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Avion 1985-10-30

Embry-Riddle Aeronautical University

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Halloween Dance
Friday, Nov. 1
9:00 U.C.

This Week Features

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EMBRY-RIDDLE

Volume 51, Issue 8

Embry-Riddle Aeronautical University, Daytona Beach, Florida

October 30, 1985



Luxury coach

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Amey photo by Mark Brown-Montgomery

Alumnus directs airport ops

McGee running Daytona Beach Regional Airport

By Steve Cagle
 Avion Staff Reporter

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Dennis McGee, a 1978 Embry-Riddle alumnus, began working at Daytona Beach Regional Airport operations a few months after graduation. His position helped him gain experience in day-to-day airport operations such as the monitoring of safety and security of airport facilities.

In 1982 McGee was promoted to Assistant Airport Director, and in January, 1985, he replaced Douglas Wolfe as the Airport Director.

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See MCGEE, page 7

ERAU guard attacked

Student faces criminal charges

By Sabrina Petchel
 Avion Staff Reporter

On Friday, October 18, an ERAU security guard was assaulted by a student.

The security officer was making rounds at Dorm 1 when a student, who reportedly had been drinking, hit and knocked the guard against the wall. When the security guard reached for his radio to call for assistance, the student took the radio and fled.

The \$800 walkie-talkie was found later, totally ruined.

The following day, the student was caught and arrested. He was charged with a second degree felony. Under Florida state law, the charge for striking a private security guard is the same as that for striking a police officer.

The student has been expelled from the university. Two criminal charges were served

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Tech writing degree meets student, industry requests

By Judith Hendrickson
 Avion Staff Reporter

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The traffic going down Volusia is heavy, as more and more people leave their place of shelter to see the results of the Category V storm.

Many of the side streets are knee-deep in rainwater; the drainage system is taxed beyond its capacity. At one street corner, two people in a job-body motor happily down the sidewalk, and are greeted by a gathering of small children snorkeling in the flooded street.

Trustees plan alterations to ERAU's future goals

By Patrick McCarthy

"It is time for a revitalization of the University," said ERAU President Ken Tallman at the opening session of the annual Board of Trustees meeting. The Trustees gathered at the Daytona Beach Campus for two days last week to discuss strategic plans for the University.

Tallman's keynote address touched on the "lack of direction" plaguing the University's strategic plan. "We need to know where we should travel," said Tallman.

The Trustees then broke up into three workshop groups to exchange ideas on several alternatives available to the administration. Tallman asked the workshop groups, composed of Trustees, faculty, and students, to debate various options. The workshop groups later presented

him with those they considered to be the most credible.

The President was interested in getting a "sense of mission" from the Trustees. Tallman and he wanted a basic outline from the Trustees. "I'm looking for a nose-in, finger-out approach," said Tallman, explaining he wanted the Trustees to provide him with ideas for programs and curricula, but he would be the one to make the decisions regarding their implementation.

The workshop groups prepared lists of what they thought were the most important alternatives available to Tallman.

All three groups agreed ERAU should expand its curricula to include aerospace courses and programs. Several participants made the point that the definition between aviation and aerospace is becoming blurred. The two fields

are increasingly interrelated, rather than being separated by a discrete line.

The opinion of the majority of the workshop participants was that ERAU should work to retain its traditional aviation focus and also incorporate a newer aerospace related curriculum.

The groups also agreed the University should look into the development of centers for aviation research and aviation safety. Improvement of communications with the alumni was also mentioned by two of the groups. Development of a viable alumni relations network, working to increase alumni donations, and expansion of alumni development were topics broached by several participants.

New program offerings were

See BOARD, page 7



M.A.D. boomer...

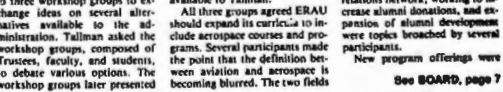
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played into the Daytona beachside. The wall, called the storm surge, is actually a large dome of water created by the low pressure within the eye of a hurricane.

Gruesome reminders

The ocean has swept away entire buildings, leaving only foundations as gruesome reminders of their previous existence. Several condominiums directly on the beach appear to have withstood nature's forces, though even these have sustained some damage.

Animals roam the streets, having escaped out shattered windows and broken doors. Clear-cut lines are easily spotted as the path of a tornado is traced by state officials. Major media and local news personalities tour the destruction, informing their audience of what is painfully evident to Daytona residents.

Search and Rescue procedures have yet to uncover any corpses or injured persons in Daytona, however, New Smyrna holds a different tale. Two women returning to what was used to be their home on the beach have discovered five young men floating in a pool of saltwater near their house.

"One of the boys lies next door in the beach house. I don't know the others though," she continues. "We tried to talk them into leaving and heading for shelter, but they refused, saying we were just paranoid..."

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Dr. J. Roger Osterholm, Professor of the Humanities, has taken surveys of various English classes asking students what degree of interest they might have in such a program.

The results appear favorable. Approximately eight percent of Osterholm's respondents indicated "much" or "extreme" interest in the technical writing program. If the survey holds true for the entire ERAU student population, about 400 students might enroll in the program if it were offered.

Osterholm has polled engineers and personnel managers in the aerospace industry about their need for technical writers. From the responses received so far, the majority of engineers agree they need to hire good writers. Osterholm says prospective employees should realize this and take at least one of the advanced writing courses offered.

Osterholm says more industry correspondence is expected. Together with the Career Center's estimate of the number of writers placed each year, the chances of a technical writing program being offered at ERAU are increasing, according to Osterholm.

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This week: The clean-up.

Throughout the city, the wrath of Hurricane Janelle is blatantly apparent. Hundreds of trees clutter streets and yards around Daytona, and powerlines above the ground are virtually nonexistent. One group of Riddle students drive down the trash-ridden streets of the greater Daytona Beach area. Very few businesses escaped damage; many have lost signs, and nearly all have no windows.

The traffic going down Volusia is heavy, as more and more people leave their places of shelter to see the results of the Category V storm.

Many of the side streets are knee-deep in rainwater; the drainage system is taxed beyond its capacity. At one street corner, two people in a jonboat motor happily down the sidewalk, and are greeted by a gathering of small children snorkeling by their flooded houses.

Contaminated water

The radio reports remind people to avoid drinking tapwater, as it could be contaminated by the excess storm drainage. Those people who planned ahead, prior to Janelle's arrival, filled their sterilized bathtubs with then-drinkable tapwater, and now are spared the mad rush to the supermarket after the storm.

Vehicles are finally being permitted back over onto the peninsula — residents, merchants, and emergency vehicles only. The sight which greets most is not a pleasant one. Many of the lower lying areas are still submerged. Along the riverside, substantial water damage plagues resident and condominium owners. A vast majority do not have flood insurance, and will have a difficult job acquiring assistance to make repairs.

Further to the east, things are even worse. At the height of the storm, when Janelle's eye plowed ashore, a 13 foot wall of water

plunged into the Daytona beachside. The wall, called the storm surge is actually a large dome of water created by the low pressure within the eye of a hurricane.

Grotesque reminders

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"One of the boys lives next door in the beach house. I don't know the others though," she continues. "We tried to talk them into leaving and heading for shelter, but they refused, saying we were just paranoid... I guess we know the price they have paid for their naivety."

Power outages

After the departure of Janelle, electrical crews began reinstalling power lines to merchants and residential areas throughout the county. The company receives calls constantly about power outages, and switchboard operators monotonically state that the crews are doing their best, and will have electricity back on as soon as possible. For several days, some residents still will be without power, due to the extent of Janelle's fury.

As time passes in Northeast Florida, things begin to settle back to normal. Some things, however, will never be the same. The Boardwalk, which used to be a major attraction to the vacationer, now

See 'CANE, page 3

Editorial

A needed service

The SGA needs a bus. Students at Riddle are an apathetic lot, with no intercollegiate sports or other activities to enhance school spirit. Clubs and Organizations are the only unifying force to be found here, but they can only do so much with their limited resources. The proposed bus might just prove to be the catalyst needed to foster a sense of pride this school needs.

Purchasing the bus would provide affordable, comfortable, and convenient transportation to campus groups. Ad hoc groups, organized by the SGA Entertainment Division or the Student Activities Office, could take advantage of group rates for admission to concerts and other events.

The bus has real potential as a tool to enhance student life on this campus. Will it be worth the cost? That decision will have to be made by you, the students. The SGA committee proposing this purchase has just begun its feasibility study. Students will be surveyed to determine their support for and interest in the bus, and all constructive comments are welcome.

