considerably with the coordination of this event.

Members of the flight team, under the direction of Stanley

Rowe, our new faculty advisor, will be transporting the aviators between Spruce Creek Airport and Indigo Lakes. Joe Mahanor, a member of the Flight Team, will be aiding with the inspection of the competing aircraft at Spruce Creek.

All members will be attending a reception for the female pilots at the E-RAU Flight Deck on Tuesday evening, and the Flight Team will also represent Embry-Riddle at a banquet at Indigo Lakes on July 4th. The banquet is open to the public, so we plan to gain exposure and publicity for the team as well as the University.

CHOPPER

(from page 2)

aircraft, and the Air Force presumably didn't want to be advertising its competitor.

Besides the lack of on-screen publicity, the Air Force might have been offended on purely professional grounds: In one unlikely scene, Bond shoots down the pursuing helicopter with a flare gun.

BUTTONED-UP
BUREAUCRATS: In Washington bureaucratic circles, the less an agency has to hide, the

more it seems to be obsessed with "security."

Take the glorified air-raid wardens of the Federal Emergency Management Agency. Apparently desperate to make their little agency appear to be a vital cog in national defense, they stamp security classifications on just about every document but the cafeteria menu.

The latest figures from the Information Security Oversight Office, which keeps track of the way

federal agencies handle the classification of material in their possession, shows the true absurdity of FEMA's infatuation with its rubber stamps.

According to the oversight office's statistics, FEMA stamped a whopping 30 percent of its classified documents "top secret."

By contrast, the Defense

Department, which handles far more sensitive information than the civil defense agency, stamped only 1 percent of its classified material "top secret."

And the CIA, which has information so secret that even its classification is secret, puts the "top secret" stamp on only 5 percent of its restricted material.

the avion

EDITOR IN CHIEF: Patrick W. McCarthy

COPY EDITOR: Jeff Guzzetti

SPACE TECHNOLOGY EDITOR: Jim Banke

SPORTS EDITOR: Brian Mossdel

ADVERTISING MANAGER: Doug Lando

BUSINESS MANAGER: Gordon Crago

AVION ADVISER: Dr. Roger Osterholm

PHOTO EDITOR: Mark Stern-Montagny

This week's staff:
Rob Dixon, Brian Finnegan, Pete Merlin, Brian Nicklas, Ali Saadeh

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 piloted provided they are not libelous, obscene, or abusive. All letters must be accompanied by the signature of the writer. Letter writers shall confer themselves to size topic. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Patrick W. McCarthy, Gordon F. Crago, James Banke, Doug Lando, and Jeff Guzzetti.

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.

The Avion is produced by a volunteer, student-journalist staff weekly throughout the academic year and bi-weekly throughout the summer. Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: (904) 252-5361 Ext. 1082

YOU MAY THINK THAT BEHIND THIS DOOR A HANDFUL OF DEDICATED PEOPLE ARE HAMMERING OUT ANOTHER EXAMPLE OF THEIR JOURNALISTIC EXCELLENCE...

... IF YOU DO THEN YOU'RE JUST THE KIND OF GULLIBLE SLOB WE WANT ON OUR STAFF.

—THE AVION, IT'S NOT WHAT YOU THINK.

Meetings: Thursday's at 1700 in the Avion office

NOW'S YOUR CHANCE

To say HOW and WHAT You Feel about EMBRY-RIDDLE

- We need your ideas, feelings, suggestions or whatever concerning the University, its staff, philosophy, students, workers, curriculum, etc., etc.
- Your ideas will be animated by AVION editorial cartoonist Bill Myers in boring BLACK & WHITE and published in a book (or maybe just stapled together) sometime in the future.
- Here's your chance, so don't blow the opportunity to give Riddle the run around.
- Send your ideas via on-campus mail, carrier pigeon, satellite feed, or just hand-deliver the dang things to the AVION office
- Soon, you'll see your ideas larger than life, immortalized on some dead trees that have been smashed into pulp, flattened, and cut into perfect size for carrying it.

You'll love it!

Orbital Inclinations



NASA's budget, summer blues

By Jim Banka
Space Technology Editor

Another summer term at Embry-Riddle. The pattern for a Florida summer has become obvious enough: at least to this Minnesota native who won't run his air conditioner all day.

On a good day you wake up hot, go to school, get caught in a cold in an air conditioned classroom (provided someone has it running), get soaked by an afternoon rain, and then return home for an evening of studying to the sound of thunder and the flash of lightning...yuk, give me snow anyday.

Just what does this have to do with space? It's just a cheap way of saying that NASA's proposed space station is also facing a tough summer, and finding equally stormy weather on Capitol Hill.

What is happening is that NASA's next budget was frozen at current levels causing a 400 million dollar cut.

The Senate almost passed a bill calling for an additional 300 million dollar cut. The move did not occur, mostly because of intensive lobbying by a certain national pro-space group who has a local chapter here on campus.

NASA budget cutting is still a current issue though. The space agency has requested 230 million dollars to fund space station activities for the next fiscal year. Lobbying is still needed or this amount of money may be substantially reduced.

This country needs a space station now! Reduced funding would delay the launch. A station in orbit is the next logical step in our progress in space. A space station promises improved medicines and revolutionary products for you and your home from materials processing research.

Major industries could adapt this technology for building better plants on Earth, or new plants in space. The station would become a launching platform for manned and unmanned trips back to the moon and out among the planets.

More importantly, and more selfishly, the space station will mean more jobs for everyone in the aerospace industry. And that is really the bottom line for many of us. A space station will bring untold benefits of all kinds to those working in the industry.

If you directed that way and want to do your part to insure that future, you might write or call the congressman from your district and ask for support of NASA's budget. I would be happy to provide specific information on how you can get in touch with the right lawmakers. Just stop by the Avion office.

Orbiter Discovery home

International crew created increased interest in 51-G



By Rob Dixon
Avion Staff Reporter

Mission 51-G came to an end as *Discovery* returned to Edwards Air Force Base, June 24. The landing came seven days after a perfect launch from the Kennedy Space Center here in Florida. There were no hitches in the countdown that sent *Discovery* into space June 17.

Crew for the seventeenth flight of a space shuttle included Daniel Brandenstein, Commander; John Creighton, Pilot; Steven Nagel, John Fabian, and Shannon Lucid, Payload Specialists; Patrick Baudry, and Sultan Salzman Al-Saud, Payload Specialist.

More interest was generated by the news media during the mission than recently because of the international crew aboard.

