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Embry-Riddle Aeronautical University

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AVION

An Award Winning College Publication

Embry-Riddle Aeronautical University, Daytona Beach, Florida

October 9, 1985

CLAST exam challenges test takers

By Richard S. Calvert

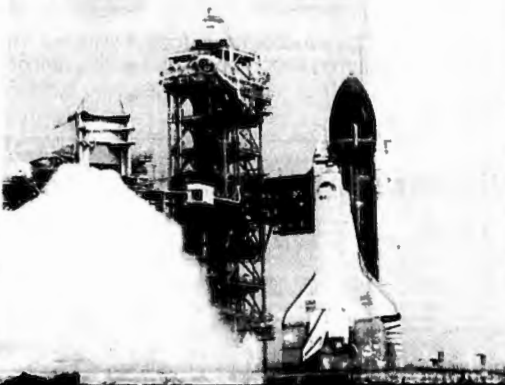
ERAU students who receive Florida financial aid are now required to take the College Level Aptitude Skills Test (CLAST) if they wish continued consideration for state assistance.

Affected are those who have yet to earn an Associate's degree, or have not completed 60 credit hours towards their selected major.

Embry-Riddle recently administered one of the required exams to a large number of students.

The test, which was designed to insure academic quality throughout the state's university and community college system covers various topics. Each section is graded on the number correct, and spaces left blank are marked wrong, so guessing was discouraged.

On the day of the test, students



Space shuttle Atlantis lifts off on its maiden mission carrying five astronauts and a payload of two military communications satellites. See Space Technology, page 9, for story, photos.

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On the day of the test, students reported at 7:45 a.m. Once the students received their test material, the essay portion of the exam commenced. The booklets listed two topics to choose from. Individuals selected the area which felt they could most strongly relate, and wrote a full introduction, body, and conclusion. Each will be graded on its content, grammar, and form.

The next section was based on reading and writing skills. In this, questions drilled students on word usage, and overall reading comprehension. This part of the exam resembled the California Test of Basic Skills (CTBS) that many might have taken in elementary school, only more college-oriented. Most test-takers appeared to finish within the allotted time frame.

After a 20 minute rest, all returned to face the computational portion. This required examinees to utilize basic mathematical theories, as well as display fundamental knowledge in computer usage. Though designed to test the all-around skills of the taker,

See CLAST, page 3

Top Secret...

Space shuttle Atlantis lifts off on its maiden mission carrying five astronauts and a payload of two military communications satellites. See Space Technology, page 9, for story, photos.

Airline chief predicts numerous corporate mergers, acquisitions

By Mohiddin Khwaja Management Club V.P.

On Friday, September 27, the Management Club, Inc., hosted Mark Morro as their guest speaker for a dinner meeting. Morro, president of the Regional Airline Association of America and president of Wings West Airlines, spoke on a variety of topics.

Among points of interest were his comments on the dual designator program and its effect on computer bias in the airline reservation system.

Morro also spoke on the problems involved with the Essential Air-Service Program and the new trend of hub-and-spoke operations. Morro said there is a problem of congestion and traffic delays at major hub airports, which is further complicated by airlines expanding their fleets, using smaller air-craft with a higher frequency of operations. He said that this would lead to future mergers and acquisitions of airlines. His one major prediction was that "Western, Northwest, or PSA (Pacific Southwest Airlines) will come under the AA (American

Airlines) code permanently in a merger."

During an informal discussion with students after the dinner meeting, Morro explained that his airline was looking for "bright, young minds — people to grow with the organization." He said that one must possess good communication skills and "be able to move around all operational areas" within the airline.

Another important requirement was that one should have "a broad area of experience" if he wants to grow with the airline.

FAA rep visit should clear ATC questions Airway program offers challenge

By Patrick McCarthy

Representatives of the Federal Aviation Administration will be on campus October 16 to explain their Airway Science career program.

The Airway Science program is a joint effort of the FAA and the University Aviation Association. The purpose of the program is the development of a model curriculum designed to meet normal university academic and accreditation requirements while educating those students interested in government aviation careers.

On October 17, the FAA will be conducting interviews for graduates interested in Airway Science employment.

According to Greg Patscheck of the ERAU Career Center, the requirements to secure an Airway Science position are "confusing, to say the least." Patscheck recommends interested students attend the FAA lecture. Also

Changes to the ATC requirement have recently taken place. The examination and application process for the ATC position is being restarted. Those who have already taken the ATC exam must retake it. "The state has been wiped clean," says Patscheck. A new roster is being compiled.

Anyone that has taken the ATC exam previously must retake it in order to qualify for the Air Traffic Control program. Patscheck says those who have taken the ATC test would be "better off to retake it under the auspices of the Airway Science degree program. This will allow the ATC exam to count for more points [towards the Bachelor of Science degree in Airway Science]."

"Unfortunately..." says Patscheck, "it isn't possible to apply the test towards both aspects [of the FAA program]. Application for the ATC

requirements to secure an Airway Science position are "confusing, to say the least." Patscheck recommends interested students attend the FAA lecture. Also available is a government-produced video tape, "The Skies of Tomorrow," which details the Airway Science program.

Patscheck requests that any student that would like information about the Airway Science program contact him at the Career Center.

In addition to the Airway Science program, the FAA representatives will be able to answer questions about the Air Traffic Control (ATC) specialist exam.

"Unfortunately..." says Patscheck, "it isn't possible to apply the test towards both aspects [of the FAA program]. Application for the ATC exam must be postmarked no later than October 30."

Patscheck will be showing the FAA film "The Skies of Tomorrow" October 10 and 11 from 8 a.m. to 1 p.m. in the rear of the U.C. Patscheck will be available to answer questions as well as be advised those with an interest in the Airway Science or ATC program attend the FAA lecture October 16 to obtain more detailed information.

Riders sponsor cycle program discounts

By Art Rodriguez President, Riddle Riders

Riddle Riders motorcycle club has just announced the creation of its Rider Education Fund (REF). The REF was created to allow Riddle Riders the opportunity to take the Motorcycle Safety Foundation's (MSF) Better Biking Program (BBP) or

Motorcycle Rider Course (MRC) free.

Through the contributions of the local motorcycle dealers, the Riddle Riders can now begin to offer these programs to their "brethren on bikes." By reserving 20 percent of the money Riddle Riders have earned through

See RIDERS page 3

John Denver advocates space evolution

By Brian F. Finnegan Senior Staff Reporter

As we wander the path to our educational destiny, our purpose may sometimes become obscured by minor events which seem to divert and even pre-empt our awareness and involvement in the world around us. Being taken hostage by next week's physics exam and recovering from the aftermath of a \$200 auto repair bill often insulates a student from the dreams that initially brought him to school. We need to continually remind ourselves of our mission and to spark our motivation.

Embry-Riddle students got a spark this weekend with the arrival of John Denver and his Learjet on Saturday. Arriving for a speaking engagement at the recently-completed Daytona Beach Ocean Center, Denver consented to place his colorfully-graphic Learjet 35 on the Riddle ramp for viewing by the student population. A dedicated humanitarian and initiator of the movement to end world hunger, Denver took a few moments to discuss his love of aviation and his commitment to the ideals of NASA and our country's space program.

"In space the answers to questions facing the whole of human kind can be found," began Denver, a recent recipient of NASA's Citizens Medal for the great support he has given them over

the last 15 years. "We've already learned so much about our planet through programs like Landsat. But NASA needs funding and we need to support them. The biggest problem is that people don't understand it [the space program] and the value we can get from it. My goal is to educate the people of this country."

Leaving comfortably against the left wing of the small, corporate business jet which he captained from his home in Aspen, Colo., John Denver's dedication became apparent. "I remember when everyone was complaining about all the money spent just to bring a few rocks back from the moon. What most people don't realize is that we have received a seven dollar return for every dollar spent to get us there," said Denver of space program-induced innovations like video and pocket calculators that have become such an integral part of our everyday life.

"There is great benefit to be gained from our work in space. It's the only time we've worked together with the Soviet Union." On his own personal plans to go into space, Denver freely acknowledges, "I'd like to go up. I'm actually responsible for the initiation of the Citizen in Space program." He considers his chances a "real possibility." "I think I'm the best man for the job," remarked



John Denver relaxes next to his Lear 35, Windstar 1, after arriving at the ERAU ramp, the Colorado balladeer, "because of the way I can articulate the experience through my public appearances and through my music. People don't understand the connection between our work in space and the benefits to earth. With understanding will come the public support and funding which is so important to NASA's future. My goal is to help that understanding and generate citizen support for

See JOHN, page 2

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Aviation photo by Steve Cugler

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Editorial

'Big Picture' needs civilian aviation

The visit of John Denver's Lear 35 to the Riddle Ramp this weekend provided the campus with a refreshing departure from the military hardware usually displayed there. All too often we equate static displays on this campus with tactical warplanes. This is certainly a one-dimensional view of the aviation world.

The field of aircraft production may well be dominated by military contracts, but the operations of civil aviation are certainly more visible to the general public. We may be awed by the latest military technology from General Dynamics or McDonnell Douglas, but the general public is more aware of the decades-old airliners that carry them on their yearly vacations.

Civil Aviation does not mean old technology, however. The Venerable DC-9 in its upgraded MD-80 version is equipped with heads-up-displays similar to those found in fighter aircraft. Boeing's 757 and 767 have the latest in CRT avionics to ease the workload of their two-man crews. New corporate aircraft designs such as the Beechcraft Starship I utilize composites for improved performance. Improved turbofan and propfan engines employ the newest technologies to squeeze extra mileage out of every fuel dollar.

These applications of technology are less visible but no less viable than those of the F-15, F-16, or B-1. Civil aircraft are using technology to stay competitive in a changing world. This is reality.

Should we have fewer military aircraft on display? Certainly not, we have nothing against the military. Many students pursue military careers and find them rewarding. The recruiters responsible for scheduling static displays are doing an excellent job of representing their services. The point is, this is not a military institution, and we need to work for displays of civil aircraft to remind ourselves of that fact.

The military initiate campus visits of high-technology aircraft in hopes of recruiting individuals into the service—a very attractive incentive. This same incentive is available to aviation manufacturers. Corporations interested in hiring Riddle graduates need to be informed about the powerful recruiting power a static display can have.

Campus clubs and organizations are the ideal ambassadors to attract civil aircraft displays. Past efforts of campus clubs to sponsor corporate aircraft displays have been rewarding to all involved.

Continuing these efforts by actively seeking aviation companies to display their civil aircraft will provide Riddle students with a well-rounded exposure to the entire aviation world.

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"Oh sure, I just love midterms. In fact, they're my favorite pastime outside of watching soap operas and eating refined sugar."

Citizens group watchdog for waste

By Jack Anderson and Joseph Spear

WATCH ON WASTE: Despite the Pentagon's assurances to Congress that it is changing its wasteful ways, the toll of eye-popping extravagance in spare-parts purchases continues to mount. Here are some

recent shockers uncovered by investigators for the Senate Committee on Government Affairs, chaired by Sen. William Roth, R-Del.

— The Defense Department paid McDonnell Douglas \$2,043 for a plain round nut, which could have been bought at any hardware store for 13 cents, and

\$145,950 for a standard computer printer that should have cost \$28,840.

— Gould Simulator Systems was paid \$456 for a half-inch socket worth \$1.49, and \$599 for a pair of drill bits worth \$1.69. Gould was also paid \$652 for a tool box that retails for \$11.67.

— Sperry Corp. was paid \$243

for a circuit breaker that could have been purchased for \$11.10.

— Hughes Aircraft was paid \$192 for a 48-cent fuse.

If you would like to help control this outrageous waste of your tax dollars, write to Citizens Against Government Waste, P.O. Box 1000, Ben Franklin Station, Washington, D.C., 20044.

Taxpayers 'trip' over government

By Jack Anderson and Joseph Spear

ing up the bills for posh ocean cruises taken by government employees. We'll have no memories of the captain's table and moonlight stroll on the promenade deck — only a slow burn as we realize how some federal workers have been abusing the official travel regulations.

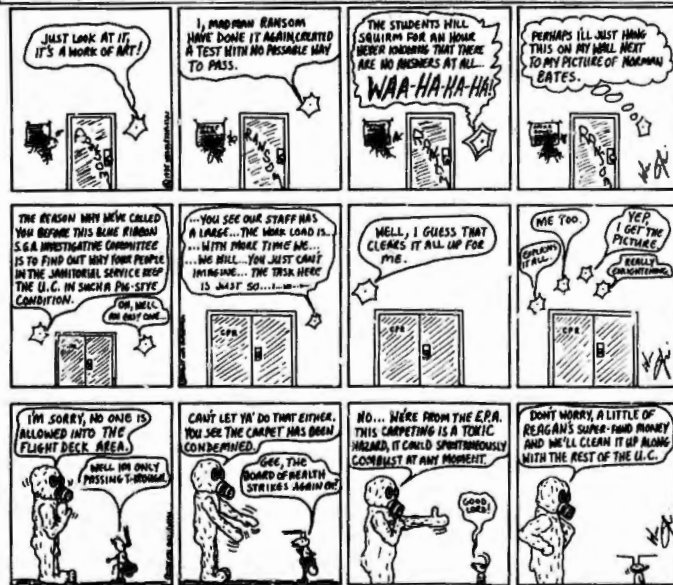
What you may not realize, though, is that all of us are picking up the bills for posh ocean cruises taken by government employees. We'll have no memories of the captain's table and moonlight stroll on the promenade deck — only a slow burn as we realize how some federal workers have been abusing the official travel regulations.

You may remember last year's revelation by the General Accounting Office that a U.S. Information Agency employee had stretched the rules to include a \$14,440 ride on the Delta Queen up the Mississippi for himself and his family on their way home from Uruguay. Rep. Jack Brooks, D-Texas, was incensed by the disclosure. He asked the GAO to do more research on the extravagant home-leave travel that some USA and State Department employees seem to think is a perk of their jobs.