Several questions have repeatedly been asked about the cost of this project. The bus would be purchased with a combination of SGA unallocated funds and a

See PRO, page 12

A white elephant

The biggest issue going on within the SGA at the moment is the proposed purchase of a used luxury coach. This proposal will cost the students of Embury-Riddle \$55,000. This, broken down among the 4800 students currently enrolled, means that your SGA fees, at fifteen dollars per semester, will not pay off this purchase for nearly 8 trimesters. This is four years, or the time that most students spend in college. To look at it another way, current freshmen will not see this bus paid for during their stay here at ERAU.

Who is going to pay these expenses? Admittedly, the organization that uses the bus should pay the normal expenses, but can they afford the costs of repairing such a complicated machine? It is definitely out of the budget of any dorm wing trips, so if they did want to use it, who would offset the cost? Most likely it would be the

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This cost does not take into account routine or emergency repair costs. Who is going to pay these expenses? Admittedly, the organization that uses the bus should pay the normal expenses, but can they afford the costs of repairing such a complicated machine? It is definitely out of the budget of any dorm wing trips, so if they did want to use it, who would offset the cost? Most likely it would be the SGA, and that would put a burden on the rest of the student body.

How can the current SGA pass down such an enormous cost that future administrations will have to bear for the next four years?

It seems that they haven't been doing their

See CON, page 12



College Press Service

Letters to the Editor

Pat on the Back

To the Editor:

I wish to express my utmost gratitude for your editorial and pictorial coverage of the 13th Annual Riddle Regatta in last week's issue of the Avon.

That kind of pat on the back has helped lift many a spirit of those involved in the planning and staging of this year's Regatta. The members of the Regatta Committee and the Vets Club should be thanked. Thanks also to those behind the scenes that contributed either their time, efforts, or authority to the success of the Regatta. Their efforts ultimately resulted in the large

Kathy Novak, Laurie Ranfo and those from Student Activities for logistical support, and to the many others, especially the students, clubs, organizations and administrators that participated.

The coverage and exposure that the Avon has given to the Regatta's has been greatly appreciated by the Vets Club.

Ronald R. Costa

Vets Club President

Special parking?

To the Editor:

It concerns me when the SGA

we, our SGA president felt he was entitled to use the only campus parking spot designated for Board members.

I sincerely hope our SGA president remembers that he represents the student body in all his actions, including improper parking.

Name withheld by request

To the Editor:
Here! Here! to Brian Mosdell's commentary: "SGA Bus: No!" in the AVON, October 23.

In his commentary, he basically states the money the SGA is proposing to spend on a bus could better be spent in other areas, such as sports activities for the school.

I concur with Mr. Mosdell's position on this matter, but would like to carry his thoughts a step further.

In such a large proposed purchase as this one, the SGA and the approving committees must make sure it is a benefit to all the students, whether it be a physical benefit now, or an intangible benefit later, (by improving our school's reputation.)

I don't believe a purchase of this bus will benefit the entire student body, and even if the purchase was warranted, I would think a vehicle of less magnitude would be the better choice.

W.B. Welch
Box 6417

Less Magnitude

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Spare parts

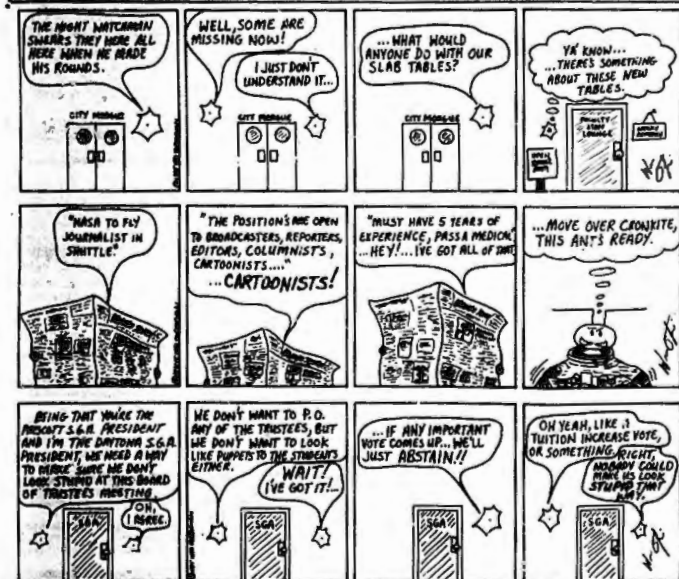
To the Editor:

What a great idea the SGA has, buying a luxury bus with thousands of dollars of the students' money. I am simply

See PARTS, page 3

Kyce Morris

Wes Oleszewski



AVON

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

The Avon Editorial Board members are: Patrick W. McCarthy, Gordon F. Crago, James Banke, Tim Van Milligan, Richard Calvert, and Mark Stern-Montagay. The Avon is an Associated Press affiliate newspaper, and subscribes to the Campus News-Press and College Press Service. The Avon is a member of the Columbia Scholastic Press Association, College Media Advisers, and the Associated College Press.

The Avon is produced by a volunteer, student-journalist staff mostly throughout the academic year and bi-weekly throughout the summer. The Avon is funded through student government fees and advertising revenue.

Correspondence may be addressed to: The Avon, Embury-Riddle Anatomical University, Regional Airport, Daytona Beach, Florida 32214. Phone: (904) 252-5561 Ext. 1062

SGA President's Report

By Arnold Leonora
SGA President

Dear fellow students:

Let me make one thing clear about the SGA bus that you have been hearing about: at this point, the SGA has not made a decision to purchase this bus. We merely are in the information gathering stages, which included getting your viewpoint on the bus. The SGA, as a matter of policy, does not make any decisions that would commit student's money, without proper analysis and study of the project. Representative Leo Vane, SGA Bus Committee Chairman, has been working hard on collecting the necessary information. He deserves a lot of credit for proposing the bus to the SGA, and for his research into the matter.

After we have completed a feasibility study, a utilization study, and have a written proposal, we will also be looking into several alternatives to the bus. We would appreciate your assistance in making our analysis for the bus; so, please talk to Leo in the SGA office.

Student Body Meeting

I have reserved the U.C. for a student body meeting on Tuesday, November 5, 1985, at 8:30 p.m. We, the SGA will be there to answer any questions that you might have. The Chancellor and

Vice-President of the Daytona Beach Campus, Mr. Eric Dotson, will also be there to answer questions relating to the University.

Trustee's Action

The Board of Trustees met last week, and took action on several proposals presented by the University administration. The board approved a \$10 per credit hour increase in tuition starting in the fall of 1986, so your tuition charge per credit will be \$135. The reason for this tuition increase of eight per cent is due to the increase in the Consumer Price Index (CPI) and the Higher Education Price Index (HEPI). In the following issues of the Afton, and at the student body meeting, we will be presented with the details why this increase in tuition was necessary.

The Board also approved two new degree programs at the Daytona Beach campus: Master of Science in Aeronautical Engineering, and the Bachelor of Science in Engineering Physics.

A new Administration building will be erected at the Daytona Beach campus, making it convenient for students to reach the administration right here on campus.

All of us in the SGA keep regular office hours: we will be glad to talk to you on any issue that faces you. Our office hours are for your benefit, so feel free to use them.

PARTS

(continued from page 2)

amazed at the thought and consideration, (or rather, lack of) given to the students and their needs.

Brian Mossell pretty well covered it all in last week's Sports Editorial. There is an obviously more important need for that

'CANE

(continued from page 1)

reus in pieces at the bottom of the Atlantic Ocean. Talks begin about reconstruction, but bureaucracy and red tape will delay any work for several years. Inland, Jangle continues to drop. Alabama, Florida, and Southwest Georgia with her tropical downpours. Flash flood

money in other places, sports facilities bring just one. What about increasing the funds available to clubs and organizations? Why not concentrate on activities and facilities that will be accessible to more than fifty students at a time? What does Leo Vane, Jr. the person in charge of this fiasco, propose to do about all the inevitable squabbling over who uses the bus,

...here, and for how long? Someone has to take them the blunders from a committee in charge of this idea, or give them all positions at the Pentagon, buying spare parts.

The students must voice their opinions about this issue if we are to have any effect on its outcome. Do so now.

Patrick Houtman

watches and gale force winds are lashing these areas, and lead to many millions of dollars in damage.