Patrick Baudry, a French astronaut, conducted life science experiments. Called the French Echocardiograph Experiment and the Postural Experiment, Baudry studied the physiology of

the body in weightlessness.

Using ultrasound equipment, Baudry measured his and Shannon Lucid's circulatory systems. They both continued to update their tests as the mission continued.

The Postural Experiment consisted of studying posture, muscles and balance mechanisms such as the ears and eyes. Each crew member took part in this

The release and recapture, on day four, of the SPARTAN X-ray camera was also an unqualified success. SPARTAN flew in formation with *Discovery* for two days. It took pictures of the center of the Milky Way Galaxy as well as other phenomena in the universe.

It is believed that a giant black hole is at the center of the Galaxy. Within a few months the

of that test and the recovery of SPARTAN all the major mission objectives were met.

"NASA claimed that '51-G was one of the most successful missions of the Shuttle program,'" Jesse Moore, Associate Administrator for space flight, added. "We're delighted that all our objectives on this flight were achieved."

Pilot John Creighton said, "I



The space shuttle *Discovery* glides to a smooth landing, ending a seven-day mission. The orbiter landed on runway 23 at NASA Ames-Dryden Flight Research Center in the Mojave Desert. *Discovery's* touchdown was on June 24 at 6:12 am EDT.

experiment with Sultan Salzman Al-Saud assisting Baudry.

Al-Saud, a Saudi Arabian Prince, took photographs of his homeland for geologic study. His prime function was to observe the release of ARABSAT, a communications satellite owned by the Arab Satellite Communications organization. Al-Saud also assisted in operating some of the Get Away Specials as well as the French life science experiments.

One Get Away Special performed by Al-Saud was the mixing of Middle Eastern oils. Various concentrations of oil from Kuwait, Algeria and Saudi Arabia were mixed together and photographed to record the separation characteristics of the oils.

On the second day of the mission ARABSAT was deployed and successfully launched into orbit. The twenty-two member Arab League sponsored the launch of the telecommunications satellite. NASA requested and received permission from the State Department to launch the satellite, a necessary requirement for all launches of foreign cargo.

In addition to ARABSAT, a Mexican communication satellite was launched on *Discovery's* sixth orbit. Morelos has an expected nine year life span, and will provide complete communication coverage to even the most remote sections of Mexico.

AT&T also bought space on *Discovery* for the launch of its newest satellite. On day three of the mission, the Telstar satellite was fired towards a 23,300 mile high geosynchronous orbit.

pictures taken by SPARTAN will be analyzed. It is hoped that these pictures will help scientists learn about the creation of the Galaxy.

SPARTAN was 125 miles above *Discovery* and tricky maneuvering was required to recapture it. The Remote Manipulator Arm was fully extended in order to snag the satellite.

The only hitch in the mission concerned a test of President Reagan's Strategic Defence Initiative. This test involved shooting a laser beam from

think we've taken a step towards proving the reliability of the Space Transportation System." He added "It was a tremendous experience."

The two foreign nationals gave guided tours to their respective countrymen during the flight. They both pointed out that their favorite spots aboard *Discovery* were the rear windows looking at the Earth.

French Payload Specialist Baudry smuggled a bottle of wine aboard. However, the bottle was in an inaccessible part of the



Discovery is towed toward its Mate-Demate Device in preparation for a piggy-back-ride to the Kennedy Space Center. *Discovery* returned to KSC last Friday pm.

Maui, Hawaii to a mirror on *Discovery's* window. The first attempt failed when the Shuttle was not in the correct position. The beam was seen by the crew hitting the hull.

NASA had a second chance and was finally successful. After repositioning the shuttle into a correct attitude, the laser struck the mirror. With the completion

ship, Prince Al-Saud thanked everyone who helped make the flight a "perfect mission."

Editors Note: Some material for this article, including post-flight quotes, was obtained by Pete Martin, our West Coast Correspondent. Pete covered the landing at Edwards for the Avion. I

A Reminder...



Last Day for Book Refunds is Today, July 3.

The ERAU Bookstore

Receipt required for all returns

\$2,500
OFF ON THE TOTAL
discount

Write Off Your Landlord



Dear Landlord,

I'm tired of paying rent month after month when I can own a one or two bedroom townhome at Baywood Village for about the same monthly payment as rent. I will also build equity, hedge inflation, get BIG TAX SAVINGS and maybe show a PROFIT if I ever sell. Goodbye, I'm moving to Baywood Village. Signed, Your Ex-tenant

\$286.²⁹ per month

Prices start at \$43,500

(904) 756-0606
Models Open Daily



BAYWOOD VILLAGE

1/4 mile West of Clyde Morris on Beville Rd. In Forest Lake Development.

* 9.25% 30 year, 1 year adjustable, based on a 80% loan

RIDDLE RIDERS

Welcome you to attend

'A Bikers' Appreciation Day'

Refreshments
Gifts while they
last.

Test Ride what's
New for '85
Including the
Yamaha V-MAX

Sunday, July 7, 1985

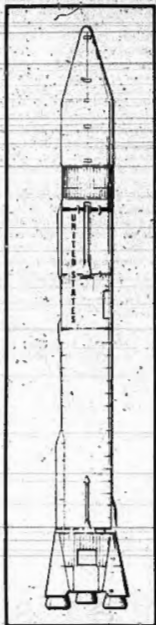
Beach Yamaha
1121 N. Dixie (US 1)
New Smyrna Beach

INTELSAT lifts off from Cape Canaveral

Atlas-Centaur 64 lofts a satellite to orbit amidst Florida showers, thunderstorms

By Jim Banka

An Atlas-Centaur, carrying an INTELSAT VA communications satellite, lifted off last Saturday night at 8:44 pm slipping by typical Florida summer rainclouds and thunderstorms which caused a 104 minute delay in the launch.



Three launch windows were available June 29, beginning at 6:58 pm. Showers and thunderstorms drifted over the Cape Canaveral area as the first window opened up. The showers lasted as long as the window, causing the first delay.

This pattern repeated itself for the second window which occurred from 7:56 to 8:15 pm. Following the second window, a team of INTELSAT personnel determined that it would be possible to extend the third and last launch opportunity an additional 12 minutes.

Fortunately, this added time was not needed. A break in the clouds drifted over the launch site as the third window opened up, and the final five-minute countdown was initiated.

Depending on your location, the Atlas booster was visible in the Cape area throughout most of its early stages. A spectacular view of exhaust contrails was offered through the very hole in the clouds which allowed the launch to take place.