Travel records reviewed by our associate Tony Capaccio show that 120 State and USA employees and their dependents booked passage on the Queen as part of their government-paid trips between assignments. The total cost of these leisurely ocean voyages came to \$299,305 — first-class at the way, or course. The cost of airline tickets for the same journeys would have been about \$11,000.

Klyde Morris

was oleszewski



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The auditors found that in fiscal years 1982 to 1984, the two agencies spent \$556,232 on ongoing travel for 260 employees and dependents. That was roughly four times what it would have cost to fly.

The line investigators also found that the Delta Queen wasn't the only floating royalty favored by the agencies' byarites. A favorite means of traveling to or from home seems to be the Queen Elizabeth II, pride of the British passenger fleet.

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the avion

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The Avion Editorial Board members are: Patrick W. McCarthy, Gordon F. Crago, James Banks, The Van Milligan, and Richard Calvert.

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John Denver visits campus, dreams of Shuttle trip

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the space program."

With regard to the military in space, Denver notes, "Of course I'm concerned about Star Wars, but no matter what we are doing there will always be the military aspect that must be dealt with. Through my music I hope I can help bring the world together."

Through his many and varied encounters with people the world over, Denver found young people questioning the importance of continued formal education. "Some people are asking themselves the value of going to

school. Asking why they should go. I hope that our future in space will provide the catalyst to help people realize the opportunities that space presents."

John Denver has about 1000 hours as pilot-in-command of his Learjet and "a few thousand" hours total time. He also owns a Cessna 210 which is based in Aspen and a totally restored Waco UB2F in Scottsdale, Ariz. He recently received his flight plane rating.

In addition to his aviation and space involvement, Denver oversees the operation of the Wladus Foundation, a college-credited institution which studies alternative power sources

available through solar and wind applications. Located in Snowmass, Colo., the foundation also researches

"In space the answers to questions facing the whole of human kind can be found."

— John Denver

vegetable and fish propagation in plastic domes, the end result being the production of the largest yield from the least resources.

"John's tie-in with world hunger is one of his strongest suits," said Learjet co-captain

Dale Tolbert. Denver's ultimate goal is to "educate and show people how to raise food without using massive quantities of land

and a year in Vietnam. On the topic of corporate flying, Tolbert was philosophical. "While the airlines have their

Also aboard the Windstar I Learjet was Director of Maintenance Jack Muldoon. It was Muldoon's familiarity with ERAU that ultimately led to the decision to park on the Riddle ramp. Muldoon explained that the trip from Aspen took 3 hours, 25 minutes and they were anticipated to park on the Riddle ramp. A 1963 graduate of the Academy of Aeronautics at New York's "Guardia airport, he has been a Windstar for eight years. One of his first tasks upon arriving at the Arapahoe Airport-based Windstar was to develop the FAR Part 121 manuals required if supplemental air carriers use FAR 135.2 for commercial operations. When Windstar is shuttling John Denver around it is available for charter.

As the Director of Maintenance, Muldoon monitors all of the Lear's systems and performs all of the inspections. The jet currently has 4122 hours on the 10-year-old airframe and "about a hundred hours less on the engines." The engines are Garrett AIResearch TFE 731-2B turbofans: extremely quiet and fuel efficient. Local mechanics are hired on temporarily to complete major inspections and modifications.

Arrangements to accommodate John Denver's Learjet happened just two days prior to his arrival. Cooperation between Flight Department Chairman Paul McDuffee, Director of Security Bob Walters and ERAU Public Relations Director Ron Marlar was indispensable and readily provided. Round-the-clock security was provided by the ERAU security guards and student secret to the ramp for close inspection of the Learjet was granted. The Avion wishes to thank all involved for their

TRIP

(continued from page 2)

Here are some cases of abuse: — A State Department employee took six dependents home to Spokane, Wash., from India by plane, but decided to complete the family's circumnavigation of the globe on the way back. They flew to New York, hopped the QEII for London, and flew from there to India. The cruise on the Queen cost \$18,407; New York-London airfare would have been \$4,732.

— Another employee and his wife flew from his post in Pakistan to Bangkok, where they embarked on a 19-day cruise aboard the QEII to Hawaii, then flew to Los Angeles for home leave. The Pacific cruise cost \$15,000; the couple could have flown all the way from Pakistan to Los Angeles for less than \$2,800.

— An employee and three dependents, going home from Madagascar before transfer to

Bombay, took the Queen Elizabeth from Southampton, England, to New York. It cost \$10,718 for that leg of their trip; airfare would have been less than \$2,400.

The trouble is, of course, that while the official regulations encourage employees to take the cheapest and most direct route, the rules do not prohibit travel by sea. That's enough of a loophole for some of our luxury-loving civil servants.

RIDERS

(continued from page 1)

maintaining the club can continue to offer this program so long as there is a need.

The monies will be made available on a first-come first-served basis. The only stipulation is that an applicant must be a student, faculty, or staff member of Embury-Riddle.

Riddle Riders urges all motorists to take advantage of the RREE as well as the Parking Permit Program (PPP). The PPP was designed to reward Riddle motorists who take either of the MSF's rider education courses with a free 1986 motorcycle parking permit.

For more information regarding the Rider Education Fund, the Parking Permit Program, or Riddle Riders contact Riddle Riders through Student Activities.

unions, we have each other. If we don't take care of each other, we're all going to lose. You always have to be ready to learn from everyone. No matter how much time a pilot has, if he stops learning he's dangerous."

Tolbert could not emphasize enough the importance of safety in the cockpit. Eyes narrowed and intent, his message is for all Embury-Riddle students: "Do not ever stay in an airplane that is flying with Buck Rogers in a U2. If it unsafe-get out. You're worthless if you're dead." He said any company that is willing to go out and spend a million and a half dollars on a plane to fly the boss and his family around is going to go the extra distance to find the safest pilot they can.

Echoing familiar processes for finding work in the corporate arena, Tolbert placed "getting out and meeting the people" tops on the list. "Introduce yourself to the secretary and tell her you would appreciate an opportunity to meet the chief pilot. Go see them, shake their hand and let them meet you. With the airlines, file an application every month. I know it is a lot of paperwork, but that's what you have to do. Pretty soon your folder will be big and the secretary will have to do something with it. She'll pass it on upstairs."

CLAST

(continued from page 1)

this section maintained a heavy concentration on Statistics and Logic applications. As students finished the four hour exam, many were frustrated at the apparent weight placed on the Logic and Statistical areas. Comments from students: "It just

didn't seem fair; it was supposed to test your overall skill, and in the Computation section, every time you looked you were answering another Statistics or Logic question. How can you possibly pass the test if it is so involved?"

Following the exam, students were asked to fill out a questionnaire about the test. According to one of the administrators, results of the survey will be released in several months after the individual forms have been considered.

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Riders

Motorcycle Club
By Art Rodriguez
President

Another Motorcycle Safety Day is under our belt. Overall the event went well. The few rough edges will be smoothed over before our next safety day in January.

I would like to thank Beach Yamaha, Kawasaki of Daytona, Personal Cycle Service (Moto Motors), Robinson Harley-Davidson, and R.C. Hill's (Honda and Suzuki) for their motorcycle displays. Also, the presence of the Program Administrator for Volusia County's rider education program was appreciated.

The skill course was set up for 15:00. More than one hundred ten people to be evaluated. Those who dared to challenge the course

found it much harder than it looked. As a matter of fact, with three or four people expressing sincere interest in our rider education courses the day should be considered an unqualified success.

Finally I would like to thank the club members who donated their time to make the safety day work.

The ride to the Kennedy Space Center was cut short, therefore we will be rescheduling the trip for November. On the 2nd of November, we will have our 2nd Annual Road Rally. Stay tuned to this column for further details.

Coming back to October, we are selling German sausage and sauerkraut at the Oktoberfest this weekend. Next weekend we will be paddling down the Halifax

River with the rest of Embry-Riddle.

Our meeting will be held on the second and fourth Tuesdays of the month. The time will be 1900 hours; the place will be C.G.O. 7. Come by to see first hand that motorcycles can be civilized when in a large group.

I have seen too many motorcycles camped with bald tires. Considering that only those two patches of rubber contact the road, it should be apparent that those of you with bald tires are looking for an accident, and it will not take long for one to find you. Should any motorcyclist not be sure about their tires or any other component of their bike, contact Riddle Riders and we will provide you with the information necessary to correct any deficiencies. Let's make safety second nature.

ROA

Reserve Officer's Assoc.
By C/Plt Dan Sheenaker
Public Affairs Officer

October is going to be a busy month for ROA. We have several events coming up this month to keep the members busy and to entertain them as well.

With the Riddle Regatta approaching fast, the creek ROA design and construction crew is working hard on building a winning raft. All is going very smoothly and team members are licking their chops at the prospect of winning the Regatta, or at least beating the heck out of Arnold Air. Today, the Halifax tomorrow, who know?

Father Morris' food drive will

be continuing through this month. All non-perishable food items may be brought to the AFROTIC Detachment. There is a box for the food at the top of the steps to the upstairs office. This food drive is very important, so please give.

October holds a number of social events in store for members. A Pizza Party is currently in the works for this month. More information will be given on that when a date, time, and place are decided upon. ROA is also planning to sponsor an Inter-Service Commander's Call. All Air Force and Army ROTC cadets, Marine P.L.C.'s, and Naval Aviation Club members are in-

cluded at this event, which will be held on 18 October, 1985. Finally, there will be a Joint ROA/Arnold Air Halloween Party on 1 November, 1985. We are currently looking for people to help organize and execute the party. Anyone interested should contact Yvette Navarro.

After our resounding victory over Arnold Air in the Ultimate Game last spring, we're ready to give them another try. We figure it's the least we can do after their humiliating defeat. Besides, our curly-fingers are starting to get rusty. The ball's in your court, Arnold Air. Now it's up to you. Well, that about does it for this week. If you have any questions, you can get in touch with me; my box is #34. Until next week...

Vet's Club

Vets Club Writer
By Lisa Doyle

"WE GOTTA REGATTA!" is our motto for the next few weeks. Yes, folks, it's the Thirtieth Annual Embry-Riddle Veterans Association Riddle Regatta, to be held on October 19, 1985 on the Halifax River. I'm sure that you have heard about this event, but for those who haven't here's some details:

— First of all, everyone's welcome! Race begins at 12 noon, and takes about an hour to finish.

— Festivities (as race finishes) at the Yacht Basin, include a live band, awards ceremony, food and beer, and the ERAU Spirit and the Bud Light Sprint races.

— Anyone can enter, provided you're over 17 and can swim, whether it be an individual entry, or a two, four, or five-to-eight person team. See posters and other information posted in the Student Activities Center for details, rules, and entry forms. Or call Bill or Kathie Thompson at 761-3096.

— Benefits for this year's race are going to We Organized Against Rape (W.O.A.R.), a volunteer non-profit organization which educates all ages, especially children, in prevention and assistance of rape crisis situations. They've founded Rape Crisis and Child Sexual Assault Hotline (235-RAPES) and are pursuing the development of a Rape Crisis Center here in Daytona Beach.

— So, please support this cause and come on out and join us! I've been informed that the Vets Club Team has begun engineering and construction of our nautical propulsion device, so look out!

— An different note, I'd like to extend an ongoing welcome and invitation for people (Vet or not) to come to our meetings which are usually held on Fridays at 7:30 p.m. in the CBR. There will be one this Friday, October 11 and another the following Friday, October 18, so come and see us! The meeting is informal and there's never an obligation unless you care to join us. One thing is

sure: we always have enough money to have two or three large events per trimester, like camping parties (we're famous), and we're now kicking around a Dixie Queen cruise. We're a sizable organization so the possibilities are endless.

Speaking of parties, we had our We're Aboard party a few weeks ago. It got shifted around a little bit between locations, but in the end I know everyone got full of pig and beer. However, some of us worked most of it off playing volleyball.

One last thing I'd like to mention is that there seems to be a trend lately for cooperation in getting some starving people fed in the neighboring areas. We're joining the effort by conducting a food drive, in conjunction with Father Morris', where we ask people to bring a food item to the meeting and help these people eat. I know you don't think of carrying around cans of Campbell Soup when you're going out for the evening, but you have food in your stomach and spare money in your pockets, so think about someone else who doesn't. Hope to see you Friday!

AXA

Lambda Chi Alpha
By Alan E. Williams
Vice President

This week was another busy one for the men in the green and gold. It all started at 1 p.m. on Sunday afternoon when the men of Lambda Chi Alpha met Alpha Eta Rho on the gridiron. It was a tough game but thanks to the superior efforts of our defense led by Paul Maci and the drive of our offense provided by Steve Barton, John Restaino, Bob Flynn, Bob Ricci and Matt Maranto the choppers of Lambda Chi rolled on to a 19 to 6 win against Delta Chi.

The excitement of the game on Sunday was carried over to our informal meeting on Monday. We had the privilege of having an Alumni Brother from another chapter, Ed Rodriguez visit us. We also received a good report about our Chapter Consultant visit from John Restaino.

Tuesday night saw the association of four more fine men, Ken Council, Bob Westerbeek, Pat

Wolfe, and Tom Hopkins. This brings our total number of associates to 22 men and a total active membership up to 50.

If you haven't already checked out why the Lambda Chi Experience has caught these 50 men as well as 175,000 others through out the United States and Canada, do it now.

Come by our meetings on Monday at 7:30 p.m. in W-306 or just stop someone in our green and gold shirts and ask why we are called the Fraternity of Honest Friendship.

On Wednesday night, Louis's Pizza was again invaded by the green and gold. One must wonder how they can keep up with the huge appetite and unquenchable thirst of this crowd. But to those great workers at Louis's who take care of us every Wednesday at 7:30 we say "This Coke is for you."