The financial loss to Daytona Beach and surrounding communities is extensive, but the emotional drain to many residents is even greater. Wind and rain destroyed whole neighborhoods, taking with them

the hopes and dreams of the inhabitants. One TV commentary says, "The people of Daytona have discovered the only truth about hurricanes — destruction." Perhaps this is true; even though Hurricane Jangle may someday exist as a memory, that memory will be with the people she has touched for a lifetime.

Pentagon losing the war against 'Starnet' computer

By Jack Anderson
and Joseph Spear

WASHINGTON — When generals plan for the next war by getting ready to re-fight the last one, it's usually because they won. What can you say about generals who are proposing to re-fight a war they just lost — using the same methods, only on a bigger scale?

Believe it or not, that's what the Army intends to do in a belated effort to recover from the egregious waste of time and money on a vital computer system called CAMIS. The project, as we first reported last June, is months behind schedule and threatens to turn into another billion-dollar boondoggle. The Army has already spent at least \$40 million just on the "brainstorming" phase of CAMIS: trying to decide what the computer system should be designed to do. The blame was due, in part, to the sole-source contractor, according to our sources.

Now, faced with a devastating inspector general's report, the brass hats have decided to dispose of CAMIS by having it absorbed in a new, comprehensive computer system called Starnet. This kity-litter approach is apparently intended to sweeten the stink of scandal, and perhaps throw critics like Sen. Charles Grassley, R-Iowa, off the scent. Grassley has asked to see the inspector general's report, but the Army has refused. From internal Army documents we've seen, it's not hard to tell why. The decision to have CAMIS taken over by Starnet, according to a July memo seen by our

associate Donald Goldberg, was made because "The Army didn't stand a chance of successfully defending CAMIS" to top Defense Department officials.

But — and here's the incredible part — the generals propose to have the new, bigger and more expensive Starnet system designed and built by yet another sole-source contractor. They're rebuilding the Maginot Line, in other words.

The brass hats are aware that the plan is "still not without risks," as an August report warns, explaining: "The Competition-in-Contracting Act has created an environment and an expectation that sole-source contracting will no longer take place. It is possible that the sole-source contract to Electronic Data Systems may be protested."

In short, the generals — as just an image problem, and they know how to handle that: a good Public Relations campaign. "The Army should attempt to mitigate these risks through an effective liaison and information campaign" aimed at Defense Secretary Casper Weinberger, Congress and the media, the report states.

One Army official, Wayne Grant, acting assistant secretary for financial management, has warned the generals that even the slickest P.R. effort may not save the sole-source approach. For one thing, he warned in a memo to the brass, "there appears to be no rationale on a cost-effectiveness basis" for causing other, competitively won contracts that are also to be absorbed in Starnet.

If that's not enough to discourage the idea, Grant points out that canceling the contract would reinforce the contractors' suspicion that Electronic Data Systems had "a lock" on the computer contract. The Army had to "take rather extraordinary measures" to get them to submit bids, Grant noted.

He further warned that giving out a sole-source contract on Starnet would put the Army on a collision course with top officials, who are committed to competitive bidding.

EXECUTIVE MEMO: The Reagan administration has been using some peculiar assumptions in making crucial decisions about the nation's strategic stockpile of critical raw materials. Congress set up this program to make sure the country can get along without certain resources in time of war. But the White House has decided to reduce the stockpile of materials — such as chrome — that are used in the manufacture of automobiles. The argument: Americans won't need new cars in wartime.

UNDER THE DOME: Most Congressional mail is answered by staff assistants, some of whom, unfortunately, are only vaguely familiar with American history. Last spring, for example, a correspondent wrote to Sen. Thomas Eagleton, D-Mo., and touted the accomplishments of Citizens Against Government Waste, whose address is a post office box at Washington's Ben Franklin Station. The response prepared for the senator's signature was addressed to "Mr. Ben Franklin," and it began: "Thank you for contacting me."

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Delta Chi

By Geoff Murray
Chapter Consultant

The past three weeks have been extremely busy for the men of Delta Chi. The pledge program is going quite well, social is very active, our Alumni are active and scholarship is progressing well.

The Delta Chi Pledge Education Program is keeping the pledges of Alpha Eta class quite active. The class is being exposed to the rich history of Delta Chi, dating back to 1890 at Cornell University, and issues that are dealt with on a local level. In addition, the class has elected officers. They are: James Connolly, President; Charles Berzins, Vice-President; Andrew Benrey, Secretary; and Sean Quinn Shevlin acting as Treasurer. The Brothers wish these future Brothers the best of luck in attaining their goals.

Two weeks ago the Oklawaha Canoe Outpost near Ocala saw the Brothers out for an adventurous day of canoeing. After some confusion with directions, the trip was under way with over fifteen canoes travelling down the

river. Although rain hindered the trip at the onset, the sun finally managed to pop through providing for an outstanding trip. Other organizations may wish to offer this same kind of social event; Oklawaha is outstanding.

The Sunday following our canoe adventure the Brothers and pledges participated in "Pledge Awareness Day." The afternoon included a barbeque behind the house, ping-pong, and hours of volleyball. The pledges were given an outstanding opportunity to meet with the Brothers and discuss university and fraternity issues. The day was a huge success.

This past weekend topped all of them off, however, as it was our Founder's Day celebration and Alumni Reunion. The events were attended by over 30 alumni from as far away as Long Beach, California and as nearby as Deland.

The weekend began with a cocktail party at the house to welcome all the alumni back to Daytona. At this event Brothers and pledges got a chance to mingle with some of our found-

ing members and discuss the old days. In addition, discussions with alumni provided insight into "life after college" and the aviation world.

Saturday afternoon the alumni attended a barbeque at Indigo Lakes where they got a chance to discuss the future of the Chapter, its past accomplishments and goals.

For the Brothers, Saturday afternoon involved work at "Oktoberfest" selling beer. The sales, which were jointly handled by AIAA and Delta Chi, was coordinated by Brother Clayton T. Krout. The event proved to be a financial success thanks to Clay's work.

After the Alumni BBQ and "Oktoberfest," it was off to Indigo Lakes for the Founder's Day Banquet. The event was a huge success with an outstanding meal and very inspirational speech by Greg Nelli. Alumni received awards for their achievements and work as well as Brothers receiving commendation. A huge congratulations goes to Brother Terry A. Garbig '72, who recently purchased Deland Dodge; this represents years of work. A recognition goes to Brother Richard E. Sollon '73, who just last week purchased a regional airline in Eastern Pennsylvania.

taught by the Prophet. Islam means: (a) complete submission to the will of God "ALLAH" and obey his commands; (b) peace and stability between individuals and peace among nations leading to stability (Islam); (c) a moderate and balanced life devoid of excesses.

3) Binding all together:

Islam alone has given the concept of a "House of ALLAH on Earth," which is a centralizing and binding force for its followers. The Ka'bah has conferred innumerable benefits on Muslims: (a) it has made them seekers of knowledge; (b) created among them a consciousness of human heritage.

To establish annuity of mankind, Islam has been able to bring mankind together to a degree not achieved by other religions.



By Joe Pastina
Team Correspondent

The Precision Flight Demonstration Team is on the road for Tennessee. Competition begins Thursday and ends this

their votaries or followers with the passage of time.

6) Muhammad, a real historic figure:

Muslims in all nations of the world know the life of Prophet Muhammad in detail because Muhammad has a historical existence. The Prophet's life is recorded, what is more, life sketches of his companions have been documented, without it, the teachings of Islam cannot be established.

7) Against oppression:

No other religion has provided a platform which can be used by people to overthrow oppressive powers. It was Islam alone which destroyed both Roman and Persian Empires.

8) Devoid of major schisms:

Every religion has split into

among world religions remains on its original place of birth unaffected and deep-rooted with no replacement and no erosion.

10) Ever-swelling ranks:

The last point is in fact the most important aspect of Islam. Islam has never witnessed any large-scale desertions from its fold during the last fourteen centuries. Christians of West Asia and North Africa went over to Islam. Most Christians of Russia, Eastern Europe and China gave up religion and embraced Communism. Nevertheless, Muslims never gave up their religion to other beliefs.

These ten points distinguish Islam from other religions, philosophies, and demonstrate the lasting character of its appeal. Islam has enormous potential for every human being who wishes to succeed and be respected in life.

Flight Team

Saturday. We will be returning to Daytona after the breakfast business meeting on Sunday, so wish us luck.

As competition drew near in the last few weeks, the team was

transformed into one working unit striving to succeed and be the best we could possibly be. While we are at Middle Tennessee State University, we will be representing every student at E-RAU and demonstrating the high caliber aviation training you receive here. Every student should be proud of the Flight Team and of E-RAU.