According to NASA's Andrea Shea, who did the launch countdown commentary for the news media and visiting V.I.P.'s, rain showers delayed launch of the Atlas-Centaur because "the range safety, radar, and tracking cameras must be able to visually see if the booster is on or off course, in the event of an abort."

Shea explained that launch personnel must have a 2400-foot ceiling and be able to have direct line of sight with the Atlas-Centaur from launch until 25 to 30 seconds into the flight before a "GO" can be given for lift off.

INTELSAT was fired into its geosynchronous orbit Monday morning shortly after 10:00 am. At press time, all indications looked good for attaining a successful and stable orbit. INTELSAT's four solar array panels, as well as its antennas, will be deployed on July 4.

This was the ninth in a series of ten INTELSAT V-type interna-

tional communications satellites scheduled for launch.

INTELSAT is owned and operated by the 108-member nation International Telecommunications Satellite Organization. The INTELSAT system provides worldwide satellite services for 171 user countries through a network of ground stations and geosynchronous satellites positioned in Earth orbit.

Launch of this payload was originally scheduled for June 19, but was postponed because of facility conflicts created by the Space Shuttle Discovery mission.

The ARABSAT, launched during the Shuttle mission, required the same satellite control facilities in Washington, D.C. necessary for control of the INTELSAT mission. Some time for reconfiguring the facility for the INTELSAT launch created the ten day delay.

The tenth INTELSAT will lift off aboard another Atlas-Centaur next September. A Delta expendable launch vehicle may lift off from Cape Canaveral in November.



Avion photo by Pat McGinty

A NASA expendable launch vehicle, the Atlas-Centaur, lifts off through a hole in the clouds from Pad 36-B of Cape Canaveral Air Force Station. An INTELSAT communications satellite was the payload. Launch took place, following a 104 minute hold, at 8:44 pm Saturday evening. The Avion Editor-in-Chief took

this picture from just outside the danger area. He stood at Pad 14, the historic launch site of John Glenn, which is just north of Pad 36-B. Heavy rain showers were present as news media waited for the launch. At Pad 14 there was limited protection from the rain making this launch a very wet, soggy assignment.

NASA News Shuttle flight 51-F scheduled for Friday, July 12 at 4:30 pm. Launch window is open for 15 minutes

NASA says 'Goke is it' for July 12 Shuttle mission

National Aeronautics and Space Administration
Washington, D.C.— NASA has announced that it will test technology developed by the Coca-Cola Co. to dispense its carbonated beverage in space on Space Shuttle mission 51-F, scheduled for July 12, at 4:30 pm.

Until now it has not been possible for astronauts to consume carbonated soft drinks in the microgravity environment of space because there was no adequate way to dispense carbonated beverages. The new technology will provide an alternative source of liquid consumption for astronauts.

unrestricted use in dispensing carbonated beverages in space. NASA also will receive the technical information necessary to fabricate its own cans for use in space.

Coca-Cola developed the can at its own initiative and expense. NASA emphasizes that other companies in the carbonated beverage industry are welcome to propose different technology for the same purpose.

NASA changes astronaut selection process, policy

National Aeronautics and Space Administration
Washington, D.C.— The National Aeronautics and Space Administration this summer will change the way in which it solicits applications for astronaut positions.

Applications from civilians will be accepted on a continuing basis beginning August 1, 1985. The military services will provide nominees to NASA on an annual basis. Selection usually will be made in the spring each year, with successful candidates reporting in the summer.

The number of candidates selected each year will be determined by mission requirements and the attrition rate of the

astronaut corps.

Both pilot and mission specialist astronauts will be selected. Pilot astronauts are responsible for control of the Space Shuttle during launch and entry and on-orbit maneuvers. Mission specialist responsibilities include management and operation of Space Shuttle systems and support to payloads and experiments during flight.

Minimum qualifications for pilot astronauts are:
-A bachelor's degree from an accredited institution in engineering, physical science, biological science or mathematics.
-1,000 hours pilot-in-command time in jet aircraft.
-Ability to pass a NASA Class I flight physical.
-Height between 64 and 76 inches.

Minimum qualifications for a mission specialist astronaut are:
-A bachelor's degree from an accredited institution in engineering, physical science, biological science or mathematics.
-Degree must be supplemented by three years of related professional experience. Advanced degrees are desirable and may be substituted for experience.
-Ability to pass a NASA Class II flight physical.
-Height between 60 and 76 inches.

NASA has an affirmative action goal of including qualified minorities and women among newly-selected astronauts.

For further information, write: NASA Johnson Space Center AHW/Astronaut Selection Office Houston, TX 77058.

Next issue in
Space Technology

- ★ Complete update on space shuttle Challenger's mission 51-F featuring Spacelab
- ★ Coverage of the Arianespace launch of GIOTTO, the European Space Agency's probe to Halley's comet
- ★ Plus the latest news from NASA

Coming to you from the Avion July 17, 1985

Aviation Resumes
Complete Service Resumes & Cover Letters Resume Development Each Resume/Cover Letter is a Typed Original, not a Printed Copy

Choice, Visa & MasterCard accepted

For Details Write To:
AE
Auger Enterprises, Inc. Postal Station #20 Stapleton Int'l Airport Box 70356 Denver, Colorado 80207 or call 303-428-0855 Low Price High Quality

MASS

7:00 P.M.

Every Sunday
Common Purpose Room U.C.

PJ's

DAYTONA'S MOST POPULAR ROCK 'N ROLL CLUB

INTIMATE ATMOSPHERE

PJ's SPECIALS
Free PJ's T-shirts every 8 PM. Midnight Monday: 2 for 1 Well Drinks 8 PM. Midnight
Tues: \$1 Bud Cans 8 PM. Midnight
Thurs: \$1 Heinekens Bottles 8 PM. Midnight
Wed and Sunday: Ladies Night! Ladies Receive Free Well Drinks and Drafts 8 PM. 1 AM
Fri and Sat: 50 Well Drinks 8 PM. 10 PM

FREE ADMISSION with ERAU ID!
(EXCEPT WEDNESDAY, SUNDAY AND CONCERTS)

Comina soon...