Friday, October 4, 1985 was the date of the largest invasion in E-RAU history. They came alone and in groups, riding in their per-

sonnel ca. uers. They hit the hill and caught the weeds and finally reached their objective only to find out that they had been betrayed. There was no battle but instead there was Lambda Chi's first Rambo Party. One could say it brought out a little of the Green Beret in all of us.

Brothers, associates and prospective should be looking for Jay's social ideas for the upcoming week's social event. It should be posted by Wednesday on the board.

As a new weekly part of my column, I will ask a question about the fraternity. The first three (3) people that contact me with the correct answer will win a prize. This week's question is: "Name the three standing committee's in the fraternity, who chairs the committee and what officers are on the committees?" Good luck to you all!

As you can see, Lambda Chi does a lot every week. Don't miss out on the fun of a Fraternal Experience. Come see us and learn and grow with the Lambda Chi Alpha Experience!

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L5

By Jim Banke
L5 Vice President

The next meeting of the L5 Aerospace Society will be held tonight (Wednesday) at 7:30 p.m. in room E-611.

At tonight's meeting you will spend most of our time discussing our plans for the Ven's Club sponsored Riddle Regatta on Oct. 19. We will also spend some time talking about the new Model Rocketry division of L5.

This spacemodelling concept is one of the exciting new things happening with L5 this Fall. Many of our members enjoy this hobby and the officers think it's a great idea for our organization to pursue. The Model Rocket division will build, launch and compete with their space models for the rest of this year.

Aerospace Society

Sometime next Spring, L5 will sponsor a model rocket competition that will be open to all Embury-Riddle students. Joining L5 now may give you a head start to winning next year.

Our biggest news for this week is to let you know what a great week Spaceweek was last week. Each of the day's events were well attended, and everyone seemed to enjoy themselves. We hope most of the students were aware of our events, and that those who attended some activities have learned some things about the space program. You can be assured that Spaceweek will return next year and will be bigger than ever.

All of the Spaceweek committee members who were involved with the planning and coordinating with various events did

an outstanding job.

The week's highlights were that L5 sold a record number of laser prints and brought 63 students on a tour of the Kennedy Space Center. The visitors saw the IMAX film *The Dream is Alive*, and had an up-close look at the Space Shuttle *Enterprise*.

The high demand for laser prints have prompted the officers to announce that the beautiful laser prints WILL be on sale again before Christmas—probably the week before finals. Save your money now and then take care of your Christmas shopping right here in your own U.C.

The main events for the rest of this Fall will include the Regatta, a shuttle launch later this month and then again in November, some pizza/movie nights at Mr. Gatti's, and a few other surprises. Join us tonight at our meeting to get involved.



Members of the L5 Aerospace Society stand by the Space Shuttle's orbiter *Enterprise* on their recent visit to the Kennedy Space Center, concluding a very successful Spaceweek.

Clubs & Organizations
You have a one day extension for articles submitted on diskette. Regular Club article deadline is Thursday at 4 p.m.

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You can submit an application as soon as you've completed your sophomore year in college. If you think you're good enough to join the best in the nuclear field, find out. Call the Naval Management Programs Office for full information.

Lieutenant Mike Boyer
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Lieutenant Mike Boyer
1-800-343-7108

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Army ROTC

By Gen/Capt. Laura L. Skamra
Army ROTC

"ATTITUDE CHECK!"
Shouted the MS IV (senior) TAC Officer, "Somebody BETTER catch me down!" the MS III's (junior) cheered back in unison. "MS III's, get into a good prone firing position!" "ARGHHH!" the cadets growled ferociously as they crawled behind trees, lying in the prone position for protection. When the command was given, the cadets rolled out of their positions and ran for five covers in 3 - 5 seconds, shouting "I'm up, I'm moving, I'm seen, I'm down!" After they reached their second destination and resumed a good prone firing position, providing cover for their buddies, they shouted, "I'm set!" indicating that it was safe for their buddies to make their move. In addition to 3 - 5 second Buddy rushes, the MS III's received hands-on training in low crawls and high crawls last week in Leadership Lab.

In a quest to prepare the MS III's for the 1986 Army ROTC

Advanced Camp, they are receiving rigorous training to meet the camp standards. Evidence of this training can be encountered on campus at 6 a.m. on Tuesdays and Thursdays as the cadets do conditioning drills and sledge jodies while they run in formation. Last Thursday, 26 September, the MS III's were given the Army Physical Readiness Test (APRT). Only three cadets met the maximum standards of camp. Cdt 2nd Lt Brian E. Westphal, Daniel V. Ferracello, and Jonathan P. Russell pumped out 69 push-ups and sit-ups and ran two miles in 13:05. It is quite an accomplishment to be in such good physical condition on this early in the semester. Keep up the good work!

Physical Training (PT) uniforms will be required for all cadets this year. Uniformity among the ranks is essential in the military. Not only will Army ROTC cadets receive good physical training, the sharp looking uniforms will highlight uniformity in the corps. The black T-shirts are priced at \$5.15,

and the yellow shorts are priced at \$6.75 for a total of \$11.90. Cadets are to turn in their money to their respective class leaders. MS III's are to give their money to Cdt 2nd Lt Leslie Williams and William Cook. Cdt Capt Jeffrey Burrell will collect the money from the MS IV cadets.

Army ROTC cadets are urged to participate in their year's Ride Regatta. There are sign up sheets on the front bulletin board for those cadets who are interested in participating in raft construction and/or rowing team. There is also a sign-up for cadets willing to participate in the parade before the race by either riding a motorcycle or driving a car.

Last week Army ROTC got approval for the Association of the United States Army (AUSA) charter. Support is desperately needed to uphold the AUSA. Army ROTC cadets are urged to join. The dues amount to \$17 a year. Interested cadets should turn in their money to Captain McChesney whose hard work turned AUSA into a reality at ERAU.

The question of the week is: "What is a sky pilot?" Answer: Army slang for a chaplain.

Flight Team

By Joe Platina
Correspondent

The Precision Flight Demonstration Team would like to congratulate the team members chosen to compete in the accuracy landing competition: Colin Askew, Steve Doolson, Joe Macianori, Phil Proctor, Carlos Roque and Buck Wyndham. These members were chosen due to their demonstrated ability of accuracy landings and practice.

The method of scoring, taken from the N.E.F.A., official rule book, is as follows: (a) All aircraft shall be judged on the basis of a constant angle of approach, that is, one in which no rapid or radical change in attitude of the aircraft is made; (b) A target line will be marked on the runway, a safe distance from the approach end. A white line

will be placed 100 feet short of the target line and another line 200 feet beyond the target line; (c) All landings within the white lines will be scored at the actual distance in feet from the target line where both main gears touch down and remain firmly on the ground, except for a cross-wind landing which shall be scored where the upwind wheel first touches down and remains firmly on the ground; (d) Touching short of the first white line or landing beyond the second line shall result in a penalty of 400 points for that landing. The actual distance shall not be measured; (e) If an airplane bounces short of the target line and touches and stays at a point closer to the target line, the measurement shall be made to the point of touchdown farthest from the target line; (f) Each pilot will have 3 chances, the first landing

will be practice only. The best flying distance, in feet, for the last two landings shall determine the winner; (g) Use of power on the power-off landing after starting the turn to final shall result in a penalty of 300 points. Failure to add power when obviously necessary to execute a safe landing will result in disqualification.

Among other events the Flight Team will be working along with Scooters Pizza in the promotion of the team. Be sure to look for Scooters extra savings coupons which may be obtained from a Flight Team member.

A reminder to team members: this Sunday's practice will concentrate on the message drop competition. Pilots and dropmasters will be chosen for this event after practice.

Mr. Van Brober will be working closely with team members competing in the computer accuracy event, along with the other numerous ground events.

Lacrosse Club

By Eric White
President

Over twenty-five players strong, the Lacrosse Club looks as though it will have a good showing this year in the Florida Lacrosse League. Dave Kent and I spent six hours in Orlando during the last week of September attending the annual league membership meeting. The ERAU team was accepted into the league, and I feel that we will be a strong member for years to come. One of the main concerns at the meeting was the matter of referees for the home games.

Under a new policy adopted at the meeting, each referee will receive \$30 per game (with two

refs per game). The team is looking for several with refereeing experience, preferably, but we will consider others. Interested people may drop notices in our student activities box.

The first two practices showed that we will have a lot of talent this year with several returning players and many new ones joining the team. Although many individuals haven't played in months, I'm sure that with a little work their stick work will be back to the high caliber that they are used to.

We practice on Tuesdays and Thursdays at 5 p.m. in front of the U.C.

The team will be playing its first game in an invitational tournament in Gainesville, around the middle of November. All our home games will be played in front of the U.C. beginning at the end of January, 1986. Our schedule for this season is:

Key - Away - Home
Nov 23 Inv at U. of Florida
Jan 11 Fla. State at 2:00 p.m.
Jan 18 Fla. State at 1:00 p.m.
Jan 20 Fla. State at 1:00 p.m.
Jan 26 Fla. State at 1:00 p.m.
Feb 2 Inv at Orlando at 12:00 p.m.
Feb 9 Inv at Orlando at 12:00 p.m.
Feb 16 Lacrosse Jammin' on Palm Beach
Feb 23 Lacrosse Jammin' on Palm Beach
Feb 28 Inv at Tampa at 1:00 p.m.
Mar 7 Inv at Tampa at 1:00 p.m.
Mar 14 Inv at Fla. at 11:30 p.m.
Mar 21 Inv at Tampa at 1:00 p.m.
Apr 5 Inv at Tampa at 1:00 p.m.
Apr 12 Inv at Tampa at 1:00 p.m.
Apr 19 Championship game in Orlando

Scuba Club

By Mark Berry
President

The ERAU Sport Scuba Diving Club held an ice-berking barbecue on Saturday, September 21. Ten members dove 120 feet to the bottom of Blue Springs while non-certified members snorkeled in the (year round) 72 degree water.

Members who attended our first club event of the trimester include Mark Berry, Tonya Pridemore, Alfonso Campalans, Allen Berg, Jim Cieplak, John Gerty, Guy Riccardo, Stuart Bailly, Beth Tilly, Frank Reiner, Brad Maxwell and Jim Atwell.

Sunday, October 1 was a successful offshore dive trip to West Palm Beach. Although the waves were a little strong for a few club members' stomachs, most divers enjoyed two drift dives (to natural reefs at a depth of 70 feet. Special thanks to Jim Atwell for organizing this adventure.



Scuba Club members enjoy a barbecue at Blue Springs.

Sunrise Aviation

Ormond Beach Municipal Airport

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AFROTC

By Capt. Joe Muckie
Public Affairs

This Fall trimester is going to be by far a very ambitious and rewarding season for the Gill Robb Wilson Squadron of the Arnold Air Society.

To begin with, the society plans to start a tutoring program for all interested cadets in the AFROTC program. The program is designed to help cadets in the

fields of engineering, computer science and the aeronautical sciences. Also, the society plans to have a food drive for the Campus Ministries which undoubtedly should be very successful.

As for upcoming events, cadets are reminded of the aerobics run being held at Mainland High School on October 5 at 1000 hours. On the weekend of 12 October, the society will be selling popcorn during Oktoberfest.

As for the Pledge Program, the pledges are getting a real test of what pledging for the Arnold Air Society is all about. At the last meeting they received their first of many quizzes. The class started with 18 pledges and is now down to 13! Hang in there guys! The class has started their project for the squadron which consists of raising money for the National Bid, and so far \$150 has been raised. Keep up the fine work guys and good luck in the pledge-guy!!!

Management Club

By Mohidin Khwaja
Vice Pres., Marketing

The Management Club strongly encourages students from all areas of aviation education to take active part in the club's activities. Our purpose is to expose

our members to the real world of aviation by having top-level aviation managers and give you a chance to establish both social and business relationships.

Some of our future guest speakers will be the Chairman of the Board of Northwest Orient

Airlines (November 22, 1985) and the Vice President of Planning, American Airlines (December 6, 1985).

The next general membership meeting will be held on Monday, October 14, 1985 at 7 p.m. in the CPW. We look forward to seeing all members there.

Brown takes over Engineering Dept.

By Sabrina Petchel
Avion Staff Reporter

Dr. Robert Brown was recently appointed Dean of the College of Engineering and Aviation Science. He will hold this position for approximately one year. Dr. Brown explained that the

department is proposing a change in the Management and Computer Science curriculums. There are new plans to split the computer program into Computer Science and a new program, Computer Information Systems (CIS). The Management Department will direct CIS. A minor in

CIS is thus possible for those pursuing a degree in Management.

Dr. Brown received his Masters in Physics and Mathematics from the University of Lowell in Massachusetts and holds a PhD in Physics from the University of Connecticut.

French Club

By Bob King
Faculty Advisor

The French Club is alive and well, and off to a busy start. On Friday last week, the officers of the French Club met to discuss their activities for the Fall term. First up on what looks to be a crowded schedule is a club meeting for this Friday evening at 7 p.m. (Since the location was not fixed at time of writing, you should contact Mehdi Alaoui - box 2234 - or Bob King - ext. 1191.) After club

business, there will be a movie. Club business will include two major events now being planned. The first is a volleyball tournament for all clubs and organizations, tentatively set for Saturday, November 2. The 2nd activity to discuss is our participation in International Day scheduled for November 16. We plan to have a display for France, as well as for other Francophone countries. This was a big success last year, and we expect the same this year.

Other club plans include visiting local high schools to talk about French, France, and other Francophone countries. Lots of activities planned for this term, as you can see. So if you speak French well, come out and see us. If you want to call you rusty French, come see us. If you want to find people from all over the globe, by all means come see us. Remember - meeting and movie this Friday evening, October 11, at 7 p.m. For the location contact Mehdi Alaoui at box 2234 or Bob King ext. 1191. L'et miss it! A bientot.