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*** STUDENT DISCOUNTS ***

By C.P. Franco
Chapter Correspondent

This past Saturday, eight brothers entered the rigorous Riddle Regatta, organized by Riddle's Vet's Club. Brothers James Schosser, Mike Day,

1) Special Snack Attack
2) Barnacles
3) Ocean Deck Toy Lots
Event: ERAU Sprint
1) The Unsinkable

Also, over the weekend, the brothers initiated six little sisters into the Sigma program. They were Jan Dzereck, Pam

The team came in fourteenth place at the race but came in first place among the sorority slingers. We thank them for keeping the spirit, and especially the endurance. The pledge class had a

On Friday, October 18, 1985, our loyal mascot, Fred J. Ford was put to sleep. For almost 15 years, Fred was a common sight around the fraternity house, and at intramural sports games. Fred was old, and was suffering from various internal problems. Besides being irreplaceable, Fred was a good dog, and our memories of him will last forever.

The American Association of Airport Executives Student Chapter held their latest general meeting on Thursday, October 17. Topics discussed were upcoming fundraisers, trips and guest speakers. The first activity of the

AAS members will be going out into the woods this weekend (2-3 Nov). They're going camping at Camp Alexander Springs. As a reminder to anyone that has not been camping before —

On October 13, the team travelled to Deland, to face Florida's best at the Stetson Invitational. Competing at the invitational as well were the University of North Florida, Florida Junior College, Santa Fe, Berry, Tampa, Florida State University of Technology, Jacksonville, Florida International University, Flagler, St. Thomas, Florida Atlantic, and Stetson. The

The next general meeting will be October 31 at 5:30 p.m. in room E-613. All students and faculty are welcome. Student Chapter memberships are still being accepted, however, the deadline for National membership has passed. All those interested please come to the next meeting or leave a note in the club's mailbox.

The next Running Club meeting will be held Wednesday, October 30 at 8:00. The meeting will be held in room E-603. To be discussed is spring track and further races for the fall trimester. All inquiries should be directed to Nick V. Ianni — phone number 252-8794.

There are only a few more weeks until formal interviews, so get ready, pledges! Pledge Initiation Dinner will be held on 2 November at the President's residence. Surely everyone is glad that the informal interviews are

Congratulations to everyone who lived through the Ultimate Game! AAS members had a great time trying to kill each other with the bright red paint pellets. My condolences to everyone who had a great time on Sunday (going all out as the Ultimate Game) and paid for it on Monday!

Our strongest event was Strum Bomb, and the President's Flower Bowl. The sorority sisters wish all the fraternities the best of luck during the remainder of Greek Week and we'll see ya next year.

Theta Phi Alpha would like to wish all students the best of luck in their studies for the remaining part of this trimester.

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get ready, please. The Inauguration Dinner will be held on 23 November at the President's residence. Surely everyone is glad that the informal interviews are

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Contact The Campus Budget Office for Program Details
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F-4 Phantom II USMC C18	Brain, Airways, CONCORD US B-52A C18	Brain, Airways, CONCORD US B-52A C18	SEA SW 76, Ecuador Air Force SOFIA F-73 Wing C18	SEA SW 76, Ecuador Air Force SOFIA F-73 Wing C18	SEA SW 76, Ecuador Air Force SOFIA F-73 Wing C18
					
F-4 Phantom II USMC C18	Brain, Airways, CONCORD US B-52A C18	Brain, Airways, CONCORD US B-52A C18	SEA SW 76, Ecuador Air Force SOFIA F-73 Wing C18	SEA SW 76, Ecuador Air Force SOFIA F-73 Wing C18	SEA SW 76, Ecuador Air Force SOFIA F-73 Wing C18
					
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Census: college education back in style

By Christopher Connel
Associated Press

WASHINGTON (AP) — A new Census Bureau study finds a sharp rise in recent years in the gap in incomes between those who earned a college shekkin and those who have only a high school diploma.

The earnings differential had narrowed in the late 1960s and the 1970s, leading some to warn of a "plateau" on college graduates and to question the value of that investment.

But the new report released Wednesday found that "return" on college education is growing again.

"Contrary to most current opinion, the market for college

graduates may be reviving," Census analysts Dave M. O'Neill and Peter Seftell said in a report titled, "Education in the United States: 1980-1983."

Looking at median incomes for men ages 25 to 34 over the past century, they found, "The ratio of college-high school graduate incomes dropped after 1969 and stayed at the somewhat lower level until 1979. Since 1979, there has been a rather sharp rise in the income ratio."

One possible explanation, the analysts said, is that the flood of baby boomers — the out-sized generation born from 1946 to 1964 — depressed entry-level earnings in the job market for years, but now that "the baby-boom flood (has) started to recede,"

college graduates are commanding higher pay.

In 1958, the median income of the young college graduate was \$5,970, compared with \$5,688 for those who just went to high school. The college graduates were earning 1.27 times more.

That ratio fell as low as 1.21 in 1979, but since then it has climbed to 1.39. College graduates earned \$21,988 on the average in 1983, compared with \$15,789 for the high school graduates.

That ratio usually gets stronger as the workers age. In 1983, for instance, the ratio was 1.53 for men ages 35 to 39, and it was 1.74 for men 50 to 54.

The analysts said major strides in the educational achievements of Americans since 1940 have

made them "the most educated (people) in the world." But the report also pointed to Scholastic Aptitude Test scores and other evidence that it said showed the quality of U.S. schools sagged in the 1970s.

"Less than 45 years ago ... a solid majority of young adults were either high school dropouts or had never gone beyond elementary school," the report said. "Today ... high school dropouts have been reduced to a small minority."

In 1940, only 38 percent of those ages 25 to 29 had attained a high school diploma, and a mere 6 percent had college degrees. Now, the report said, 86 percent of those surveyed by the Census Bureau said they have high

school diplomas and 22 percent possess college degrees.

"These are very large trends and they have made the American people the most educated in the world," said the report.

It cited surveys showing that in 1980-81 almost 32 percent of all U.S. adults 25 or older had at least some college education, compared with 17.3 percent of East Germans, 17.2 percent of Canadians, 15.3 percent of Swedes, 14.5 percent of Japanese and 7 percent of Hungarians.

The Census figure on high school graduation is markedly higher than that used by the U.S. Department of Education. "Once Grant of the National Center for Education Statistics said 76 per-

cent of the students who were fifth-graders in public and private schools in 1975-76 graduated in 1983. Another Education official, Alan Ginsburg, said that figure does not include those who obtain high school equivalency diploma after dropping out.

O'Neill, the Census analyst, said, "Some people could lie. That's definitely a possibility."

The report said that the poor showing of American students on some international scholastic comparisons is due in part to the low rate of attrition from U.S. schools. Countries with high dropout or flunk-out rates generally look better on such rankings.

Wright 'first to fly' challenged

By Joyce A. Venezia
Associated Press

BRIDGEPORT, Conn. (AP) — William O'Dwyer and Kaye Williams have nothing against the Wright Brothers. They just want to give credit where credit is due, even if that means proving the Wrights wrong.

Earlier this month, Dwyer, a retired Air Force pilot from Fairfield, and Williams, manager of a Bridgeport marina, joined other flying enthusiasts to announce plans to build an exact replica of the plane they believe was the first to fly.

That plane was Gustave Whitehead's model No. 21, a spindly contraption originally built with wings of silk and bamboo poles as ribs. There are supposedly no photographs of the flight that Whitehead allegedly took in Bridgeport in 1901 — two years before the Wrights' historic 1903 flight at Kitty Hawk, N.C. — but there are photos of the plane itself.

"We developed blurbs" from the photographs that came from Whitehead's house in the 1930s," O'Dwyer said. "They were saved by a researcher who turned it over to a nearby Air Force squadron in Stratford."

"In 1963 we (the squadron) were asked by the Connecticut Aeronautical Historical Association to do field research to learn whether Whitehead did or did not fly," he said.

At first, O'Dwyer said, "We were out to prove he did not fly." But in the course of extensive research — with only eight pages of typewritten notes as a lead — the group began to feel differently, he said.

"In the process, we found information we didn't know about. From historians and other people, we found the very things they said never existed."

"We found neighbors who had even helped Whitehead sew fabric on the wings."

remain of Whitehead's plane actually in flight in 1901, O'Dwyer said with evidence remains that such photographs were once on exhibit in New York City. Eventually, the group realized only one thing remained to be tested.