PINCH July 27 - 28
FERRARI July 29 - August 4

OPEN 8 PM - 3 AM
400 Broadway, Daytona Beach
1 Block West Off the Beach (A1A)
(904) 258-5222

Elliott

(from page 1)

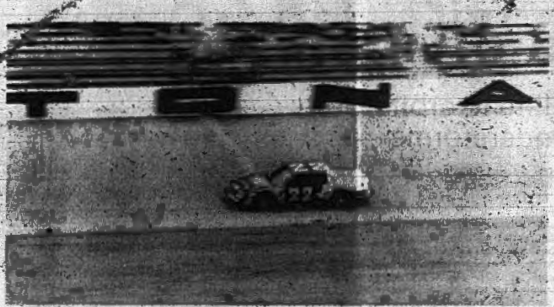
200-plus mph despite carb restrictions

Bill has finished in the top ten for the last three years at the 400. He has finished 12 out of the last 14 races he has entered; finishing the last 11 straight. The two races he didn't finish were due to accidents. Elliott's only engine failure in a Daytona race was the 1981 Firecracker 400.

If the speeds aren't up to what you expected, it may be due to the new carburetor rules imposed by NASCAR. Previous to the Firecracker 400, the maximum throat size for the carburetor plate was 1 7/8 inches. Starting with the 400, the maximum has been reduced to 1-11/16. The record was set by Cale Yarborough in 1984 at 199.743 miles per hour.

"I think the rule changes are a step in the right direction, but it wasn't enough," Bodine said. "We tested the new carburetors and ran 198 mph. If we can run 198, then I know the Fords can still run over 200. It may take a speed of 202, or 203 to win the pole." It's obvious the Fords are the cars aimed at with the rule change. "It was an across the board deal," Elliott stated, "it's hard to say whether or not it was directed at me. Everybody has their opinions, let them to it."

"I'm not a fortune teller or anything," Bodine said. "But look for Fords—Ricky Rudd, Kyle Petty, Cale Yarborough and, of course Elliott—to be up front after qualifying. Elliott is still the man to beat, but it's going to be tougher on him."



Avion photo by Doug Lando



Avion photo by Doug Lando



Avion photo by Scott Eastman

'King Richard' ready to break out of racing slump

By Brian F. Finnegan
Speedway Correspondent

As a kid Richard Petty sold programs at tracks like Charlotte, Hillsborough and Spartanburg while his father was out racing. "We're too small to be in the pits during the race, so we just went out and sold programs." That was when The King was eleven and twelve years old, back in 1951 and 52.

"By the time I was thirteen I was a pretty big boy and I could sneak into the pits and they would let me stay," remembered Petty. "After four or five years, they (the family racing team) decided to put me in the car." Richard Petty began his historic racing career in 1958 and took his first checkered flag in a 1959 convertible. He began his Grand National 200-win streak in February of 1960 with a victory at the Charlotte Fairgrounds. "Of course, the biggest race was last year's 400 right here because of the circumstances. This year hasn't been too good, but we're getting ready to take days of that right now," nodded Petty confidently. "Daytona is one of our better race tracks. We've always done pretty well here and that's the place you break out of a slump."

Richard Petty arrived in Bobby Allison drives the Miller American Buick past the finish line during practice Monday. (left) A.J. Foyt (no. 14) wheels out for practice. (center) February's Daytona 500 saw Bill Elliott (no. 9) dicing with Cale Yarborough. (bottom)

Daytona Beach last Saturday after a visit to the White House Thursday. "We had the race car on the front lawn and President Reagan came out and had a few pictures taken." The car which Petty drove to his 200th Grand National victory last year at Daytona was then taken to be placed in the Smithsonian Institute to be preserved with many of the other milestones in American history. "They wanted my car right after the race," recalled Petty, "but hey man, I said, that's my race car, I can't give it to you before I race in Talladega. They were so afraid I was going to wreck it."

Featured on this year's Firecracker 400 program cover, Richard Petty also wrote an article highlighting his thoughts about last year's race. He writes a monthly column for *Stock Car* magazine. "It's not one of my better talents, but it's interesting for me to come with something that's interesting for the readers," says Petty. "I have a concept of a lot of different aspects of racing. I write about whatever I feel is important at the time. If I've got a bone to pick, well that's what I write about. I've got a different perspective than those who run the track and those that come to see the race."

RACE INFORMATION

EVENT: The Pepsi Firecracker 400 for Winston Cup Grand National stock cars
CIRCUIT: 2.5 mile trioval
DISTANCE: 400 miles (160 laps)
STARTERS: 40
PURSE: TBA (1984: \$387,300)

Wednesday, July 3; 10:00 a.m.—Start of 19th Annual Paul Revere 250 AMA U.S. Endurance Cup Series motorcycle race

Thursday, July 4; 10 a.m.—Start of Pepsi Firecracker 400 NASCAR/PFA Winston Cup Grand National stock car race

'Revere' is 250-mile endurance test

By Doug Lando

For the first time, the Firecracker 400 will have a supporting race. Tonight at 10:00 p.m., the Paul Revere 250 will take place for the first time.

The Paul Revere 250 will pit over 85 entries against each other for 250 miles of racing at night. This is just one in a series of 14 races on the U.S. Endurance Championship sanctioned by the

American Motorcyclist Association. The races range in length from 250 miles to six hours and are held in venues all across the country. A team can participate in all 14 races but only the best six finishes count toward championship points.

The motorcycles are classified into the GTO and GTU categories. This uses a loosely-based formula to determine performance, types and styles of bikes. The motorcycles must

begin as a street legal machine using a stock frame and engine case. Because of these respects, they resemble AMA superbikes but the AMA bikes have a 750cc displacement limit. There is no upper displacement limit for the USEC motorcycles or front lighting restrictions. For the Paul Revere, the motorcycles must have a rear light.

USEC awards points for miles traveled in a given event, one point per mile. The six-hour races

are the standard; therefore, in a four-hour race the mileage covered is multiplied by 1.5 to obtain the number of points earned. The Paul Revere is unusual in that it is a mileage race rather than a timed event. To determine each team's point total, total miles covered are converted to average miles per hour, then multiplied by six. In addition, bonus points are awarded to the top 10 finishers in each class as follows: 50-40-30-25-20-16-12-8-4.

Helicopter yarns dominate 'Lift'

By Brian Nicklas
Avion Staff Historian

LIFT is Where You Find It by Joseph Stein. The Zig-Zag Papers, Zig-Zag, Oregon. 224 pages, 44 photos. \$7.95.

LIFT is an unusual book, in that it is devoted solely to what one may term "the helicopter experience." This book is also up to date, as it captures the stories behind the more recent events that have involved the helicopter.

The book covers various aspects of the work helicopters do, in a chapter by chapter form. Some of these chapters cover the Presidential helicopter fleet, Medevac users and bug spraying during California's Medfly invasion.

These chapters consist mainly of interviews with the various participants, and since helicopters are spoken of in such glowing terms, you may sometimes get the feeling that you are reading a manufacturer's handout.