ΣΦΔ

Sigma Phi Delta

By Thomas Rau
Historian

I hope that by now everyone is aware of the joint Sigma Phi Delta - Theta Phi Alpha California Surf Party scheduled for this Friday. This party will be open to all students and for the small price of a three dollar donation you are entitled to free refreshments for the rest of the night. To ensure that everyone gets in the proper mood there will be a "Best Billini" and a "Wildest Shorts" contest.

Unfortunately, last Friday's professional event had to be cancelled. We all hope that Gary can get it rescheduled soon. Looking into the magic crystal ball I see that last Saturday's car wash went over well. Just one more to go and we're finished for this trimester.

The house repairs are coming along slowly but surely, the south house should be ready for a new coat of paint on schedule. There are still a few things left to do in and on the north house, hopefully these will be the last major

repairs we have to do until we start construction on the new cable. It looks like the garage is going to be rebuilt as fire wood this winter, well, at good (and bad) things must come to an end.

Tony is finally starting to do something, namely getting us all ready for Greek Week. Unfortunately for Tony, his partner for the Regatta, Jay, is out of action, better luck next year. The Topo-war team is getting in shape, hoping to win again - making it four years in a row. The chorus is being modified and should be better than ever. Read it and weep Steve, four articles in a row.

Life of Muhammad outlined from his birth to death

By Bald Bahi
MSA

Who is this man? He was nothing more or less than a human being. But he was a man with a noble and exalted mission - and his unique mission was to unite humanity on the worship of "One - Only God" and to teach them the way to honest and upright living in accordance with the laws and commands of God. He always described himself as a messenger


and servant of God, and so indeed every single action, saying, and movement of his proclaimed him to be. His name was Muhammad - peace and blessing of Almighty God be upon him - and he accomplished all these wonders in the unbelievably short span of 23 years! Muhammad was born in Mecca, Arabia, in the year 570 of the Christian era. His father "Abdullah" died six months before his birth, and his mother

"Amina" died not long after his birth. His grand father "Abu-talib" took care of him until he became twelve years old and let him work as a shepherd. At the age of fifteen he traveled with commercial supplements to North Syria and South Yaman. He married "Khadija" when he was 25; however, she sent her uncle to ask Muhammad about the marriage - from what she heard and watched his truthfulness and honesty. He used to spend some nights in the cave of "Hira",

when Gabriel - an angel - delivered the great message of Islam. When he died after 63 years the whole Arabian peninsula had changed from paganism at 3 idol worship to the worship of one God; from tribal quarrels and wars to national solidarity and cohesion; from drunkenness and debauchery to sobriety and piety. Human history has never known such a complete transformation of a people or a place before or since! The Encyclopedia Britannica

calls Muhammad "The most successful of all religious personalities of the world." Bernard Shaw said about him that if Muhammad were alive today he would succeed in solving all those problems which threaten to destroy human civilization in our times. Thomas Carlyle was simply amazed at how one man, single handedly, could weld warring tribes and warring Bedouins into a most powerful and civilized nation in less than two decades.

Indeed no other human being ever accomplished so much, in such diverse fields of human thought and behavior, in so limited space of time, as did Muhammad. He was a religious teacher, a social reformer, a moral guide, a political thinker, a military genius, an administrative colossus, a faithful friend, a wonderful companion, a devoted husband, a loving father, all in one. No other man in history ever excelled or equaled him in any of these difficult departments.




ERAU

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SPACE TECHNOLOGY

Orbital Inclinations

KSC's security threatens future of STS programs

By Jim Banke
Space Technology Editor

Usually I am filled with great enthusiasm about the space program and am very optimistic about the future of NASA's efforts in space. I am looking forward to a career where I may have the opportunity to tell others what is happening in space.

Unfortunately, I have seen some things this past week which, if carried to a worst-case scenario, would destroy NASA's space program as we know it, and certainly push the Space Station back another decade or two.

This past Thursday, the orbiter Atlantis lifted off on a Department of Defense (DoD) mission. While great efforts were made to keep the launch time and mission payload a secret, similar efforts to insure the security and safety of the crew, innocent bystanders, the Space Shuttle and Kennedy Space Center (KSC) facilities, were not as complete as you might think.

Absolutely no extra security measures were evident at KSC last Thursday for this military launch. The



NASA: Atlantis performance solid

Orbiter's top secret maiden flight a Department of Defense success



By Jim Banke

The Space Shuttle Atlantis lifted off last Thursday morning carrying a top secret Department of Defense payload and a crew of five. Atlantis returned to Earth Monday, landing at Edwards Air Force Base at 1 p.m. EDT. Mission duration was four days, one hour, and 45 minutes. Atlantis' maiden flight lifted off flawlessly at 11:15:30 a.m., marking NASA's first Space Shuttle to launch without any kind of delay. All Shuttle missions before this were each delayed for technical or weather related reasons.

Interest in the second DoD flight, mission 51-J, was not as intense as the first military Shuttle flight. The nature of press personnel was down from other

The DoD five-man crew was commanded by Air Force Colonel Karol Bobko. A veteran Shuttle pilot, Bobko has flown previously on STS as pilot on the maiden flight of Challenger, and as commander on mission 51-D. He is the first astronaut to fly aboard three different orbiters.

Pilot for this mission was Air Force Lt. Col. Ronald Grabbe. Mission specialists were Marine Major David Hillners, and Army Col. Robert Stewart. Stewart flew on mission 41-B and performed an EVA on the first flight to use the Manned Maneuvering Unit. A single payload specialist flew rounding out the five-man crew, Air Force Major William Pailles.

NASA said Sunday that "performance of the orbiter Atlantis has been solid throughout the mission. Detailed test objectives on orbiter systems were accomplished without incident. Atlantis' main propulsion system, orbital maneuvering system, reaction control system, avionics systems were evaluated and found to be within parameters previously established by her sister ships."

All other elements of the Space Transportation System (STS) including launch support, com-



About the only thing not secret on the recent DoD mission was the crew. They were: (from left) Robert Stewart, Dave Hillners, Karol Bobko, Bill Pailles, and Ron Grabbe.

stress during launch and entry. Similar to Discoverer, Atlantis' upper wings and fuselage are coated with Advanced Flexible Reusable Surface Insulation (AFRSI), a quilt-like, thick insulation used in place of low-temperature (white-colored) tiles installed on the other two spacecraft. The advanced insulation also is installed on Atlantis' payload bay doors and vertical stabilizer.

Atlantis also has been equipped with plumbing, wiring and control panels to carry, feed and

payload bay doors. The light, quilt-like insulation and strengthening of airframe internal structures with graphite epoxy have kept Atlantis lightweight.

Dis, it weighs 169,680 pounds, a total of 177 pounds less than Discoverer's 169,857 Columbia, heaviest of the four, weighs 176,361. Challenger's dry weight is 170,868.

Atlantis was named after a two-masted ketch which traveled more than 12 million miles in

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Although the payload is classified, it is widely believed to be two communications satellites. Atlantis' trajectory seemed to confirm this as the orbiter headed for a low inclination, equatorial orbit.

KSC is the only place that can handle Shuttle launches at this time and it is very fragile in that sense. Any of these acts, or all combined, could shut down the space program for a long time.

Following such an attack, Congress would hesitate to give NASA 10 billion dollars for a replacement program. They would, instead, require new Shuttle concepts to be explored, taking full advantage of existing technology. Space Station funding would be eliminated, and new fuel to the anti-space movement would ignite creating additional headaches.

During these violent times in the world, terrorists can strike anywhere or anytime, and the Space Shuttle would be a very visible and ideal target. NASA must re-examine its security at the Cape and create additional measures for launches and landings. Such measures should not keep legitimate access from happening, but should only tighten things up—hopefully plugging what I see as a major hole in KSC security.

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All other elements of the Space Transportation System (STS) including launch support, communications, and mission control functioned without incident during the maiden flight.

Atlantis is the fourth Space Shuttle orbiter in NASA's STS fleet. It is lighter than its three sister ships, Challenger, Columbia and Discoverer, but similar to Discoverer in that it is capable of greater heat loads and structural



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Nationwide NASA field centers reap abundant space tech harvest

By William Combs
Avion Staff Reporter

NASA has been in existence for 27 years and in that time have established one of the strongest space technology and aeronautical research centers in the world. Now that the Space Shuttle is operational, the possibilities open for future research are infinite.

NASA is always in the market for hiring new engineers and researchers to work alongside accomplished scientists and engineers. Embury-Riddle graduates who work for NASA may work at one of eight major field centers across the country in one of four primary areas:

The first of these areas is Aeronautics and Space Technology. The major goal of the aeronautical engineers is to increase the safety and efficiency of our air transportation system. This includes the continued support of the U.S. military air power and the planning of future space missions.

The second major program area is Space Science and Applications. Its goals and objectives are met through six subareas:



Locations of major NASA field centers are shown. Each center's specific missions contribute to NASA's overall operations. Headquarters in Washington coordinates efforts.

communications, and Microgravity Science and Applications. Space Tracking and Data Systems (STDSS) is the third program area. It provides important tracking, telemetry, and data acquisition to give emergency support to the Space Shuttle Orbiter Fleet.

The final area is NASA's Space Flight program. Since Challenger's maiden flight in

January, astronauts have performed a variety of experiments in orbital aerodynamics, computational fluid dynamics, powered lift, a rocket technology, fluid simulation, aeronautical & space human factors, air-borne, and space

the low press turn out, and the closing of the public viewing area on the NASA causeway. I had expected to at least see MP's at the badge-check gate for this DoD flight. Only the usual base contractor-supplied guards were on duty, as they are at all times.

As I drove myself and the *Avion* photo editor through the gate heading to the press site, our car was not searched and we were not asked for proof of identity. Perhaps that is because we were carrying nothing in our car that looked suspicious. In any case, it is easy to come up with the proper scheme that can allow unauthorized persons to the press site—a close 3.2 miles from the launch pad.

If I were bought by an enemy of the United States, and properly supplied with appropriate hardware, I could easily loft a small missile toward the launch pad, take out a liquid hydrogen tank, or lob one into the solid rocket booster storage area. Getting through the gates would be no problem either. It would be irresponsible to tell you how to do it, but I know it could be done.

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Next Shuttle launch Wednesday, October 30 at noon.

For Shuttle public viewing passes write:
NASA Public Affairs, Shuttle passes
Code PA-VIC
Kennedy Space Center, FL
32899

DoD flight last January when *Discovery* flew mission 51-C.

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Centaur spacecraft will have umbilicals for loading liquid hydrogen and liquid oxygen and ports for emergency dumping. The only other orbiter equipped to carry Centaur is *Challenger*.

Graphite epoxy has replaced some internal aluminum spars and beams in *Atlantis'* wings and

Oceanographic Institute. The new launch on NASA's manifest is scheduled for Wednesday, Oct. 30, with a noon launch time. Mission 61-A with the orbiter *Challenger* will be a dedicated German Spacelab flight with a record crew of eight scheduled to fly.

Nationwide NASA field centers reap abundant space tech harvest

By William Conrath
Avion Staff Reporter

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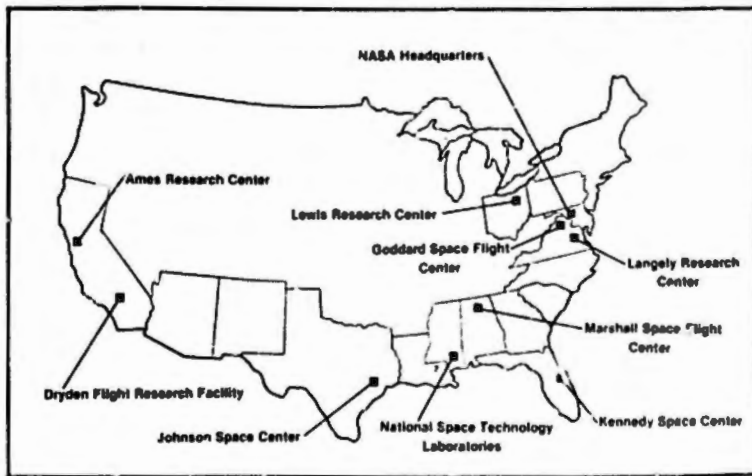
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The second major program area is Space Science and Applications. Its goals and objectives are met through six subareas:

Astrophysics, which focus on the study of the vast universe; Solar System Exploration which attempts to determine the origin, evolution, and present state of our solar system.

Earth Science and Applications which studies the earth with special emphasis placed on understanding the earth's living environment; Life Sciences which helps to insure the safety of astronauts in space and to establish permanent human activity in space; as well as Com-



Locations of major NASA field centers are shown. Each center's specific missions contribute to NASA's overall operations. Headquarters in Washington coordinates efforts.

munications, and Microgravity Science and Applications.

Space Tracking and Data Systems (STDS) is the third major area. It provides important tracking, telemetry, and data acquisition support for all deep space and earth-orbital missions.

At the present time, STDS is undergoing major changes in its tracking procedure. With the introduction of the Tracking and Data Relay Satellite System (TDRSS), the former ground tracking stations have become obsolete.

NASA is consolidating these obsolete stations with the Deep Space Network to aid in the support of deep space probes not compatible with TDRSS. It will

also be used to give emergency support to the Space Shuttle Orbiter Fleet.

The final area is NASA's Space Flight program. Since *Columbia's* maiden flight in 1981, scientists and engineers have continued to increase the efficiency of the Space Transportation System (STS), allowing man routine access into space.

Providing NASA with the ability to make such technological feats as the shuttle possible are eight field centers located throughout the United States.

In California, at the southern end of the San Francisco Bay, is Ames Research Center. Here concentrated research in fun-

damental aerodynamics, computational fluid dynamics, powered lift & aircraft technology, flight simulation, aeronautics & space human factors, airborn science, and space sciences is carried out at NASA's largest scientific computing facility.