"We were really amazed that anything anyone said didn't exist really did exist," O'Dwyer said. "So we thought it was worthwhile to rebuild the airplane and find out what it would do."

"Orville Wright once said that one look at Whitehead's airplane was enough to say it couldn't fly," he said. "But every modern-day engineer we've showed our blueprints to has said just the opposite."

Williams, who is financing the project with an initial \$10,000, said he expects the first attempt at flight could be by the end of the year. Construction on the hangar where the plane will be built was scheduled to start this week near the marina, he said.

Although no clear photographs

BOARD

(continued from page 1)

discussed by some of the Trustees. The inclusion of an Electrical Engineering degree at the Daytona Beach Campus was proposed, as were language courses and safety/fallure analysis courses.

Tallman also asked the workshop members to provide

GUARD

(continued from page 1)

upon him.

The security guard was treated at Halifax Hospital, suffering bruises on his head. He was released later that day.

Although security guards do not carry weapons, they still have

MC GEE

(continued from page 1)

which is in line of landing fees.

Another form of revenue for the airport is the development

him with a list of "priorities for the President."

Each group had somewhat different ideas on the priorities, but Tallman agreed to receive to several suggestions.

One group advised the President to concentrate on University development, gathering funds from sources other than tuition; oversee facility development at the University; act as the University's liaison with industry and government.

The other group suggested Tallman remain active as the University's leader, operating the management system that is already in place, develop the concept of "academic excellence" in either a top-down or bottom-up fashion; and assure fiscal soundness in present and future operations.

According to Security Chief Bob Walters, student violations have increased significantly this

semester. This is the first time in eight years that a security guard has been hit by a student. According to Walters, most of these problems occur in the dorms.

Bob Walters said that he was extremely disappointed that the security guard was not aided by any students at the time of the incident.

the right to defend themselves. They have the right to restrain and detain with whatever force they find necessary. Security guards also have the power to hold a student until the police arrive.

According to Security Chief Bob Walters, student violations have increased significantly this

and leasing of airport properties. McGee said that he could lease much of the property near the airport to retail businesses, but he would rather try to attract avi-

ation related high-tech businesses. "Having Embury-Riddle close-by is a definite plus in trying to attract these businesses," noted McGee.

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Orbital Inclinations Journalists invited to fly

Walter Cronkite should go

By Jim Banks
Space Technology Editor

So journalists are the next to go into space? No... that doesn't mean me. You have to be doing this full time and have at least five years experience. I only have a year, and it's part-time (Un-paid I might add) work.

It will be very interesting to see how many journalists apply. The response will show some very interesting things about current interest in the space program. I have to believe, that when it is all said and done, some "big name" talent will be the one to go. If it's worth anything to anyone, I think Walter Cronkite should be the one to go. Cronkite has been there supporting the space program from day one. Perhaps Cronkite will not apply to the question may be moot — but I hope he does. Strong arguments, and a large contingent of support, exists for sending him.

Repayment for his narration of the IMAX film *The Dream is Alive*, would be enough of a reason to send Cronkite into space for me. If you have seen the film at Spaceport USA, you could imagine what it would be like to hear Cronkite's unscripted voice commenting on what he is seeing outside an orbiter window live as the Earth turned beneath.

A more important reason is that with the enormous amount of respect and trust he has earned through the years, Cronkite would become a powerful voice in the space movement. Mom, Dad, Grandpa, and Grandma Ignorant American — who knows nothing of the space program and knows plenty about Walter — would suddenly be aware that a space program exists.

What this could mean for NASA's budget in the long run is obvious. With more awareness, interest and support for our national space effort would dramatically increase.

As a more general comment, the journalist in space should not be one of the current anchors of network news, or even a recognizable reporter for one of the three networks. The event would become the ultimate commercial. Hopefully CBS would not do this with Cronkite should he be selected.

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In a way, I wish NASA Administrator James Beggs would just invite Cronkite as a special Space Flight Participant. The contest then would mean something more to the large number of qualified, talented communicators who are present in the news business.

Challenger launches at noon today

Record eight-man crew to fly week-long German Spacelab mission

National Aeronautics
and Space Administration

KENNEDY SPACE CENTER, Fla. — The space Shuttle *Challenger* is scheduled for lift off today (Wednesday) at noon. A three hour launch window is available. The mission is a dedicated German Spacelab flight with a record crew of eight on board.

The "Deutschland Spacelab Mission D-1" is the first of a series of dedicated West German missions on the Space Shuttle. It also is the first time a Spacelab payload has come from Europe completely checked out and ready for installation in the orbital laboratory.

Spacelab D-1 is managed by the Federal German Aerospace Research Establishment (DFVLR) for the German Federal Ministry of Research and Technology (BMFT). DFVLR's responsibilities include provision of the payload, payload analysis and physical integration and verification, and payload operation on orbit.

The Spacelab payload was assembled by MBB/ERNO over a 5-year period at a cost of approximately \$175 million. The company serves as prime contractor to the 12-nation European Space Agency in the \$1 billion Spacelab project.

Used by German and other European universities, research institutes and industrial enterprises, the D-1 is dedicated to experimental scientific and technological research.

Highlights of the 7-day mission include basic and applied microgravity research in the fields of materials sciences, life sciences and technology, and communication and navigation. The users are German and foreign universities, research institutes and industrial enterprises as well as ESA and NASA.

Record Crew

Challenger will carry an 8-member crew — the largest ever in space — commanded by Henry (Hank) Hartsfield, who piloted STS-4 and commanded the STS-41-D flights. Pilot Steven N. Soderberg will be the

(DFVLR - German), First Meserschmidt (DFVLR - German) and Wubbo Ockels (ESA - Dutch).

Buchli is a veteran of Shuttle flight STS-51-C, the first mission totally dedicated to the Department of Defense. Blanford flew aboard STS-8. This will be the first mission for Dambard, Jurek, Meserschmidt and Ockels.

Mission Summary

Challenger will be launched in a circular orbit of 201 statute miles and have a 57-degree inclination to the equator. This high inclination orbit will make the launch very visible from Daytona Beach, weather permitting.

As with all Space Shuttle missions, NASA will maintain control over the Shuttle vehicle and overall safety and conduct of the flight. For D-1, the Federal Republic of Germany will have management responsibility for the scientific mission to be carried out during the seven-day flight. The payload and control center will be at the German Space Operations Center (GSOC) located in Oberpfaffenhofen, near Munich.

The experimental facilities are arranged according to scientific disciplines into so-called Payload Elements. The facilities are provided by the DFVLR, ESA and NASA.

These facilities comprise melting furnaces, facilities for the observation of fluid physics phenomena, chambers to provide specific environmental conditions for living test objects, and the Vestibular Shed, which exposes astronauts to defined accelerations to study the function of the inner ear.

Spacelab Elements

Elements of the Spacelab Module include:

Werkstofflabor: The WL is designed to be a multipurpose and multi-use facility for materials science and space processing experiments in microgravity. It houses the following hardware: a mirror heating facility, a cryostat, a gradient heating facility, a fluid physics module, an isothermal heating facility and a high-temperature thermostat.

Protektorkammer: The PK for process chambers was tailored to the requirements of the scientists. It is designed to show and measure



The Space Shuttle *Challenger* sits on Pad A of the Kennedy Space Center's Complex 39 awaiting its next launch.

flows, heat and mass transport, and temperature distribution occurring during melting and solidification processes, as well as during phase changes of liquids.

Frogs in Space

Biowissenschaftler (BW): This life sciences payload experiment package combines a group of three-element botanical or biological and two medical experiments in which a small

first Spacelab's medical experiments of the central venous pressure. For the first time, the internal pressure of the eye will be measured. This experiment is designed to study fluid shifts under the effect of microgravity, as well as the adaptive behavior of the related human organs.

After 7 days and 40 minutes of around-the-clock scientific observations, *Challenger* will land at Edwards Air Force Base in California on Nov. 6, at approximately 12:40 p.m. EST. Recovery will begin with the firing of the orbiter's orbital maneuvering system engines over the Indian Ocean as *Challenger* makes its 11th revolution of the Earth.



The Space Shuttle *Challenger* sits on Pad A of the Kennedy Space Center's Complex 39 awaiting its next launch.

flows, heat and mass transport, and temperature distribution occurring during melting and solidification processes, as well as during phase changes of liquids.

Frogs in Space

Biowissenschaftler (BW): This life sciences payload experiment package combines a group of three-element botanical or biological and two medical experiments in which a small botanical garden will be tended during the mission. Frog larvae development will be investigated in the "frog staidish" experiment.