Stein has spent 17 years as a public relations man, and it shows in his style. According to what is in the book, he would have you believe that helicopters can do no wrong. This bias is somewhat surprising, as Stein's public relations career was spent



Avion photo by Brian Nicklas

Medical helicopters (such as this MBB 40-105 CBS) are one of many topics covered in the recent book devoted to rotary winged flight entitled "LIFT is Where You Find It."

Flight gallery).

at NASA's Washington headquarters. And only pure helicopters seem to meet his approval. The XV-15 Tiltrotor and its progeny are almost dismissed as expensive items that only the military can afford.

Stein also rails about the bias found against helicopters, even to the point of carping about the display in the National Air and Space Museum (Spray Mr. Stein, they don't have a FW 61 or the VS 300 for the Milestones of

But Stein doesn't mention the weak points or failures of helicopters, as he briefly mentions that New York Helicopter Airways stopped service after two accidents. These accidents were just as newsworthy as the heroic actions the book covers, but since they might be considered bad "PR," they are glossed over. This is unfortunate, as bad events shape the future as much as good ones do, so why skim over them?

The book is not to be dismissed on this point however, as there is not enough information available to point out the many uses of the helicopter in today's world. Not many publications are available on recent helicopter advances or events, and this book does fill that void. Just be aware that this, like anything else, is somewhat one-sided.

Review copy courtesy The Zig-Zag Papers.



Daily Drink Specials

Starting at 4 pm

Monday - California Coolers	\$1.25
Tuesday - Daquiris	\$1.50
Wednesday - Kilian's Red	\$.75
Thursday - Ladies Nite (well drinks)	\$.25
Friday - Margaritas	\$1.50

All day Saturday & Sunday 25 Busch Beer

Daily Happy Hour
Monday thru Friday 4-7pm
2 for 1 drinks

Complimentary Murchies During Happy Hour

The Best Pizza in Town & We Deliver!

Minsky's

1108 Beville Road
(in Neva Village Market)
Daytona Beach
255-5800

NOW OPEN
EVERY NITE
UNTIL 1 am

cycles for sale

'79 HONDA CB750 S.S.—Needs cosmetics, needs engine work, needs electrical work, some extra. Asking \$600 or best offer. Contact Mark at 255-5017 or box 6884.

NEW 1982 HONDA CX500 CUSTOM—Shaft drive, fully equipped. Only drives 130 miles! Includes new 7.5 V-8 Belt, belts and cycle cover. \$1550. Call 258-7481.

'83 KAWASAKI GPZ 305—Excellent condition. Must sell, \$1100 or best offer. Call 672-9322 or 677-8644.

'80 KAWASAKI 250 LTD—Good condition! Used just 3 weeks ago; good condition! Asking \$550 or best offer. Call 257-5492, ask for Beth.

'83 HONDA XL600R—Mini condition, only 1000 miles. \$1250. Call 258-0345.

YAMAHA 440 SPECIAL—Excellent running condition, but the bike needs a battery and some electrical work (a new harness). Recent work done on engine and points. Asking \$300/ nego. or best. Contact Elson at 761-3079 or box 5907.

'82 YAMAHA 650 SECCA—Excellent condition. A steal at \$750. Call Frank at 746-2189.

'83 HONDA SHADOW 300—Runs like new. Shaft-drive, water-cooled, V-twin. Color is black and it looks sleek. I MUST SELL to pay for tuition. I am asking only \$1000. Call Jeff at 258-3849 after 4 pm.

autos for sale

1974 AMC HORNET—Automatic, 2 door, 6 cylinder, AM-FM Cassette, runs very good and has good tires. \$930 or best offer. Call 255-9264 after 6 p.m. or drop a note in box 6937. Ask for Jawad.

'76 CAMARO—Rebuilt engine and transmission. Red paint, good tires. \$990 only! Call Sam 252-5554.

1973 GMC VAN—Good condition; new tires and exhaust system. \$800 or best offer. 257-3673, after 5:30 p.m. and weekends.

'74 DATSUN 8210—4 speed, runs and looks good. 30 mpg. Call Frank at 756-2189.

'78 FORD MUSTANG II—Recently painted Red. 4 cylinder rebuilt engine has about 6000 miles. Good working condition. Completely gas-free. Good gas mileage, new starter and speakers, new tires, power steering, air conditioning/heating. \$2500. Call Deryck at 255-9677 or 252-5412.

rooms for rent

FOR RENT—Top or three bedroom house. \$450/mo with first month and last month/negotiable. Water included. 10 minutes from school. Available July 1. Call Karen at 756-4553 for details.

APARTMENT FOR RENT—1 bedroom at 1349 Bellevue Ave. Unfurnished and central air, \$225 for 2 people plus utilities. First month and security up front. Last month rent payable over 3 months. 1/4 mile from campus. Available right now. Contact Mr. Stevens at 761-5415 or Deryck at Alfred at 252-5412.

HOUSE FOR RENT—2 bedrooms at 1349 Bellevue Ave. Unfurnished and central air. \$425 plus utilities. First month and security up front. Last month rent payable over 4 months. 1/4 miles from campus. Available at the end of Summer A to July 1, 1985. Leased. Contact Deryck or Alfred at 252-5412 or Mr. Stevens at 761-5415.

HOUSE FOR RENT—Riverview, off Beach Strad, 2 bedroom, 2 bath, screen porch, garage and family room. \$425/mo. Call 673-9699 evenings.

HOUSE FOR RENT—2 roommates needed for a large home across from the beach. Washer/dryer and dishwasher. \$200/mo plus 1/3 utilities. Call Chris at 254-3601 (4-9pm) or box 6556.

ROOMMATE NEEDED—to share three bedroom house in South Daytona. \$150/mo plus 1/3 utilities. Pets OK. Call 761-9539 or leave a note in box 6760.

ROOMMATE NEEDED—3 bedroom, 2 bath house, Indigo Lake. Furnished, phone, cable and HBO. \$200/mo plus 1/3 utilities (negotiable). Contact Roland 253-1912 or box 5310.

ROOMMATE WANTED—to share a 2 bedroom/bath apt. in South Daytona. Call 788-1284 after 6 p.m.

miscellaneous for sale

AVSTAR NAV COMPUTER—Sectionals and plaster used one trimester. \$55.00. Contact Stephen at 258-6834 between 3 p.m. and 4:30 p.m. or box 5031.

FOR SALE OR TRADE—for two twin beds. Queen size waterbed with heater, pad and liner. Mattress not included. \$100. Call daytime ext. 1348 or evenings 761-6736.