Greenbelt, Maryland is host city to the Goddard Space Flight Center. In the past Goddard SFC has concentrated mainly on tracking & communications with unmanned communications and weather satellites.

In the future, it will perform a major role in the development of

Phase B work packages define Space Station future

By Kirk Fornes
Avion Staff Reporter

In May of 1982, the National Aeronautics and Space Administration began the first of four phases to create America's first permanent Space Station.

The first phase (Phase A) dealt with the initial conceptual definition of the Space Station. According to Mark Hess, of NASA Headquarters in Washington, D.C., the space agency asked several different corporations what they would want the Space Station to accommodate. The feedback from these corporations gave NASA an initial idea for Station design. Phase A was terminated in March, 1983.

Phase B of NASA Space Station development began April 19, 1983. The purpose of Phase B is to take the results of Phase A and further refine them resulting in a preliminary design of Space Sta-

NASA Phase B Work Packages

ONE Pressure Modules

• Boeing
• Martin Marietta
• Marshall Space Flight Center

THREE External Platform

• General Electric
• RCA Astro
• Goddard Space Flight Center

TWO Station Structure

• McDonnell Douglas
• Rockwell
• Johnson Space Center

FOUR Power Systems

• Rockwell
• TRW
• Lewis Research Center

tion elements.

Phase B consists of four work packages at various NASA field centers involving 8 corporations. Work Package One is assigned to Marshall Space Flight Center in Huntsville, Alabama. Boeing

Aerospace Company and Martin Marietta Aerospace are the two firms working together on Work Package Two. They are in charge of preliminary design of the main pressurized modules with living

areas, and logistic transport.

The firms will also work on environmental control and propulsion systems along with orbital maneuvering and orbital transfer vehicles.

Work Package Two is at the Johnson Space Center outside of Houston, Texas. A primary goal of Work Package Two is to compose a structural framework to which various components of the Space Station will be attached once in space.

McDonnell Douglas Astronautics Company and Rockwell Aerospace, the corporations working at Johnson are developing remote manipulator, attitude control, thermal control, communications, and data management systems for the Space Station.

Other Johnson activities involve designing modules with sleeping quarters, a galley, and rooms for wardrobe. Current Shuttle-type extra vehicular ac-

tivity equipment will be modified for the Station.

Work Package Three is at Goddard Space Flight Center in Greenbelt, Maryland and includes General Electric Company experiments (part of platform) to be exposed to the vacuum of space, provisions to service, maintain, and repair these platforms, and plans for instruments and payloads to be attached externally to the Space Station.

Work Package Four is underway at the Lewis Research Center in Cleveland, Ohio. The construction of work done here is by Rockwell and TRW Federal Systems Division. It consists of designing the electrical power generation, conditioning, and storage systems for the Space Station.

Phase B with its four work packages will continue for another year while these corporations continue to improve their designs. Phase B will terminate in January of 1987. At that time, NASA will review the results of Phase B. After the reviewing process, NASA will then choose, according to Mr. J. L. Fister of McDonnell Douglas Astronautics Co., one company from all four work programs. NASA will then have a total of four firms working on the Space Station.

By mid-1987, Phase C and D will begin. These phases will focus on the final construction and launch of the Space Station.

The Space Station will be launched sometime in 1992. It will be carried aloft in segments by the Space Shuttle. The Station will then be assembled in space and will survive to eighteen months of the first launch before operation.

NASA aids Mexican quake rescue efforts

National Aeronautics and Space Administration

WASHINGTON, D.C.—The chaos following Mexico City's devastating earthquake could have been far worse without the services of a communications satellite developed 18 years ago by the National Aeronautics and Space Administration.

NASA's ATS-3 communications satellite, located at 105 degrees west longitude, through its control center at Malabar, Fla., is providing critical communications support for the international rescue and relief efforts of the American Red Cross and the Pan American World Health Organization.

The voice communications link with the outside world was crucial since the earthquake disrupted all other forms of communication in Mexico City. The

Manno, director of media relations for the Red Cross, said, "the ATS-3 satellite is providing us with the most critical communications link to the rest of the world. The ham radio operators have been doing a swell job but, at present, they are serving as our backup communications system, while we rely primarily on the ATS as our main communications vehicle."

As soon as the disaster struck, the ATS emergency preemption plan was implemented. Within 24 hours, ATS-3 was on the air and giving priority to satellite communications traffic involving the emergency rescue operations.



F-104 to test Shuttle tiles

National Aeronautics and Space Administration

WASHINGTON, D.C.—Using an F-104 aircraft as a testbed, NASA's Ames-Dryden Flight Research Facility, Edwards, Calif., will test Space Shuttle thermal protection system tiles for moisture impact damage and

another location during bad weather. Actual Shuttle tiles will be installed on the leading edge of a flight test fixture, mounted below the F-104's fuselage. Some of these tiles are unused, while others flew in space on orbiter Columbia.

During early flights in the 16- to 28 flight test program measurement probe located on the F-104's wing pylon, while impact forces will be measured by high-frequency load sensors on the flight test fixture. Velocity will be recorded through a noseboom on the flight test fixture, and pressure distribution will be measured through test fixture pressure orifices.

Tanker personnel can control the flow rate, nozzle pressure and to some degree, the size of the artificial raindrops. These flights will be accomplished at lower subsonic speeds over the local test area.

Video cameras, one pylon-mounted and one mounted on the F-104's lower fuselage looking back at the flight test fixture, also will record data.

The flight test fixture was used to evaluate tile airloads prior to the first Shuttle mission.

quake rescue efforts

National Aeronautics and Space Administration

WASHINGTON, D.C.—The chaos following Mexico City's devastating earthquake could have been far worse without the services of a communications satellite developed 18 years ago by the National Aeronautics and Space Administration.

NASA's ATS-3 communications satellite, located at 105 degrees west longitude, through its control center at Malabar, Fla., is providing critical communications support for the international rescue and relief efforts of the American Red Cross and the Pan American World Health Organization.

The voice communications link with the outside world was crucial since the earthquake disrupted all other forms of communications in Mexico City. The Mexican capital "was effectively 'cut off' except for the communications capability of the ATS-3 satellite.

In a direct radio communication from Mexico City, George

Manno, director of media relations for the Red Cross, said, "the ATS-3 satellite is providing us with the most critical communications link to the rest of the world. The ham radio operators have been doing a swell job but, at present, they are serving as our backup communications system, while we rely primarily on the ATS as our main communications vehicle."

As soon as the disaster struck, the ATS emergency preemption plan was implemented. Within 24 hours, ATS-3 was on the air and giving priority to satellite communications traffic involving the emergency rescue operations.

In addition to the American Red Cross and the Pan American World Health Organization, the CBS network also used the ATS-3 satellite for communications between its U.S. operations center and reporters on the scene.



F-104 to test Shuttle tiles

National Aeronautics and Space Administration

WASHINGTON, D.C.—Using an F-104 aircraft as a testbed, NASA's Ames-Dryden Flight Research Facility, Edwards, Calif., will test Space Shuttle thermal protection system tiles for moisture impact damage and

another location during bad weather. Actual Shuttle tiles will be installed on the leading edge of a flight test fixture, mounted below the F-104's fuselage. Some of these tiles are unused, while others flew in space on orbiter Columbia.

During early flights in the 16- to 28 flight test program beginning today, the F-104 will fly behind a KC-135 tanker aircraft. A water spray will be emitted from the tanker to create artificial rain.

Moisture particle size will be recorded by a particle-

measurement probe located on the F-104's wing pylon, while impact forces will be measured by high-frequency load sensors on the flight test fixture. Velocity will be recorded through a noseboom on the flight test fixture, and pressure distribution will be measured through test fixture pressure orifices.

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Later flights will be conducted at subsonic speeds over the southern California coastal area near Vandenberg Air Force Base, a future Shuttle launch site, to observe and measure the effects of mist and low stratus clouds.

Other flights test, at higher speeds, will be conducted at high altitude through ice particles in clouds.

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...of the Pan American World Health Organization.

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WASHINGTON, D.C.—Using an F-104 aircraft as a testbed, NASA's Ames-Dryden Flight Research Facility, Edwards, Calif., will test Space Shuttle thermal protection system tiles for moisture impact damage and to verify techniques to record and measure atmospheric moisture.

Adverse weather conditions such as rain, mist or ice particles can cause damage to Shuttle tiles. This possibility can force launch delays or landing shifts to

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If you suffer from back pain, you should be checked to determine if you have spinal pressure. A simple, painless spinal examination can determine if chiropractic can correct your problem.

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VAB important to Shuttle operation

National Aeronautics and Space Administration

KENNEDY SPACE CENTER, FLA.—The Vehicle Assembly Building (VAB), built for the vertical assembly of the Saturn vehicles used in the Apollo, Skylab and Apollo/Soyuz programs, is the heart of Launch Complex 39, launch and landing site for the Space Transportation System.

In the post-Apollo period, the giant building was modified for Shuttle operations and it now houses Space Shuttle vehicle assembly activities in addition to flight element storage and processing functions.

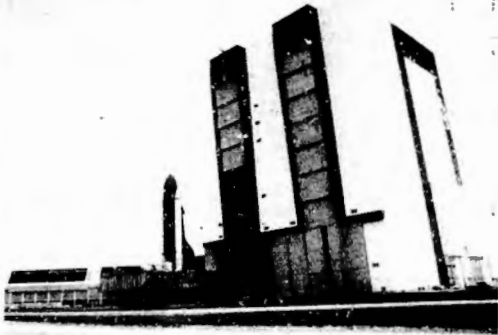
One of the largest buildings in the world, the VAB covers a ground area of 8 acres and has a volume of 129,428,000 cubic feet. It is 525 feet tall, 716 feet long, and 518 feet wide. The building is divided into a high bay area 525 feet tall and a low bay area with a height of 210 feet.

A transfer aisle running north and south connects and transects the two bays, permitting easy movement of vehicle elements.

The high bay is divided into four separate bays. The two on the west side of the structure—Bays 2 and 4—are used for storage and processing of the external tank. The two bays facing east—Bays 1 and 3—are used for the vertical assembly of Space Shuttle vehicles atop mobile launcher platforms (MLP).

Extensive work platforms, modified to fit the Shuttle configuration, move in around the vehicle and provide access for integration and pre-rollout testing. When checkout is complete, the platforms move back and the VAB doors open to permit the crawler transporter to move the MLP and assembled Shuttle vehicle to the launch pad.

The high bay door openings are 456 feet wide from ground to top. The lower door opening is 152 feet wide and 114 feet high with four door leaves moving horizontally. The upper door



Orbiter Challenger rolls out of Bay 1 of the Vehicle Assembly Building heading for Pad A. The VAB is the nerve center to Shuttle processing flow, and the largest structure at KSC.

opening is 342 feet high and 76 feet wide with seven door leaves moving vertically.

Among the post-Apollo VAB modifications were changes to the existing pneumatic, environmental control, light and water systems in both bays. The north doors to the VAB transfer aisle were widened 40 feet to permit entry of the towed orbiter from the Orbiter Processing

Facility. The doors are slotted at the center to accommodate the orbiter's vertical stabilizer. The VAB has more than 70 lifting devices, including two 250-ton bridge cranes.

Facility. The doors are slotted at the center to accommodate the orbiter's vertical stabilizer. The VAB has more than 70 lifting devices, including two 250-ton bridge cranes.

Arianespace malfunction revealed

By Jim Banks

The September 12 intentional destruction of an Ariane 3 booster carrying two communication satellites was caused by a scaling defect of the engine hydrogen feeding valve, Arianespace announced last week.

A seven-member board of inquiry was set up following the incident to determine the cause of the failure.

GTE and European payloads were lost when the third stage ignition, which should have happened 1.4 seconds after the burnout of the Ariane second stage, was delayed 0.4 seconds. This delay caused a shutdown of the third stage engine. Without nominal thrust, the spacecraft was destroyed to prevent it from falling into populated areas.

Arianespace and the engine manufacturer Europeenne de Propulsion are now determining what corrective measures are needed before the next launch.

Arianespace has lost a total of six satellites since the beginning of its Ariane program. Reasons for previous failures are attributed to the malfunction on this past flight.

Had the accident not happened, the next Ariane launch was scheduled for November 15. The launch will be delayed, but Arianespace does expect to get it into orbit before the end of the year.

This next flight will feature a French remote sensing satellite and a smaller Swedish payload.

TECH

(continued from page 9)

NASA's Space Station program including the design of free-flying platforms and pressurized laboratory modules.

Johnson Space Center (JSC) in Houston, Texas has become the primary center of operation for the development, production, and flight operations of the Space Shuttle. In addition, JSC also functions as a training center for the astronauts and it is responsible for interface design between the Space Shuttle and Space Stations.

Kennedy Space Center (KSC) here in Florida, serves as the primary launch facility for the Space Shuttle missions. It plans and directs preflight preparation of space missions including vehicle assembly, launch testing, and actual countdown and launch operations.

KSC also provides landing operations and Shuttle refurbishment for future missions.

In Hampton, Virginia, Langley Research Center holds the

distinction of being the first federal aeronautical laboratory. The center contains one of the most extensive aeronautical research facilities in the world.

Known mainly for its research designs of the Boeing 737 and 767 transport jets, it is also a leader in the research of control techniques in high performance fighters.

Lewis Research Center, located in Cleveland, Ohio is NASA's major research center in jet propulsion. All U.S. engines in use

today carry the seal of NASA's Lewis Research Center, and Lewis is actively engaged in the research and design of the electrical power generators and storage systems of the Space Station.

In Huntsville, Alabama the Marshall Space Flight Center is responsible for the design and development of the Space Transportation System. It is also the main center for the rocket propulsion systems.

NASA's smallest facility, the National Space Technology Laboratories (NSTL) conducts the testing of the Shuttle's main engine and propulsion systems. Located in Mississippi, NSTL aids other government agencies in environmental and oceanographic research.