The third experiment in the field of life sciences continues the

first Spacelab's medical experiments of the central venous pressure. For the first time, the internal pressure of the eye will be measured. This experiment is designed to study fluid shifts under the effect of microgravity, as well as the adaptive behavior of the related human organs.

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As a more general comment, the journalist in space should not be one of the current anchors of network news, or even a recognizable reporter for one of the three networks. The event would become the ultimate commercial. Hopefully CBS would not do this with Cronkite should he be selected.

In a way, I wish NASA Administrator James Beggs would just invite Cronkite as a special Space Flight Participant. The contest then would mean something more to the large number of qualified, talented communicators who are present in the news business.

Challenger will carry an 8-member crew—the largest ever flown in space—commanded by Henry (Hank) Hartsfield, who piloted STS-4 and commanded the STS-41-D flights. Pilot Steven Nagel served as mission specialist aboard STS-51-G.

Other crewmembers include mission specialist James Buchli, Guion Bluford and Bonnie Dunbar; and European payload specialists Drs. Reinhard Furrer

and multi-use facility for materials science and space processing experiments in microgravity. It houses the following hardware: a mirror heating facility, a cryostat, a gradient heating facility, a fluid physics module, an isothermal heating facility and a high-temperature thermostat.

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Blowwissenschaft (BW): This life sciences payload experiment package combines a group of three-element botanical or biological and two medical experiments in which a small botanical garden will be tended during the mission. Frog larvae development will be investigated in the "frog statolith" experiment.

The third experiment in the field of life sciences continues the

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After 7 days and 40 minutes of around-the-clock scientific observations, Challenger will land at Edwards Air Force Base in California on Nov. 6, at approximately 12:40 p.m. EST. Reentry will begin with the firing of the orbiter's orbital maneuvering system engines over the Indian Ocean as Challenger makes its 111th revolution of the Earth.



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TRACKS



Objective or Overcritical?

By Tim Markwald
Entertainment Editor

Ocean Center's 'second chance'

This past weekend Daytona Beach's Civic Center, the Ocean Center, played host to Heart with Autograph as special guests. Several issues ago I criticized the Ocean Center's management and regulations and this has caused a bit of furor at the Ocean Center, particularly with Jerry McDonald, the manager of the Center.

The main question here is whether this editorial is an objective report, or whether it is an opinion.

An editorial, without a doubt, is purely an editor's opinion and does not necessarily reflect the views of the entire newspaper staff or, in our case, the university. This is clearly stated in the *Avion* masthead, located on page two. Apparently, though, Mr. McDonald does not see this editorial as an opinion, but rather as a direct attack against him personally.

What brought this all out, I do not know. Mr. McDonald, however, views the *Avion* as a "piddly little college paper". If we are such a "piddly little college paper", why does he let my column affect his blood pressure? And why such a dim view of his public relations with the press? Does insecurity have something to do with it? The Ocean Center is the best thing that has happened to Daytona Beach since they built the bridges to get beachside, and to see it defended with profanity and 'dirty tricks' is a real shame.

Mr. McDonald has told me that Mrs. Hunt, the widow of the late Jack Hunt, wrote him a formal letter of apology on my behalf and that I will "never again step foot into the Ocean Center".

The point is, I do not cover concerts at the Ocean Center at anyone's request other than my own. The university does not pay for my ticket nor do they use their influence to help me obtain admission. The record companies give me tickets and their blessing to cover concerts. The record companies give me access to the Ocean Center's backstage areas for interviews. The



Records and Such

By Scott Peters
Avion Staff Reporter

THE JON BUTCHER AXIS

ALONG THE AXIS

Jon Butcher made quite a stir back in the seventies when he became the first black heavy metal singer and put out the hit "Knock Down, Drag Out, Rock 'n' Roll Party in The Street". Some people would tend to dispute the claim of Butcher as the first black heavy metal, saying that Phil Lynott of Thin Lizzy was first. He probably was and he was certainly more well known. But Butcher backed the claim by playing metal, not Iron Maiden metal, but Zeppelin-type metal. Until now, that is. I don't know what to classify this album. Metal doesn't even begin to enter my mind. MOR does, however. I like the Jon Butcher Axis. I hate MOR. This means only that I was ambivalent towards this album. I didn't get what I expected and boy, was I disappointed. I hope he reconsiders this approach on his new album or he may well lose his old, faithful fans who dislike MOR almost as much as I do.

Pundit!

Mensa Bulletin

Amuse spook tomb me last Friday a night wall I was pumpkin my brain fearsome Thing grave or crypt I'd to write in my calumny ear midnight. Nothing familiar voodoo. I must be a fool, spirit head...in genie us. I was gremlin and groanin' "How I revampire spirit of doom monster ate the spirit of Halloween?" For all my toil and trouble, I could scare sleep plot my corpse - no sorcery spectre bleed evil lopped ideas with blood to be grin. I was completely at a loss for words. I phoned an old ghoul friend; she called me a boo banhee said, "I chani Hell reu." Everybody else I caudon D murder troll me off. Even my mummy. To me, learse won't, has bones about it - I was out on a limbo worse at a dead end. It still Sits my mind so dear I candies cry bit with ease. This article began to cemebers bold joke. Being Frankenstein to myself, I had to admit maybe my haunting fears of failure were off bounded. Had the jitters, so fixed a stiff rick to ward them off. Then I suddinly even spell. "Just ghost to show," I moaned. "I haven't got a chain."

Next thing I know, this catcombs knocking at my door. A black cat with an orange afro and shades. It seemed only natural that he should be wearing a pall blue robe that was too Lucifer his skeletal figure. Quite an amusing spectre skill. Of course, his broom was double double parked outside. "Oh, pun the door," he moved. Suddenly, I had hands in mine, thanks on his lips, and the answer in my brain. Jester writing dures of this remains.

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11126 Ocean Center
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RUSS TAFF

1115 Orlando, FL
1118 Jacksonville, FL



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The point is, I do not cover concerts at the Ocean Center at anyone's request other than my own. The university does not pay for my ticket nor do they use their influence to help me obtain admission. The record companies give me tickets and their blessing to cover concerts. The record companies give me access to the Ocean Center's backstage areas for interviews. The record companies help me do this for promotional reasons and publicity purposes. Mr. McDonald gives me nothing but a royal pain in the rear. Suppression of the press is not the record companies' modus operandi, but apparently Mr. McDonald feels that it is within his power to suppress the press crops in the name of the record companies. But he is not a representative of the record companies. So who loses if I am denied access to the Ocean Center? Ask Jerry McDonald. Then ask the record companies. Public relations is everything in the music business, and the show must go on.

A little ridiculous, don't you think? So who is attacking who? Perhaps the City Council should consider the public image and press relations concerning the Ocean Center. After all, the Center hasn't exactly jammed with press, even with Heart playing here.

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Concert Comments

By Tim Markwald
Entertainment Editor

1976 will always be remembered as a time of change. Bicentennial celebrations were being held throughout the nation, the various mini-produced special coins to commemorate the 200th year of freedom for the United States, and in the bars of the Pacific Northwest a band was capturing the hearts of America.

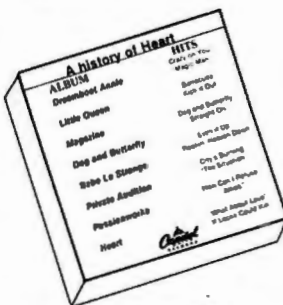
Heart was formed that year, the nucleus of the group comprised of sisters Ann and Nancy Wilson. Two sisters in the same group, singing the songs that they wrote, was somewhat new to the music world, and, by the time the media was able to distinguish between the two girls, their second album had already been released.

Heart's first album, *Dreamboat Annie*, contains the classics "Crazy on You" and "Magic Man", has sold six million copies and continues to be a consistent best-seller.

Little Queen, their multi-platinum second album, brought them two more instant hits, "Barracuda" and "Kick it Out", followed by the debut of their third album, *Maggie*.



Ann Wilson Nancy Wilson



Nancy

Dop and Butterfly came next, going platinum, and was followed by *Bele Le Strange and Private Antenna*.

Heart has experienced several personnel changes over the years, the most dynamic being the addition of Carmassi and Andes. This lineup, with styles from Montrose, Gamma, Spirit, and Firefall, has powered Heart into the ethies and the hearts of American rock and rollers.

Finally, after nearly ten years recording albums and touring worldwide, Heart released their first single, "What About Love", off of the *Heart* album, their debut album with Capitol Records and their ninth LP.