FOR SALE—Desk Lamp \$5, Guitar Amp—20 watts \$30, 10" black and white T.V. with rabbit ears—has great reception in the Dorms \$35. For those interested, call 788-4429, ask for Joe.

FOR SALE—Bicycle Carrier, roof mounted. Only used once. Paid \$85, will sell for \$60. Call 258-1866 or leave a note in box 6929.

REDUCED—for quick sale—King size waterbed (all inclusive) \$150 or best offer. Call Brian at 756-7851 or write to box 7344.

FOR SALE—Black and white T.V. Barby size, still in box. Not too small, not too big. \$90 or best offer. Call 233-1886 or leave note in box 6929.

BICYCLE FOR SALE—Excellent condition. Mens (doped, must sacrifice—seeing in Belleville. First \$70 takes it! Write box 2517, leave name and number.

DISHWASHER FOR SALE—Hotpoint automatic, regular capacity. Perfect for apartment or small kitchen. Sell in great condition, asking \$100 firm. Contact Pat, Box 7199.

TWO YOUNG COCKATIELS—with cage and nesting box. \$75. Also, enclosed trailer—160 cu. ft., good shape. \$325. Excellent for moving. Call Jim at 252-4942.

FOR SALE—1972 Parkwood Mobile Home. 12'x65' with add-on room, 3 bedrooms, 2 full baths. \$1500 down and take over mortgage payments. 395 Palm Castle Dr., Port Orange, Phone (312) 991-7877—Tom Hughes.

1984 JAIMIS—All-terrain bicycle. 15 speed, knobby, like new. Paid \$330 will take \$230 or best offer. Call Lorie evenings 257-4649.

FOR SALE—Double bed with frame and headboard, good condition—\$50. Also, other miscellaneous furniture—dresser, table, etc. Contact Kim ext. 1377 (Library).

IF TYPING IS DEMANDED AND A TAX IS WHAT YOU PLANNED... CALL CJ at 756-3479 For the best deal right!!!

Well T.P.—You lucky devil you. You finally found a way out of this "31.35 an hour" club. I'm really glad we got a chance to get close before you left. It's only a matter of time now. Don't forget me when you get to the "BIG APPLE". I may just give you a surprise visit. Remember, you always have a lot of acquaintances, but very few friends. Please don't forget that I'M A FRIEND!!! Love always, —B.J.

Dear Family, With his all gone, time will really fly now. I miss 45 days till I'll off to MSP. Rain won't stop this one. Looking forward to Vostok. LOS for now. P.R. Chief Space Cadet III My days have been long. My nights very lonely. It's just on your love I rely. Hope your days are long. And your nights lonely. But just until I die. Keep those cards and letters coming!! MISS YOU!! LOVE,

CFC (from page 3)

ing the fellowship, the teaching, and as our handbook for worship. Thank you once again for your sincere interest in this organization of committed Christians who love God and desire your relationship closer each day with the Savior Jesus Christ. We'll be looking for you Saturday night at 6:00 p.m. in the CPR. God bless you and your studies this trimester.

RIDERS (from page 3)

on 2 rides. The first took us to Sebastian Beach. The riders met, the "Retreads", an over-forty riding club, for breakfast. After riding club, for breakfast. After breakfast, the group of 18 motorcycles departed on a 115 mile ride that took us down many scenic backroads. While there, the riders were able to admire some of Nature's most beautiful sights. The return trip was via US-1 and I-95 where "Big Red" tried his hand at "kissing the gauges", one of Bud's favorite pastimes. Our thanks to the "Retreads" for inviting us on a most enjoyable ride, and we look forward to more rides in the future.



<p style="text-align: center;"><i>Dinner for two.</i></p> <p>A 12" Scooter's Pizza with two toppings (your choice) and TWO 16 oz. bottles of Coke for only \$7.95 A regular \$9.60 value!</p>	<p style="text-align: center;"><i>Dinner for four.</i></p> <p>A 16" Scooter's Pizza with two toppings (your choice) and FOUR 16 oz. bottles of Coke for only \$11.50 A regular \$14.00 value!</p>
 <p style="font-size: small;">Valid with other promotions or discounts.</p>	 <p style="font-size: small;">Valid with other promotions or discounts.</p>

252-2858

INCREDIBLY GOOD, UNBELIEVABLY FAST.

CENTRAL FLORIDA FLIGHT CENTER

FLY FROM

"The finest facility in town"

CENTRAL FLORIDA FLIGHT CENTER has over 20 airplanes to choose from;

CESSNAS, PIPERS, BEECHCRAFT AND AEROBATIC

<p>NEW Airplanes on line for rent; Cessna 172, Cessna 172RG, BRAND NEW LOADED Piper Archer W/3-axis autopilot & airconditioning.</p>	<p>Aircraft available for leaseback; Seneca II Cessna 172 1982 Lake Buccaneer Great Lakes Decathlon Cessna Citation IISP</p>
------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------

Ground Schools;
Private, Instrument, Commercial and
727 Flight Engineer begins July 15th.

Rentals	Per Hr	
C-152	\$27.00	• Relaxed Professional atmosphere.
C-152 Aerobat	\$30.00	• Highly qualified flight instructors.
Skipper	\$27.00	• Pilots' lounge with wide screen TV and VCR.
Cherokee 140	\$30.00	• Full maintenance and hangar facilities.
C-172	\$40.00	• Free coffee and donuts.
C-172RG	\$50.00	• Wide selection vending machines with Microwave.
Warrior	\$40.00	
Arrow	\$49.00	
Archer	\$50.00	
Seminole	\$89.00	

Phone 258-1779

1310 Vindicator Ave. Daytona Regional Airport

Satire

Bicycling pits two wheels versus four

By Patrick McCarthy

"You risk a glance in the rear-view mirror. Suddenly, you spot an enemy. Only a couple hundred meters behind you, and closing fast. He obviously has the speed to overtake you. But you have the maneuverability. You glance back again. He's still closing rapidly.

The distance evaporates in seconds, 200 meters... 200... 100. He's almost on top of you. He's got to open up soon... A slight twist of the yoke to starboard, try to open up some distance, make his shot more difficult... But wait! Could he have missed seeing you altogether?

Turn some more to the right, got to get clear of his path. Incredulously, you watch as he flashes past your left shoulder. He didn't see you! Now, turn quickly, get on his tail before he realizes you're there... Time for a zero-deflection shot before he passes out of range. Suck in a quick breath, line up the bars on his tail lights, squeeze the trigger... But alas, he's out of range...