All NASA field centers are administered by NASA headquarters in Washington, D.C. NASA is continually pushing out technology forward, making fact out of yesterday's fiction.

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TRACKS



Don't Tread
on me!



By Tim Markwald
Entertainment Editor

Life's a beach and then you die!

Driving on the beach. A fact of life for nearly a hundred years here in Daytona and now *poof!* it's gone. Sure, you can drive during the day, but what about the romantic sunsets? There's nothing like watching the sun set on a horizon of highrises.

Right now, the beach night driving ban is a very hot item and seems to be the main point of the upcoming election. But why did they ban night driving? It seems that some people walk in front of cars, others sell drugs, and, overall, the impression reached by the city is that by banning night driving, Daytona will clean itself up. They seem to think that this will stop the selling of drugs, which I feel is pure bull—1. There is no way that you can stop this or keep people off the beach at night simply by banning beach driving.

Solutions? Perhaps a back-to-basics attitude should be adopted. After all, people have been driving on the beach ever since automobiles have been around. Just because a few 'bad apples' are hanging out on the beach is no reason who to hurt those of us who respect the rights of others. And those idiots who don't watch where they are walking should realize that stepping in front of a moving vehicle can be hazardous to your health. So what's the big deal and why is *Avion* entertainment writing about it?

The plain fact of the matter is that many people go to the beach as a leisure-time activity. Most, and probably all, of us here at ERAU, have, at one time or another, spent some time at the beach. The nighttime beach parties, much to the relief of the polizza, have nearly ceased in Daytona. Consequently, Ormond Beach and other areas have experienced an influx of people at night that they did not have to contend with previously. As a result, these areas are generating revenue that Daytona should be receiving and Daytona has earned.

What will the end result be? Coupled with the new drinking age, and higher alcohol prices for those of age, Spring Break 1986 will be devastating to sheer profits to the area. And...

...spend some time at the beach. The nighttime beach parties, much to the relief of the polizza, have nearly ceased in Daytona. Consequently, Ormond Beach and other areas have experienced an influx of people at night that they did not have to contend with previously. As a result, these areas are generating revenue that Daytona should be receiving and Daytona has earned.

What will the end result be? Coupled with the new drinking age, and higher alcohol prices for those of age, Spring Break 1986 will be devastating to sheer profits to the area. And where will this put us at ERAU? Well, if you like a less-crowded beach, you've got it. But if you like the night life and driving on the beach, and you're only 18, you'll have to wait until 1988 before you can do it all. If the beach is still open, that is.

I'm beginning to believe in the t-shirts that say:

Welcome to Daytona Beach!

- No Sleeping
- No Drinking
- No Driving
- No Fun

SHOWS

On the road in Florida



- 10/9 COREY HART
Orlando (Bob Carr), FL
10/13 ROBIN TROWER
Cocoa Beach (Brassy's), FL
10/14 MELISSA MANCHESTER
Clearwater (Ruth Eckerd Hall), FL
10/14 LONE JUSTICE
Cocoa Beach (Brassy's), FL
10/16 ROBIN TROWER
Orlando (Point After), FL
10/16 STING
Tampa (USF), FL
10/17 MELISSA MANCHESTER
Orlando (Tupperware), FL
10/18 ROBIN TROWER
Daytona Beach (PJ's), FL
10/18 NIGHT RANGER/THE STARSHIP
Lakeland, FL
10/19 STING
Gainesville, FL
10/25 ELLA FITZGERALD
Clearwater (Ruth Eckerd Hall), FL
10/25 GRATEFUL DEAD
Miami, FL
11/10 MANHATTAN TRANSFER
Clearwater (Ruth Eckerd Hall), FL



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Avion Entertainment Trivia Contest

1. Your assignment, should you decide to accept it, is to answer the entertainment trivia questions printed to the right.

2. All entries for this week must be received in the Avion office no later than close of business on the Thursday following publication.

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3. All winning entries will be grouped together and four of the entries, chosen at random, will receive a pair of tickets to AMC theatres.

4. All winning entries will be published in the following week's issue of the Avion.

5. You are not expected to answer all trivia questions correctly.

1. How many members of the Three Stooges have there been?

2. What 1960's TV character worked for Spacely Space Sprockets, Inc.?

3. What actress died on July 8, 1967 and, in mourning, all outside lights in London's West End theatres were extinguished?

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2. What 1960's TV character worked for Spacely Space Sprockets, Inc.?

3. What actress died on July 8, 1967 and, in mourning, all outside lights in London's West End theatres were extinguished?

4. What jungle character did Johnny Weissmuller play after hanging up his Tarzan loincloth?

5. What is the name of Br32y's wife in *Jaws*?

6. What is the second novel in the *Dune* chronicles?

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FLICKS

'Invasion U.S.A.'

Starring
Chuck Norris • Richard Lynch • Melissa Prophet

By Tim Markwald
Entertainment Editor

If you're looking for a martial arts or kung fu type Chuck Norris film, quit reading. *Invasion U.S.A.* is not that at all. In fact, it is more reminiscent of a *Dirty Harry* or *Rambo* movie with all the action you can cram into it.

Chuck Norris stars as Hunter, an apparent ex-CIA man who lives in the swamps of the Everglades and doesn't bother anyone. About a wave of terrorism swarms over America, he's there to fight it. And fight it he does, although there are a lot of holes in the plot and the script. However, you can pick up most of the loose ends before the picture is over.

The movie begins by introducing us to Mikhail, played by Richard Lynch, an international terrorist who begins the film by killing a drug dealer and appropriating arms for some unknown purpose. He and his partner, Nikko, are the apparent leaders of a very large armed terrorist group that is planning to invade the United States.

Sometime in the past, Hunter and Mikhail have tangled, and now Mikhail has constantly recurring nightmares about Hunter killing him. Obviously, Hunter had a chance to kill him, but let him live.

The question that rose in my mind was *who is behind all this?* With all the Russian names and the dirty tricks, it seems to imply that the Russians are behind all of it. But the film does not clarify this point at all. So the assumption has to be made.

The invasion begins with the killing of a shipload of 'boat people' attempting to reach Florida from Cuba. When the ship washes ashore, Melissa Prophet steps in, as an eager reporter who wants to be everywhere first. And, for the rest of the film, she is everywhere, usually making a nuisance of herself to the authorities.

When the landing craft hit the beaches of southern Florida and begin terrorizing nice neighborhoods, the CIA asks Hunter to work for them again. He declines, until he is attacked and from this point on it is a real shoot-em-up movie. Hunter's four-wheel-drive pickup truck is totally indestructible, and he never catches a bullet where it shows.

The movie does not do much traveling. Instead it confines itself to the activities of Mikhail, although the facts presented in the movie show it to be happening throughout the United States. Theoretically, *Invasion U.S.A.* could happen, although it is doubtful



Invasion U.S.A. is now showing at AMC Dayton • Six theatres

that it would be like the movie it strays to be. There are several inconsistencies and redundancies, it seems to play a part also. But the mass panic by the population as a whole is very realistic and true to life.

There is a lot of film spent on Mikhail, and his obsession to kill Hunter, but the picture gets its point across very well. It is definitely a very expensive, high class picture, but with a not-so-high class script. The budget for this movie must have been simply enormous. To put it bluntly, they destroy absolutely everything that gets in their way. It's like Macy's during dollar day. There is a lot of blood-and-guts action and adventure, but it seems a little empty.

RATINGS
 ***** Outstanding
 **** Excellent
 *** Good
 ** Fair
 * Poor

Nonetheless, if you like action, adventure, and blood, you should definitely check out *Invasion U.S.A.* at least once. Although it does seem a little far-fetched, it has a story to tell. I should note, however, that I was a little confused about the 'R' rating that was given this movie. The only reason that I can fathom for this is the sheer brutality of the film. *Invasion U.S.A.* reaches a definitely high crescendo of ruthlessness and violence and for this reason, I believe, the film was rated 'R'.

My Rating: ★ ★ ★ ★

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Brian's Football Pool

Percentages to date:	The Mick .692	The Greek .667
Atlanta	at Seattle	
Buffalo	at New England	
Chicago	at San Francisco	
Cleveland	at Houston	
Denver	at Indianapolis	
Detroit	at Washington	
Kansas City	at San Diego	
L.A. Rams	at Tampa Bay	
Minnesota	at Green Bay	
New Orleans	at L.A. Raiders	
New York Giants	at Cincinnati	
Philadelphia	at St. Louis	
Pittsburg	at Dallas	
Miami	at New York Jets	
Florida St.	at Auburn	
Alabama	at Penn State	
Boston College	at Army	
Air Force	at Navy	
Illinois	at Purdue	
The Greeks picks	The Micks picks	

TIEBREAKER: Predict the score of any one game above. List teams with score.

NAME:
ERAU BOX:
PROGRAM:

Brian's Football Pool for 1985 is sponsored by KATHY's Northern Style Deli. To enter, cut out this entry form and circle who you think will be the champion above.

Deadline for entries will be Friday, Oct. 11, at 3:00 pm. Entries can be dropped in campus mail or brought to the Arena Sports Desk.

A winner will be selected by the next issue. Winners are selected on the basis of the number of correct answers made on the entry form. Should a tie occur, the winner will be selected by the most ac-

curate prediction of any game listed. Closest score will be considered the prediction which comes closest to both teams points. For instance, a person who guessed a score of 27-24, for a game ending with score 28-20, would be off by seven points.

The winner will be able to receive a large cash award from Kathy's Deli.

One entry per person. Remember to select a winner for every game. Last week's winner was Varick Williams who correctly selected 13 of 21 games.

Storm Riders shred Gloria's waves

By Thomas Jacobs
Competition Coordinator

Our first interclub contest was held Sunday, September 22, about one mile north of Ponce Inlet. The purpose of the contest was for everyone to have fun and get to know each other. This was also a qualifying contest for our two NSSA (National Scholastic Surfing Association) collegiate competing teams, which will be competing in the NSSA team season starting October 26 in St. Augustine.

The conditions for the first contest were almost ideal. Our friend, the Atlantic, was producing some serious swells (6 foot juice) with very steep walls. Once again, the Storm Riders lived up to their

reputation of shredding in large surf. From the beach, the skill and madness of our large-wave surfers was obvious.

The final had six returning A-Team members staged against each other. The competition was close with some spectacular demonstrations of large wave surfing. Fred (Frederic of Hollywood) Bauld was just too consistent for the other competitors, almost pulling a hamstring for the day. Fred Bauld emerged the victor of the first contest.

- CONTEST 1
1. Fred Bauld
 2. Eric Hamilton
 3. Dan Smith
 4. Jeff Jones
 5. Tom Jacobs
 6. Mantle Alexander

7. Gordon Young
8. Tom Hill
9. Vic Morris
10. Brian Carlson
11. Ciri Casar
12. Kriva Woods

The second Storm Riders interclub contest was held Sunday, September 29, at the same location. The conditions were two-four feet and choppy. Fred Bauld was our wave junkie, Dan Smith and Dan surfed very well in our first contest and it was evident that he came prepared to win Sunday's contest. Also Eric Hamilton had turned in two good performances with his own brand of twin-fin surfing. Eric now has two back-to-back second place finishes going into the third contest. Dangerous Dan, Eric and Frederic of Hollywood are all

tied for the top spot on our team. A special thanks goes out to those volunteers who helped run the two contests. Because of your team work they both were a big success.

As always new members are more than welcome. Our meeting is held on Thursday nights in room E-603 at 7 p.m. See ya in the line-up!

- CONTEST 2
1. Dan Smith
 2. Eric Hamilton
 3. Jeff Jones
 4. Fred Bauld
 5. Tom Hill
 6. Mantle Alexander
 7. Dan Smith
 8. Vic Morris
 9. Gordon Young
 10. Tom Hill
 11. Tom Hill
 12. Mike's moola

Riddle Golfers introduced to Aviation

By Brian Finnegan
Golf Club Secretary

An Embry-Riddle education can mean much more than a career as a professional aviator. Attesting to this are two freshmen from Rochester, N.Y., who enrolled this term to play golf year round.

Lured by a promise to play competitive golf on the intercollegiate circuit and \$500 Golf-Club-Funded scholarships, ERAU welcomes Tim Rossi and John Walton to its Golf Team.

Raised in northern New York state, where the golf courses are closed for much of the winter season, Rossi and Walton honed their skills at Ridgemoor Country Club. They claim that much of their ability stems from the fact that they have been playing

together for ten years. "We work with each other's swing a lot," says the 18-year-old Rossi, "and playing against each other keeps us competitive. When he beats me, it makes me try all the harder. The same is true for John." The combination must work as the two advanced to the semi-finals in the championship flight of their local Sid Adick Memorial Tournament.

Both also had enviable high school golf careers. As Cardinal Mooney High School, Rossi was the number-one man on the squad for his last two and a half years and Walton held the top position for Greece Athena High School for the last three years.

Walton holds the Ridgemoor C. C. Junior Club Championship record, a two-day tally of 75-71. "It was the first time I shot under

par," nodded the left-handed Walton of his one-under-par 71. In 1984 he qualified as an alternate for the United States Junior Amateur Tournament held in Minnesota.

As a junior player, Rossi advanced to the finals in both the Sub-Junior Championship, a tournament for 12 to 15-year-olds, and the District Junior Championship. "I lost to the same guy both times," he lamented.

As far as aviation goes, "I didn't know anything about it before I came here," admitted Rossi. "I've never been on a plane." He is, however, planning a commercial flight back to Rochester this weekend. Walton, on the other hand is a veteran air traveler having flown once when he was three.

Both Walton and Rossi are studying Aviation Business Administration and have identical class schedules which begin at 7:30 a.m. everyday. "A business degree is good for operating a golf shop. You don't have to be a great golfer." Both are enjoying their academic routines and agree the "Professors" seem knowledgeable and the small classes are appealing.