The Ocean Center came close to a sell-out with the dynamic duo of Ann and Nancy Wilson performing before a crowd of thousands. Less than 400 tickets remained, according to the box office, before the opening act, Autograph, even began to play.



Ann

Heart has, if anything, improved with age as if a fine vintage of wine. Their performance in 1980 at Aloha Stadium in Honolulu had only the hits from their first few albums to show from, but now with the succession of hits... 27 more recent albums, the show was non-stop rock and roll, Ann, with a voice that could shatter glass, belted out of the songs, and Nancy, with her prowess at the keyboards and guitar, together perform in a class, all by themselves.

Heart has truly come together and is definitely a group act. Without any one of the members, Heart in today's form would not exist. Naturally, the crowd wanted encores, and they got all that they asked for. A spectacular performance. The energy and electricity flowing throughout the audience complimented the Ocean Center's superb acoustics and atmosphere. Definitely an enjoyable spectacle with one of rock and roll's best.



Nancy

Autograph - a step in the right direction

Interview with Heart

drums) had to refine their music and come together as a band in the toughest of all places, in front of large

Autograph - a step in the right direction

Interview with Heart



Steve Lynch and Steve Plunkett

By Scott Hubler
Avon Staff Reporter

A fairly new band out of L.A., Autograph has found success quickly, but not easily.

Autograph's first break came when drummer Ken Richards played a demo tape for his joggling partner David Lee Roth. Soon afterward, Autograph became the opening act for Van Halen's 1984 tour.

The members of the band (Steve Plunkett, lead vocals and guitar; Steve Lynch, lead guitar; Steve Inham, keyboards and vocals; Randy Rand, bass and vocals; and Ken Richards,

drums) had to refine their music and come together as a band in the toughest of all places, in front of large

An RCA executive caught the show in Manhattan and signed Autograph to the RCA label in the dressing room after the show. Shortly thereafter, Autograph went to the studio and produced their first album *Sign in Please*, released in August 1984.

With such hits as "Turn up the radio", "Send Her to Me" and "My Girlfriend's Boyfriend Isn't Me", *Sign in Please* quickly went gold.

Their second album, *That's the Stuff*, which features the title track "That's the Stuff That Dreams are Made Of" and "Blondes in Black Cars", is projected to outsell their first album. Another track off the album called "Take No Prisoners" can already be heard in the movies "Secret Admirer" and "The River Rat".

Besides their album and six months of strenuous touring, Autograph has produced two videos, repeatedly shown on MTV and other music television shows. "Wildman" Ken Richards caused a sensation in one video shot, by biting a full beer can.

Autograph has reached success in the last year with a lot of work and good hard rock and roll. As long as they keep up the hard work and keep writing good songs, it won't be long until Autograph is selling out shows on their own.

Autograph kicked off their hour-long show with heavy, raunchy metallic rock and roll and simply never quit. Steve (the plunk) Plunkett, the group's lead singer, strolled onto the stage, raised hell with the crowd and they loved it.

Being a relative newcomer to the big time, Autograph was accepted at first with hesitation and then with enthusiasm. The group played here in Daytona last spring break at the bandshell and there



Steve "the plunk" Plunkett

were many people who were at the Ocean Center to hear once again the group that will soon take the nation by storm.

Playing such hits as "Blondes in Black Cars" and "Turn up the Radio", Autograph rocked the Ocean Center and did much more than warm up the crowd for Heart; they had them screaming. The day will come, very soon, when people will be knocking down the door to get their autographs from Autograph.

Autograph is a group to watch for the future. For a heavy metal fan, it's a dream come true, and long past due.



Author with Ann Wilson

By Tim Markwald

After Saturday's outstanding performance at the Ocean Center, I was treated to a short, but nonetheless informative, informal interview and after-show reception with Ann Wilson. Unfortunately, Nancy was ill and unable to attend the reception, but it was a pleasure to talk with Ann about Heart.

Reminiscing about the first Heart album, *Dreamboat Annie*,

with AC/DC. They (the Australians) don't really know of us yet. This summer we are planning to go to the studio to produce another album, which will probably debut around Christmas 1986.

The reception area held about twenty-five fans, who received the right to attend the reception from various sources. Ann, along with Howard Leese, Mark Andes, and Denny Carmassi signed autographs and talked with the fans about the future and Heart's place in it.

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BLOOM COUNTY

by Berke Breathed



Airlines opposed to fuel taxes

Associated Press

MIAMI — A decision by the U.S. Supreme Court this week not to hear a challenge by domestic airlines opposed to a Florida aviation fuel tax does not worry a lawyer representing five of 19 foreign airlines bringing a similar case before the court.

Most of the foreign airlines maintain that the tax violates treaties between the United States and their countries which exempt the carriers from U.S. state and local taxes.

Acting U.S. Solicitor General Charles Fried agreed with that position in a brief filed in September urging the exemption of foreign carriers from the tax.

On Tuesday, the Supreme Court refused to rule on a suit by Delta Air Lines, Eastern Airlines and Northeastern International Airways challenging the tax. That refusal released for the state \$58

million that has been locked in escrow accounts for as long as two years.

Spokesman for Delta and Eastern said a \$1 per ticket surcharge went into effect Tuesday to cover the costs of the tax.

Robert Papkin, an attorney with the law firm of Squire, Sanders & Dempsey, which represents airlines in Costa Rica, Ecuador, Brazil, Honduras and El Salvador, says his clients are optimistic that the court will rule in their favor despite the ruling against domestic carriers opposed to the tax.

"Frankly, I was surprised that the court separated the domestic and foreign suits," said Robert Papkin, an attorney with the law firm of Squire, Sanders & Dempsey.

"However, the fact that the suits were separated encourages us."

The Florida Legislature in 1983

approved a 5 percent sales tax on all aviation fuels purchased in the state with hopes of increased demand and price generating ever-increasing revenues.

As fuel price declined, dozens of road construction projects around the state were threatened with insufficient funding, so lawmakers set an artificial floor price of \$1.14 per gallon. With the 5 percent tax, the levy amounts to 5.7 cents per gallon. "All of the airlines, foreign and domestic were opposed to the tax being levied on all fuel purchased in Florida," Papkin said. "There would have been less of a complaint if the tax was based on what is termed a 'urnout' basis, only the fuel actually used in Florida."

Most states with aviation fuels taxes use the "burnout," or airspace, method of taxation.

Papkin predicted there may be some disposition in the foreign case by Monday.

PRO

(continued from page 2)

loan. Groups interested in using the bus would pay a per-mile fee to cover the costs of fuel, maintenance, insurance, and driver.

Our preliminary research into this matter has proved favorable. Maintenance can be contracted through the university or a separate garage for a very reasonable fee. Because this is an ex-Greyhound bus, on-the-road maintenance can be accomplished at any Greyhound service depot.

The increase in school pride and social activities provided by this bus should prove to be a more than adequate return on this investment.

CON

(continued from page 2)

homework on this issue. For instance, why consider only this model bus, aren't there cheaper buses that will accomplish the same task? What is the projected breakeven point for monthly usage? Will this bus become a white elephant for future SGA administrations? Who will do the maintenance on this bus? What happens when the bus breaks down on the highway? Will the students become stranded while debates rage over who will pick them up?

The bus has its merits, but is the time right for its purchase? After approving student funds of \$4500 for the remodeling of the faculty/staff lounge, perhaps the SGA should let the students decide this issue in the Spring elections.

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C-152 Full IFR.....\$29.00/wet
C-172 Full IFR.....\$39.00/wet

Sunrise Aero-club offering
limited charter membership
(reduced aircraft rental)

\$25 initiation fee \$10/month dues
Weekend "Private Ground
School Course"

October 19 & 20

FREE to club members,
\$50 for non-members

Bring in this Ad for a \$5 discount on aircraft rental
offer ends October 31, 1985

If you're current at ERAU, you're current with us!
Avoid Daytona's TRSA, fly unrestricted at Ormond Beach!
Build your flight time inexpensively
677-5724

Intramurals: Scores, Stats, and Standings

Football Final Standings

Division E					Division R				
Team	W	L	T	Pts.	Team	W	L	T	Pts.
Signa Chi	5	0	0	15	Org. Crime	4	0	0	12
Signa P	3	2	0	9	Beach Boys	3	1	1	9
Bro. Wind	3	2	0	9	Blue Demons	3	1	1	9
A.H.P.	2	3	0	6	Crunch Bunch	3	2	0	9
Lanoka Chi	1	4	0	3	69ers	3	0	0	9
Delta Chi	1	4	0	3	Mad Dogs	3	0	0	9
					Brook B.B.	3	0	0	9

Division U					Division A				
Team	W	L	T	Pts.	Team	W	L	T	Pts.
Moons	4	0	0	12	Air Force I	5	0	0	15
Peasant Chaff	4	1	0	12	Sick Fox	3	1	1	9
Talhookers	3	1	0	9	Pumpkins	3	1	1	9
Not Again	3	1	0	9	Horror	3	1	1	9
Crabbers	2	3	0	6	Yen Club	0	4	1	3
Bulls	0	4	0	0					



In Your Eyes Volleyballers take to the court in the recent action.