An aerial dogfight? A wartime confrontation? In a sense, perhaps it is.

It is war on the road. The cyclist and his trusty two-wheeled steed versus the dastardly driver and his 5000 pound hunk of rusting, gas-guzzling, hydrocarbon-sewing metal. The battle for control of a few feet of asphalt.

Some drivers seem to realize they are engaged in a desperate struggle with those hearty souls known as bicyclists.

They often work in pairs. For example, you're riding your bike down a deserted two-lane road. The only two cars in sight are going in opposite directions. And no matter what you do, they will pass opposite each other just as they come abreast of you. Or, a car is waiting at a stop sign on an intersecting street, and if there are no cars following your bike, the auto will pull out directly into

your path forcing you into oncoming traffic. Calculated team tactics. They see a bicycle and immediately try to make riding it impossible.

Then there are those offensive-minded drivers that insist on attacking you for the audacity of using "their" road. These types will deliberately aim for your rear wheel, intending to "teach you a lesson." To them, bicycling is an affront to the American Way of Life, i.e., jump in the car; go to the corner store for a pack of smokes; who cares about O.P.E.C. (Patriotism exemplified) Never mind the fact your riding a bicycle is saving fuel for them to squander. (Whatever happened to the "energy crisis" and its "moral equivalent to war?")

Offensive drivers will fly past you with inches to spare, then look in their rear-view mirrors (probably the only time they use them) to see if you're still alive.

At least some motorists see bicycles, even if they do find them riding miserable. Others either deliberately ignore bicycles or suffer from single-lane tunnel vision.

Battling cars is only one part of the cyclist's war. There are other more insidious, more downright terrifying enemies-anti-bicycle dogs (ABD's).

Who knows what primal instinct drives normally placid, friendly dogs to turn into roaring, man-at-the-mouth fiends. Some ultrasonic squeal a bicycle emits? The "invasion" of a dog's territory? (Why not chase cars and people, too? Is it selective enforcement, a "pick on bikes only" mentality?)

Somehow, ABD's almost always manage a surprise attack. They must lie in wait behind their garbage cans and bushes, pouncing on unsuspecting cyclists' exposed calves like they're a piece of fried chicken.

After a few dozen of these sneak attacks, the average cyclist becomes paranoid. Soon he sees ABD's behind every tree, every

garbage can, every fire hydrant! He could be jumped at any time! [Did you ever notice the sound of dry, blowing leaves is the same as

with truck fenders. Sunglasses: Ultra-dark "RayBans" are best, don't want to let your enemy read your eye



pay road taxes, too. Besides, it makes you a better target for those offensive drivers.

Be sure to stop for every stop sign and red traffic light, remember, you are supposed to be obeying traffic regulations. (Yeah, sure... as soon as you get legal-like, you get whacked by some obnoxious trucker.)

Be on the alert for those nasty ABD's; they're everywhere.

Plan your route to include the most heavily-travelled roads in the city. This way, you can have a shot at more offending vehicles than if you were to ride some deserted back street.

If you can spare the time, take a look at the side of the road and the gutter, you'll be surprised at the amazing things you can find there. I don't mean hundred-dollar bills, but there are always lots of neat things lying in the gutter, and who knows, maybe something of use. (I'm still wearing the last pair of bowling shoes I found there.) You'll lose track of the number of pop-tops and cigarette butts and broken bottles you see.

Speaking of broken bottles, no matter what you do, you'll get flat tires. Lots of flat tires. This is Florida. Land of the sand spurs, that insidious, prickly little sucker that can find the weakest spot on your knobby tire and penetrate right through to the tube. Nothing can stop it, short of solid steel wheels, (which are rather rough-riding.) Learn to live with flats.

Yeah, bicycling is loads of fun, once you get over the sheer terror of a ten-ton semi-truck bearing down on you from behind. Bicycling saves gas, helps get you in shape, is a quiet form of transportation, (when you're not screaming epithets at cars) and helps keep the air clean.

Get a bike, get yourself some armor plate, gas-repellent, spare tubes and tires and you'll be ready to "hit the road" (hopefully, figuratively speaking.) War is hell, and bicycling is a hell of a way to get there.

that of canine toenails running on pavement? Paranoed? You bet.)

In order to survive among such dangerous adversaries, the knowledgeable bicyclist must adopt the "offensive cycling" attitude. Remember at all times that bicycles come under the Uniform Vehicle Code. The code gives a bicycle the same rights (and responsibilities) as any other vehicle. Bicyclists must exercise their rights whenever they take to that combat zone called the roadway.

Before looking at "combat cycling" and strategy and tactics for the roadway, let's look at how the knowledgeable cyclist equips himself for battle.

From the Ground Up:

Shoes: Nothing short of steel-toed, reinforced sole combat boots are acceptable here. Your shoes should be capable of inflic-

pedaling motion, and being able to ward off ardent attacks by ABD's.

Shorts: Must have lots of pockets to hold all your anti-dog and anti-auto weapons. Your keys, spare chain-links, plenty of snack foods, and some tools. Must have a chamolix-lined crotch (prevents nasty chafing) and must be black. No other color is acceptable. (Only Eastern European cyclists with high-pitched voices wear pastel-colored riding shorts.)

Shirt: Light-weight chain mail is the best material, with lots of vent holes for those hot summer rides.

Gloves: Triple-stitched soft-kaprene/polyfoam padding. Add some metal spikes and grommets above the knuckles for close-in hand-to-hand combat

movements.

Helmet: perhaps the most important piece of equipment any serious combat cyclist can wear. High-impact polymer outer shell with energy-absorbing liner. Rear-view mirror is a must. (Rumor has it the Soviets are working on a Heads Up Display (HUD)-equipped helmet, but it is still years away from your bike shop's shelf.)

Decked out in this array of body armor, the combat cyclist is ready to take to the streets.

First of all, ALWAYS wear your helmet. Studies show the probability of getting center-punched by a truck increases in inverse proportion to the length of the ride.

When on the road, take as much room as you think you can get away with. In other words, one whole lane. After all, you

pedaling motion, and being able to ward off ardent attacks by ABD's.

Shorts: Must have lots of pockets to hold all your anti-dog and anti-auto weapons. Your keys, spare chain-links, plenty of snack foods, and some tools. Must have a chamolix-lined crotch (prevents nasty chafing) and must be black. No other color is acceptable. (Only Eastern European cyclists with high-pitched voices wear pastel-colored riding shorts.)