Their eventual enrollment at Embry-Riddle was precipitated by an ad placed in the bi-monthly Golf Review by Golf Club Dick Bryant. Rossi saw it while he and his father were driving to visit his father at Florida State University Tallahassee, a school being considered by Rossi. A phone call

See GOLF, page 15

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Football

Division E		W	L	T	Pts.	PLA	St.
Sigma Chi	4	0	0	0	30	1	W4
Blue Demons	3	0	0	0	30	2	W4
Sigma Phi	2	0	0	0	48	3	L1
A.N.P.	1	0	0	0	36	4	L1
Lambda Chi	1	0	0	0	49	5	L1
Delta Chi	1	0	0	0	33	6	W1

Division R		W	L	T	Pts.	PLA	St.
Org. Crises	4	0	0	0	24	1	W4
Black Boys	3	0	1	0	26	2	W2
Blue Demons	2	1	0	1	41	4	L1
Crunch Beach	2	1	0	0	39	5	L2
Orgs	1	0	0	0	63	6	W1
Mad Dogs	1	0	0	0	47	7	L1
Reveler B.B.	1	0	0	0	18	8	L1

Division A		W	L	T	Pts.	PLA	St.
Air Force I	4	0	0	0	71	1	W4
Six Fm	3	0	1	0	33	2	L1
P. Pumpers	2	1	0	0	39	4	L1
Hormones	1	1	0	0	12	5	L1
Vets Club	0	3	1	0	44	6	L1

Division U		W	L	T	Pts.	PLA	St.
Phi "Q"	4	0	0	0	12	W3	
Honors	3	0	0	0	49	2	W2
Talbotians	2	1	0	0	25	3	W1
New Agians	2	1	0	0	40	4	L1
Cravers	2	0	0	0	64	5	L1
Betlers	0	3	0	0	12	6	L1

Football Results Last Sunday, Oct. 6

- Delta Chi 20
- Lambda Chi 12
- A.H.P. 12
- Brothers of the Wind 8
- Sigma Chi 12
- Sigma Phi 12
- Vets Club 12
- New Agians 12
- Black Boys 30
- Reveler B.B. 12
- Organized Crime 12
- Blue Demons 12
- Six Fm 12
- P. Pumpers 12
- Daytons Orgs 12
- Mad Dogs 12
- Talbotians 12
- Cravers 12

Air Force I
Hormones
Crunch Beach
Air Attack
Sigma Chi
Sigma Phi
A.N.P.
Lambda Chi
Delta Chi

Org. Crises
Black Boys
Blue Demons
Crunch Beach
Orgs
Mad Dogs
Reveler B.B.

Air Force I
Six Fm
P. Pumpers
Hormones
Vets Club

Phi "Q"
Honors
Talbotians
New Agians
Cravers
Betlers

Football Results Thursday, Oct. 3

- 12 A.L.A.A. 30
- 12 Sigma Beta 30
- 8 Sigma Chi 12
- 12 Sigma Phi 12
- 12 A.N.P. 12
- 12 Lambda Chi 12
- 30 Delta Chi 12
- 12 Beta Chi 12
- 12 A.L.A.A. 12
- 12 Sigma Beta 12
- 12 Sigma Chi 12
- 12 Sigma Phi 12
- 12 A.N.P. 12
- 12 Lambda Chi 12
- 12 Delta Chi 12
- 12 Beta Chi 12
- 12 A.L.A.A. 12
- 12 Sigma Beta 12
- 12 Sigma Chi 12
- 12 Sigma Phi 12
- 12 A.N.P. 12
- 12 Lambda Chi 12
- 12 Delta Chi 12
- 12 Beta Chi 12

Volleyball Schedule
Thursday, October 10
5:00pm
A.T.A.A.
Imperial Raiders
Tapekette
Gamma Rays
Lions
Daytons Vics
Beach Boys

1. Sick Fox
2. Imperial Chi
3. Air Force I
4. Beach Boys
5. Crunch Beach
6. Phi "Q"
7. Org Crime
8. Hoopers
9. Cravers
10. 6fers

1. J. Giggles
2. Orcon
3. White Guys
4. Eagles
5. Rebel
6. Phi "Q"
7. Daidalos

1. J. Giggles
2. Orcon
3. White Guys
4. Eagles
5. Rebel
6. Phi "Q"
7. Daidalos

Basketball

- 1. J. Giggles
- 2. Orcon
- 3. White Guys
- 4. Eagles
- 5. Rebel
- 6. Phi "Q"
- 7. Daidalos

Robert Six Coltrial advances by forfeit
Jon Redford advances by forfeit
Bret Valentine advances by forfeit
Bob Forbach advances by forfeit

Bob Forbach advances by forfeit
Jon Dylama advances by forfeit
Tom Stomper advances by forfeit
Claudio Pedraza advances by forfeit

H.C. Barkan def. Keith Beyer [6-2-0-0]
A. Fonseca def. Scott King [6-1-7-3]
Jim Inmet def. Greg Johnson [6-1-6-2]
Selyva Strand def. B. Lopez [6-1-6-1]
Luis Santana def. J. Russell [6-0-7-6]
Chip Heston def. Chuck Barrow [6-0-6-0]
Miguelera Kahr def. Ode Marroff
Scott Meyer def. William Stockwell
Jose Alonso def. Chris Hartman
Scott Trem def. William Combs
Ode Marroff advances by forfeit
Pavel Lit advances by forfeit

17 Antonio Fonseca def. H.C. Barkan [6-0-6-1]
14 Miguelera Kahr def. Peter Lee [6-1-6-2]
16 Scott Trem def. Luis Santana [7-0-6-0]
12 Jim Inmet def. Chip Heston [6-1-6-1]
18 Ode Marroff advances due to bye
19 Scott Meyer advances due to bye
20 Jose Alonso advances due to bye
Selyva Strand advances by forfeit

Tennis

- 1. Hana Pransky def. Verus Nikore [6-7-2-0-5-0]
- 2. Chong Yark def. Fred Barber [6-1-6-4]
- 3. Jon Dykome def. Mike Barriano [6-2-6-3]
- 4. Bill Shooter def. Brian Mandell [7-6-7-3-6-2]
- 5. Bryan Schwing def. Jeffrey Alvar [6-7-2-0-5-0]
- 6. Dennis Roberts def. Greg Kinnon [6-1-6-0]
- 7. Stanley Prohaska def. Del Danney [6-0-6-1]
- 8. John Astrey advances by forfeit

The Extra Point Soccer Club future

By Brian MacNeil
Avion Sports Editor

The E-RAU Intercollegiate Soccer Club is now waiting for the final stage in its resurrection. The club, inactive since 1984, only needs approval from S.C. The Student Administrative Council will have the Soccer Club on their agenda Tuesday, Oct. 8. Tuesday Oct. 15 S.A.C. will vote on a resolution of acceptance into Clubs and Organizations.

The Club had to withdraw from the Gainesville tournament due to lack of funding. A slot in the tournament required a deposit of \$150.00 which could not be covered by the deadline.

The Club plans to field a team to represent itself and the University once their charter is approved. Team selections will be made by the Club's President and Vice President and will be based on performance in Practice. The team is hoping for a full schedule for Spring 1986.

To increase community awareness and recognition, the Club intends to work closely with the Ormond Beach Soccer Club. We would like to take the Ormond Beach youngsters under our wing, acting like a big brother organization. Giving the soccer youth an arena to experience higher competition, as well as sponsoring soccer clinics throughout the year, would be beneficial to all.

DAYTONA BEACH, FL—A record field of over 700 motorcycles is expected for the Oct. 18-20 Daytona Pro-Am at the Daytona International Speedway.

The infield will be open to spectators all three days and a special three day ticket is available through the Speedway ticket office. Ticket for each day are also available, and information may be obtained by calling 904-254-6767.

FSU. I'd probably have to sit out a year or two." Florida State has an extremely competitive golf program and field A and B squads for both men and women.

The first tournament of the 1985-86 school year got underway this week at Pelican Bay Country Club, here in Daytona Beach. Walton qualified for the number one spot and Rossi placed sixth. The team is rounded out by veteran team members Jim Finch in the second spot; Drew

GOLF

(continued from page 14)
and a visit later, Rossi was in touch with Walton, who was "all set to go to the community college in Rochester." The promise of unlimited golf and a guarantee to play on the team was more than they could resist. "We came to play on the first squad," said Rossi. "You take your chances at

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John Astrey advances by forfeit.

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5. Return to your desk and sink your teeth into a delicious slice of hot, freshly made pizza.

6. (Optional) Return to studying when finished.

Call America's favorite pizza delivery people on your next study break. We guarantee you 30 minutes delivery or we'll take \$3.00 OFF the price of your pizza!

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MUSTANG GTA - 1976, p/w, cloth interior, good drive, sport rims, runs perfect. Must sell, have new owner. Call 756-3252 and leave message, ask for Cemo or Linda. 5446 in car. I need to get rid of it.

DATSUN 510 - 1978, air conditioned, excellent running condition. 11800 miles. Contact Bob 776.

TRUMP TR 6 - 1976 still immaculate. Excellent condition, absolutely run-free. New tires, new interior, and new battery. 54200 miles. Call at work 237-2636, or at home, 756-1621.

1980 CITATION - good condition. 39,200 miles, p/w, 6 cylinder. Asking \$2800. Call Tim 232-232 or box 1304.

1978 VW 280 - 12,292 miles, body and engine in excellent shape. 27 speed, air for stereo cassette player, asking \$11,000/avg. Contact Vincent at 37-6664 or box 1076.

DODGE COLT - 1978, run good, good body. \$4500/avg. Also an offer deal for sale. \$30. Call Michael at 238-1377 or box 7511.

1978 CHEVETTE - Good condition. 11770/avg. Call Dennis at 235-9991.

FORD FORDIA - 1979, yellow, like new, good condition and mileage, asking 14,500/avg. Call Art at 238-2475 or box 1287.

1975 Datsun - 4 door, diesel engine, 4 speed, a/c, new drive, located at Bob Lee Airport in Deland. Phone (904) 734-5281.

76 CAMARO - run in color, rebuilt engine and transmission, good drive. \$900. Call field at 235-3554.

74 MUSTANG - has new blower belt, perfect for a 1976. 86000 miles, still drivable, nice interior. Asking 11,500/avg. Call 761-3150 or leave note in box 7611.

cycles for sale

HONDA XL 100B - 1981, excellent condition. 9423/avg. Call Dennis at 235-9482.

KAWASAKI GP 250 - 1981, excellent condition, average bike, only 7000 miles. Covers and extra set included. Call Norman at 767-8645 or 768-2223. 11400 firm.

1979 YAMAHA - very clean, low mileage. \$250. Call Frank at 235-3302.

SUZUKI GS150L - 1980, new black with blue and gold plating, engine crack free, highway 2000, painted new slay bar, new rear tire. Beautiful bike and still like new. Christmas tender. 11000/avg. Call David at 235-1441, room 211 / not in lease message.

miscellaneous for sale

QUEEN SIZE WTR-BED - with heavy wood frame. Call 767-8643.

FORD AUTO PARTS - 67 lower left panel, 115; 289 main bearings (replaced steel), 515; lower duty front and spring for early type Mustang, 540; and truck suspension '68 Mustang, 58. Call Doug at 232-7119 or box 7993.

STEREO - Bose 901 speakers w/stand, 800; Spectro Acoustic power amp, 160 w/chas, 500; HR 725 preamp, 325; Technic 200 variable or Pickering cart, 500; Sans electronic headphones, 150; at 1100 ask all. Call Bob or Ray after 6 p.m. at 235-7730.

KING SIZE WTR-BED - black shell and glass handboard, 90 percent fine mattress, heavy, and linen. Paid \$400. Asking 225. Call 728-7088 and ask for Lance.

CANNON AA-1 PRO-3 - 35 mm camera, very good condition. 900 w/kit for \$150/avg. Contact Tom at 232-9490 or box 1510.

CONAN 710 CAMERA - 35 mm, SLR, built w/35 mm F1.8 lens, 4 months old. Plus Canon 37-7 dedicated (trypan) flash. All for only \$225. Good deal - will go fast. Call Mark now at 235-3017 or box 6088 or 767-8645.

STEREO - Stereo system "for sale" include 11 integrated amp, dynamic processor, reverse tape deck with DRC system, stereo tuner, equalizer, tuner, and two large Keweenaw speakers. Stereo is capable of putting out over two hundred watts. Everything is in good shape. Removable front Call Hubert at 235-2464.

rooms for rent

MOVING SALE - Must see to appreciate. Double bed - like new, 571; Dining room table, 575; Office desk, like new, 500; 500; Color console T.V., 1400; or make me an offer! Contact Phil at 238-5177 or drop a note in box 7311.

FURNITURE FOR SALE - Two beds, wood w/rt, tan leather, 530 large coffee table, particle board construction, 55; large dresser with built-in desk, w/rt, 400; TV set, 520. Must sell if interested, contact Mike at box 6488 or call 233-1396. If you can not get in touch with me, leave a message in box 7311.

APARTMENT SALE - 3 other units w/each and two closets, 1100; coffee table, 130; and dresser, 30. Other furniture (mainly bedroom furniture), TV's, fish tanks, and bookshelves. Everything must go! All prices negotiable. Call Guy at 232-6422.

ROCKY HILL - Whitehorse, high speed, w/locking heavy doors. Free straps, w/rt, beautiful colored sun. Has adjustable guest couch, boom, and foot straps. 1599. Call 237-9772 or box 7191.

PARACHUTE W/ROD - Wondersho, bar closed, 20' long. Buys 500/avg. Call 237-9772 or drop a note in box 7790.

PECAN DRESSER - 4 door, good condition. Only had one on for 50. Call Al at 756-1351 after 4 p.m.

TECHNICS RECEIVER - (9) watts. 10-watts Technic speakers and Yamaha tunable for 1230. Write to box 6841.

GULDMAN CHESTIAI - Economy of one-builder, 1979, 1300 hours TTAF at contact. New parts, very nice interior. \$11,300. Call Norm at 768-0282 or 767-8645 evenings.

1972 TURBO AZTEC - low TI, fresh engine and props. Sep. annual, 1951. FD, fully equipped. Air, auto, 799-4242 or 767-8645 even. Home.

OCEANVIEW PARTMENTS - 10 units. New parts, very nice interior. services over a week. \$380 per week, \$680 a month. Contact Bob Reiert, 238-4461.

MOVING SALE - Must see to appreciate. Double bed - like new, 571; Dining room table, 575; Office desk, like new, 500; 500; Color console T.V., 1400; or make me an offer! Contact Phil at 238-5177 or drop a note in box 7311.

miscellaneous

ROOMMATE WANTED - Fellows Bay 12-minutes from school, near, and beautiful. Non-smoker, 2317 no include a driver. Call Tom at 767-8147.

ROOMMATES

FEMALE ROOMMATE NEEDED - 2 bedrooms, one bath, newly carpeted, unfurnished. 1300/rt utility included. Call Tom or Wendy and Thursday at 767-6156 and workdays 233-0241.

HOME FOR RENT - 3 bedroom, 1 1/2 bath, big living room and a combined garage, big living room and 1 combined garage, big living room and 1 combined garage, big living room and 1 combined garage. Call 237-9772 or box 5303.

miscellaneous

CO-PILOT NEEDED - for Citation II, 4-seater, very good condition. The aircraft is in excellent condition with employment guarantee. Call only if able to travel. The aircraft is in excellent condition with employment guarantee. Call only if able to travel. The aircraft is in excellent condition with employment guarantee. Call only if able to travel.

FLIGHT INSTRUCTORS WANTED - Looking For Qualified Flight Instructors. Call (904) 258-8793 or (904) 255-0611

Are you interested in driving your car to its fullest potential, and testing your driving skills? If you are, we called Autocontrol. You run against a clock and drive a car. For more information, call Doug at 233-2102 or box 7931.

LOSI - Old, old, contact Bob. Probably in Doris I'm sorry but it is very good to me. If found, call Bob 7614 or call 377-4003.

TYPIST SERVICES - Professional typing service - familiar with E-RAU forms on tech reports, memos, and other papers. Very reasonable. Call Mary at 1361 or 767-8708 after 6.

MATH TUTORING - For Fall 1985: all students and/or appointments, write to E-RAU box 694 (Orlando).

MOTORCYCLE REPAIRMAN - Candidates on campus student status to repair and/or clean your motorcycle for less than dealer or after-market price. Fasteners given prior to work done. Car's cleaned and cyclized, valves cleaned, lives cured for, swing-arms greased, oil, etc. changed. Contact Chris at Box 6577 for service.

PART-TIME JOB - available, \$10/hr possibility. Study while you work at the airport. Call Mr. Aronson at 679-9402.

If you are interested in driving your car to its fullest potential, and testing your driving skills? If you are, we called Autocontrol. You run against a clock instead of a car. For more information, call Doug at 233-2102 or box 7931.

miscellaneous

LOOK AND FEEL BETTER - Health, nutrition, and weight control products. Call Jeff at 233-2008 after 8 p.m. or box 682.

AL "ONMATICS FOR MILITARY A.T.P. - Free consultation for FAA exams, FAA exams, etc. From a CFI, call Pilots at 767-2116.

FREE BIRD - I will give you a free trip on the Auto Train to your Virginia (near Washington D.C.) in exchange for you helping if you are in the state. If you are ready to leave preferably in early October call + for information. Valentin (301) 286-6016 or 476-6633, weekdays 8:00-4:00.

BAND MEMBERS WANTED - for a forming progressive Rock-Funk band. Video recording capabilities. If you are a keyboardist, guitarist, drummer, or bassist and are an excellent player, contact Brian at box 23-203.

miscellaneous

GETTING ENGAGED? Purchase your first quality Diamond ring at wholesale prices! All diamonds are graded with a certified appraiser! Call Arpan at 1-800-433-3994 for appointment.

WANTED - Inexpensive (0-500) that in good condition. Also wanted - Inexpensive (0-300) roller skates for outdoor use. Only size 6-7. Also wanted - Inexpensive (0-20) 10 speed bike for dependable transportation. Preferably girl style. Note: Bike must be short (37") high. Contact Bob 7614 or 377-4003, 27 Sep.

WANTED - my return book. Request of found for weeks of brown nylon wallet and its contents. Lost in 6:40 on 9-13-85. Contact Geoff Hunt at 672-3132 or Box 7333.

BIKE CARRIER - mounts on rear of car. Only used once, \$65.00 or best offer. Call 288-1886 or leave note in box 6729.

FLORIDA FLIGHT CENTER

FLORIDA FLIGHT CENTER, 1310 Vindicator Ave., Avon, Florida 32810

LAWANALOPZ 150 - 911, excellent condition, garage kept, only 7000 miles. Cover and extra set included. Call Norman at 767-8645 or 768-2223. 11400 firm.

1979 KE 400 - 25,000 miles, blue with custom paint, all chrome tanks good, crank bars, big and custom seat, p/w, new chas and sprockets, runs good, needs good. Call David at 235-1461, ext 231 and leave message, or write E-RAU Box 217.

YAMAHA RD 100 - 1975, 11,800 miles, 4 blades, 2 side view mirrors, full drum cover, bumper mirrors, triple black, helmet, stay bar and back rack. \$620/avg. Call George at 767-8439.

LIVING ROOM SET - Two floor speakers, audio radio receiver, movie projector and camera. Call 767-2144 and leave your name and number.

STUDIO CONTRACT - for the Apartment Complex II. If interested or know someone who is interested, write to E-RAU box 6411 (Frank).

SIXTH FLOOR - For 1985, 20 mathematics, reasonable rates. For info, write to E-RAU box 6411 (Frank).



141 Approved Flight School All Ratings

RENTALS (WET)	PER HR.
Beech Skipper.....	\$24.00
C152's (IFR).....	\$27.00
C152 Aerobat.....	\$30.00
Warriors (IFR).....	\$40.00
C-172 (2) (IFR).....	\$36.00
C-172's (5) (IFR) New.....	\$40.00
C-172 (IFR, Air Conditioned).....	\$42.00
C-172RG (IFR).....	\$50.00
Archer (IFR, Air Cond. HSI, NEW).....	\$50.00
Arrow (IFR).....	\$49.00
Aztec (Twin-IFR).....	\$99.00

- Over 20 New & Late Model, Clean Aircraft For Rent
- 141 Approved Flight School (PVT, COMM., INST., ME.)
- The Newest & Nicest Facility In Town
- Pilots Lounge With Wide Screen TV & VCR
- Fun Atmosphere To Learn In
- Flight Instructors & Staff Who Never Forget Your A Customer
- Free Coffee & Donuts Every Day
- Open 7 Days/Week - 6:00 AM. To 10:00 p.m., We Suit The Flying To Your Schedule, Not Ours
- Super Fuel Prices --- AVG\$ 11.69 - (3°F.E.T.)
- F.A.A. Written Test Examiner On Staff
- If You're Current In A 172 or 172RG At E-RAU, You're Current With Us
- A REAL Twin For Rent (Piper Aztec) At Light Twin Prices (\$99 WET)
- Home For Daytona's New Commuter Airline - "SKYWAY"
- Daytona's Only Authorized Piper Dealer
- NO HIDDEN CHARGES, NO Ball & Switch Tactics
- We Welcome All Flight Instructors
- Rent C.F.F.C. Aircraft & Fly Anywhere (U.S., Bahamas, Canada)
- FAA Written Tests Given 7 Days/Week! \$10 minus "Coupon"
- Cross Country Flights - Fuel Reimbursed at Purchased Price
- All Pilots Fully Informed by CFFCI! NO Deductibles
- Aerobatics in an ALL-METAL Airplane! And New Aerobatic Only \$315.00 (Offer Expires 10/15/85) NO Enroll Tuition!

For Details 258-1779

Our instructors & staff are here to serve you the best anywhere!

personals

CRSL: Sorry WE did not get to take that wonderful walk on the beach last Friday. I would like to try this Friday. KRZ1

Dear KRZ1, Thank you for the invitation, I love to and... well, you know how I get! Perhaps we can go to go on our walk sometime soon, honey? Love, C.L.

To whom it may concern: A package addressed to L/R Smelter was returned to the In/Com Center. Please pick up package from In/Com Center any weekday between 8 a.m. and 5 p.m. Thank you.

Whenever "downwind" my Mark teacher riding gloves while I was eating lunch on 10-4-85. I would like to have them back. Please return them to box 731N.

Chief Bay Area Day It was a dynamic day! B4

Chief, What are your plans? There has to be a better way. OK, so I had a lot to do, but there has to be a better way. Does not of war mean anything to you? CSC 111

Chief, All my deepest respects and admiration to you, who despite respect and admiration to you, who helped pave the way so I could go, and helped pave the way so I could go. You are the captain. Tomorrow. They say, or I say, I will miss you in November. Cheers to Christmas tonight soon.

Leave, We need you back. Things have been hanging here. What's you write or call off? Everyone is so lonely. Mia

to the girls. Maybe I'm real dumb, but this stunk up, and it must stop this week if I have to do the whole thing tonight. Pounding out when she sees comes up cannot be allowed any longer. I'm not sure. CSC 111

Rob, The gang is waiting to hear from you. We're all wondering if you're reading the paper this close. How's unemployment? We are all looking forward to it within the next few months. (10-9-85) Joe Cragg

NOTICES

National Alcohol Awareness Week

ERAU will observe National Alcohol Awareness Week, October 21-27. Several events will be held including: the Volusia County B.A.T. Mobile (Blood-Alcohol-Testing Unit); a Blood Drive; and an Astor to discuss the liabilities involved when serving alcohol at a party. The events are being sponsored by the ERAU Alcohol Awareness Committee. For more information, contact Student Activities.

December Graduates

DECEMBER GRADUATION applications are being accepted in the Registration and Records Office for those students anticipating degree completion at the end of the FALL trimester. Students are required to fill out Graduation Applications and the Alumni Association forms no later than Friday, October 11, 1985. Please be advised the NO DIPLOMA will be ordered if this application form is not processed by the Registration and Records Office.

NAVAL AVIATION CLUB MEETING

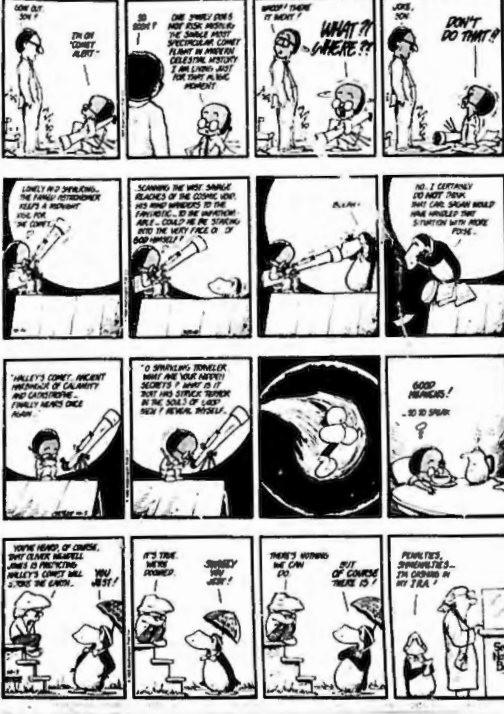
October 9, 1900 hours in C-109/112. Guest Speaker - Capt Mac McCarthy (Ret) F-8 Crusader Pilot New Members Welcome

Spring Graduates

STUDENTS ANTICIPATING SPRING '86 GRADUATION: We suggest that you fill out your Graduation Application for a PRELIMINARY GRADUATION EVALUATION. We will try to process as many as possible prior to the "ADVANCED REGISTRATION" for Spring '86.

BLOOM COUNTY

by Berke Breathed



Now earn up to \$10

DRESS FOR SUCCESS.

Now earn up to \$10 Immediate Cash

Bonus program for a blood plasma donation. New donors bring this ad for \$1 extra.

Atlantic Plasma Corp. 436 North Beach Street 252-7674

You're the man in charge. And you can handle it because the Navy has given you the management and training to do it right. That's their respect for you. And what you do in the Navy is responsibility for millions of dollars worth of sophisticated equipment. At age 22 you can be a leader in the Navy. With all the decision making authority you need to be the man in charge of your own responsibilities. The rewards match up too.

A solid starting salary of \$17,700 and up to as much as \$31,000 in four years with regular promotions and raises. Responsibility and reward. It's the way you measure success in the Navy. See your Navy Recruiter or CALL 800-327-NAVY.



Schwinn advertisement for Raleigh Panasonic Centurion bicycles. Features a picture of a bicycle and text: 'We are now franchise dealers for: Raleigh Panasonic Centurion 10- and 12-speeds. BEACH CRUISERS \$99.95. 10% Off select accessories with E-RAU I.D. Ormond Schwinn Volusia Schwinn South 205 S. Yonge St. (US-1) 312 S. Ridgewood Ave. (US-1) Ormond Beach South Daytona 877-2425 756-0008 Hours: 9 - 5:30 Mon. - Fri. Sat. 9 - 4



ERAU ENTERTAINMENT
PRESENTS

A Rock & Roll

Oktoberfest '85

Celebrate with Us!

SATURDAY
October 12, 1985

SATURDAY
October 12, 1985

SHOW TIME 1:00 P.M. at the Concert Field

FEATURING

Pat Travers

AND

The Producers

Nova Rex

Comedian Tom Parks

Dr. John's World Frisbee Show

ERAU Skydiving Club

**FREE
ADMISSION**

No Coolers or
Bottles permitted

Concessions with
food & drink available