Shirt: Light-weight chain mail is the best material, with lots of vent holes for those hot summer rides.

Gloves: Triple-stitched soft-kaprene/polyfoam padding. Add some metal spikes and grommets above the knuckles for close-in hand-to-hand combat

movements.

Helmet: perhaps the most important piece of equipment any serious combat cyclist can wear. High-impact polymer outer shell with energy-absorbing liner. Rear-view mirror is a must. (Rumor has it the Soviets are working on a Heads Up Display (HUD)-equipped helmet, but it is still years away from your bike shop's shelf.)

Decked out in this array of body armor, the combat cyclist is ready to take to the streets.

First of all, ALWAYS wear your helmet. Studies show the probability of getting center-punched by a truck increases in inverse proportion to the length of the ride.

When on the road, take as much room as you think you can get away with. In other words, one whole lane. After all, you

pedaling motion, and being able to ward off ardent attacks by ABD's.

Shorts: Must have lots of pockets to hold all your anti-dog and anti-auto weapons. Your keys, spare chain-links, plenty of snack foods, and some tools. Must have a chamolix-lined crotch (prevents nasty chafing) and must be black. No other color is acceptable. (Only Eastern European cyclists with high-pitched voices wear pastel-colored riding shorts.)

Shirt: Light-weight chain mail is the best material, with lots of vent holes for those hot summer rides.

Gloves: Triple-stitched soft-kaprene/polyfoam padding. Add some metal spikes and grommets above the knuckles for close-in hand-to-hand combat

AMT Final Exam Sign-up

SIGN-UP PERIOD: June 27th through July 17th, inclusive

ELIGIBILITY: Must have completed, or will complete this term, all the classes in: General and Airframe (Basic and Advanced) or General and Powerplant (Basic and Advanced)

LOCATION: AMT office, P-Bldg.

TIME: 8 a.m.-5 p.m., Daily

The sign-up does not commit you to taking the exams. It just registers your intention and allows us to prepare the necessary paperwork. FAILURE TO SIGN-UP within the allotted time period will mean waiting for the next set of school exams which will not be administered until late October 1985.

SIGN-UP PERIOD: June 27th through July 17th, inclusive

LOCATION: AMT Office, P-Bldg

TIME: 8 a.m. - 5 p.m., Daily

Who MUST sign-up?

1. Anyone who intends on taking the FAA's General, Airframe, or Powerplant exams given by the school on August 16th.
2. If you plan to take the FAA's exams elsewhere and do NOT have in your possession at this time a Certificate of Completion, for courses finished here at E-RAU, you must also sign-up.

1985-1986 Catalog Evaluations

The 1985-86 Embry-Riddle Aeronautical University Catalog will become effective with the beginning of the Fall 1985 trimester, August 28, 1985. With some changes in degree requirements in the new catalog, some students, by transferring to the new catalog, may be able to complete all of their degree requirements by the end of the Summer B 1985 term; however, because of the effective date of the catalog, those students will not have their degrees conferred until Fall graduation, December 14, 1985. Official transcripts showing degree completion and diplomas will not be available until after the commencement ceremony in the fall trimester.

Waiver of the requirement to be enrolled during the term of graduation will be granted on a case by case basis, assuming all of the other graduation requirements are met. Eligible students will be allowed to attend the December graduation ceremony, and their names will appear in the December commencement program. A letter of degree completion will be available on request to those students completing degree requirements at the end of Summer B. Under no circumstances will students be given waivers to attend the Summer 1985 graduation ceremony.

An official evaluation or graduation evaluation will be required and an application for December graduation must be submitted by Friday, October 11, 1985.

NOTICES

FAA Pilot Written Examinations Scheduled

Embry-Riddle Aeronautical University will administer FAA Pilot Written Examinations on the following dates:

Date	Time	Place
July 2, 9, & 16	Tuesday, 0830	H-131, GRW Complex
July 27	Saturday, 0830	H-113, GRW Complex

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 examinees will not be permitted to enter the examining area while testing is in progress.

Veterans Scholarship Available

The Adolf COORS Company is offering a scholarship to dependents of Honorably Discharged American servicemen and/or servicewomen.

- To qualify, students must meet the following criteria:
1. Students must be under 22 years of age
 2. Enrolled full-time (12 hours)
 3. College grade point average of 2.75 or better on a scale of 4.00
 4. Applicants must be first-year students in a four-year Baccalaureate program. Recognized five-year programs are acceptable.
- All applications must be complete when received by the Scholarship Program. The following are required:
- a.) A transcript of high school grades, including rank in class and standardized test results of the College Board S.A.T. or the A.C.T. test battery.
 - b.) A final first-year transcript of College or University grades and grade point average.
 - c.) The Veterans Memorial Scholarship application form completed in all sections.
 - d.) Copies of parent(s) or guardian(s) 1040's, or 1040A's or 1040EZ's for the 1984 tax year (page one only).
- Applicants are responsible for the submitting of all forms and information required for consideration in the Program. The sponsors and COORS Program personnel are not responsible for acquiring any data or forms for applicants.
- Applications are available in the Financial Aid Office. All applications and required material must be received on or before the deadline date of July 15, 1985.

Interview Sign-up Procedure

Effective immediately, the following procedure will be used for on-campus interview sign-up. If you have additional questions about the procedure, contact the Career Center.

1. A notice will be posted on the Career Center bulletin boards informing students of organizations scheduling campus interviews.
2. When feasible, sign-up dates will be established three (3) weeks prior to scheduled interview date, closing one (1) week prior to interview date.
3. Sign-up will begin at 9 a.m. in the Career Center on the opening day and will end at 4 p.m. on the closing day.
4. When the schedule is full, an overflow list will be established.
5. Individuals who sign up during the open period and do not bring in all the required paperwork by the end of the closing date will be removed from the schedule and the next eligible person on a reserve list will be contacted to fill the vacancy.
6. Scheduled appointments are not to be canceled except in extreme emergency.
7. Candidates who do not keep appointments must write a letter to the employer representative and submit a copy to the Career Center.
8. Two missed appointments will result in the loss of campus interviewing privileges.

Daytona's #1 Performance Specialists

Stocking All Major Brands of Speed Equipment

- ☆ Car Bras and Louvers on hand ☆
- ☆ Full Service Performance Shop ☆
- ☆ Used Performance Parts Available ☆
- ☆ Super Prices on standard auto parts, too ☆

Foreign and Domestic

Ask about our consignment sales for used parts—
We will sell your old stuff for you.

Action PERFORMANCE

909 Volusia Avenue 252-2632