Top Ten

Offense

1. Signa Chi
2. Sick Fox
3. Org. Crime
4. Beach Boys
5. Blue Demons
6. PT Pumpkins
7. Air Force I
8. Talhookers
9. Peasant Chaff
10. Hoopers

Defense

1. Air Force I
2. Org. Crime
3. Signa P
4. Beach Boys
5. Hoopers
6. Sick Fox
7. Signa Chi
8. PT Pumpkins
9. Peasant Chaff
10. Hoopers

Playoff Team

Statistics

Team	W	L	T	Pts.	Team	W	L	T	Pts.
Org. Crime	4	0	0	12	Signa Chi	5	0	0	15
Signa P	3	2	0	9	Air Force I	5	0	0	15
Beach Boys	3	1	1	9	Hoopers	4	0	0	12
Hoopers	4	0	0	12	Peasant Chaff	3	1	0	9
Sick Fox	3	1	1	9	Talhookers	3	1	1	9
Peasant Chaff	3	1	0	9	Beach Boys	3	1	1	9
Talhookers	3	1	1	9	Sick Fox	3	1	1	9
Beach Boys	3	1	1	9	PT Pumpkins	4	1	0	12
Sick Fox	3	1	1	9	Blue Demons	3	1	1	9
PT Pumpkins	4	1	0	12	Signa P	3	2	0	9
Blue Demons	3	1	1	9	A.H.P.	2	3	0	6
Signa P	3	2	0	9	Brook B.B.	3	0	0	9
A.H.P.	2	3	0	6					
Brook B.B.	3	0	0	9					

Football Results

Last Sunday, Oct. 27

Signa P	vs.	Crunch Bunch
Not Again	vs.	Organized Crime
Signa Chi	vs.	Horror
Crabbers	vs.	Air Force I
Sick Fox	vs.	Talhookers
Talhookers	vs.	Yen Club
Blue Demons	vs.	Brothers of the Wind
Peasant Chaff	vs.	Delta Chi
PT Pumpkins	vs.	Mad Dogs
Brook B.B.	vs.	Beach Boys
Bulls	vs.	Signa Chi

Soccer Results

Last Sunday, Oct. 27

Signa P	vs.	Crunch Bunch
Not Again	vs.	Organized Crime
Signa Chi	vs.	Horror
Crabbers	vs.	Air Force I
Sick Fox	vs.	Talhookers
Talhookers	vs.	Yen Club
Blue Demons	vs.	Brothers of the Wind
Peasant Chaff	vs.	Delta Chi
PT Pumpkins	vs.	Mad Dogs
Brook B.B.	vs.	Beach Boys
Bulls	vs.	Signa Chi

Soccer Schedule

Sunday, November 3

Signa P	vs.	Crunch Bunch
Not Again	vs.	Organized Crime
Signa Chi	vs.	Horror
Crabbers	vs.	Air Force I
Sick Fox	vs.	Talhookers
Talhookers	vs.	Yen Club
Blue Demons	vs.	Brothers of the Wind
Peasant Chaff	vs.	Delta Chi
PT Pumpkins	vs.	Mad Dogs
Brook B.B.	vs.	Beach Boys
Bulls	vs.	Signa Chi

Soccer Schedule

Sunday, November 3

Signa P	vs.	Crunch Bunch
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Talhookers	vs.	Yen Club
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Peasant Chaff	vs.	Delta Chi
PT Pumpkins	vs.	Mad Dogs
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Bulls	vs.	Signa Chi

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Bulls	vs.	Signa Chi

NOTICES

Spring Graduates

STUDENTS ANTICIPATING SPRING '96 GRADUATION: We suggest that you fill out your Graduation Application for PRELIMINARY GRADUATION EVALUATION. We will try to process as many as possible prior to the "ADVANCED REGISTRATION" for Spring '96.

December Graduates

ATTENTION DECEMBER GRADUATES: The Senior Class Council needs volunteers to help them with fund raising activities. If you "ave an hour or two to spare, please stop by the Student Activities Office to sign up. They will be holding doughnut sales, car washes, etc. to raise money for the Senior Class Party and Project. Your participation in these activities will be greatly appreciated.

Attention Senior Class Graduates:

DO YOU WANT A SENIOR CLASS PARTY??!! If so we need volunteers and fund raising ideas. We will be having a car wash Saturday, November 2. We need your help. For further information please contact the Student Activities Office.

The Senior Class Council

Bookstore

The Bookstore will be closed for inventory on October 30, 31, and November 1.

Tiger Martial Arts

TOURNAMENT & SCHOOL INFO

GARY'S CYCLE SERVICE

Complete repair service on all brands and makes

Bianchi ★ Miyata ★ Benotto
★ Specialized ★ Serotta ★

In Your Eyes Volleyballers take to the court in the recent action.

Action photo by Ron Saunders

The Cash

11:45

12:30

Interlobal

vs.

Eylnb United

T.N.T.

The Cash Psycho Warriors

Interlobal Eagles

2 Team
3 Busch Boys
2 Daytona Vice
F Imperial Raiders
3 Stockers Spikers
3 Tapakegabru

Losses
Rapo Raiders 5 3 99 58 625 W1
Spikers 4 4 104 103 500 L2
Tapakegabru 4 7 119 147 364 L1
Imp. Raiders 2 5 68 92 286 L4
Daytona Vice 2 5 47 91 286 L4
Busch Boys 1 6 54 91 113 L6
AFOTC 0 6 41 90 000 L6

FAA Written Exam Schedules

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

Date	Time	Place
Nov. 5, 12, & 26	Tuesday, 1330	H-131, GRW Complex
November 23	Saturday, 0830	H-113, GRW Complex

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

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

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

NOTICES

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.

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Black Tiger Martial Arts Supply

TOURNAMENT & SCHOOL INFO

BOOKS
WEAPONS
BLOWGUNS
BUTTERFLY KNIVES
UNIFORMS

We Have Sparring Equipment

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621 Ridgewood Ave. Holly Hill, FL 32017
Hours: Tues. - Fri. 12 p.m. to 6 p.m.
Weekends at Flea Markert 92 & 95 Aisle C-2 Table 17

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Complete repair service on all brands and makes



Bianchi ★ Miyata ★ Benotto
★ Specialized ★ Serotta ★

Descente - Vigorelli - Seca - Rhode Gear
Avenir - Tailwind - Campagnolo - Sun Tour
Shimano - Vetta Racks - Citadel & Kryptonite Locks
Nike Velo Cycling Shoes - Kiwi Helmets
Look pedals and shoes

10% off all accessories with student ID

1435 E. South Ridgewood, Daytona Beach
One block north of Beville on Ridgewood
257-5468

9:30-5:30 M-F
9:30-4:30 Sat.
Closed Sunday

CENTRAL FLORIDA FLIGHT CENTER

(In the GENERAL AVIATION HANGAR)
1310 Vindicator Ave.

FAA Flight & Test
Examiner On Staff
F.A.A. Written Tests Given
7 Days A Week



OPEN HOUSE
Come In And
Look Our NEW Facility
Over!
Our Professional Staff
Will Make Your Flying FUN!

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

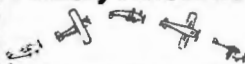
Central Florida Flight Center

\$3.00 Discount
Coupon of FAA Written Exam

- 1 coupon per exam
- Must present this coupon
- Offer Expires 11/30/83

1310 Vindicator
258-1779

Primary Aerobatic



Proficiency Course

- Excellent training aircraft
 - Experienced instructors
 - Part 141 approved aerobatic course
 - Sign up now for 25% off \$420.00 cost
 - "Aerobatic 101" (Only \$325.00)
 - Offer Expires 11/15/83, So Enroll ASAP
- 1310 Vindicator
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We Honor All Local Discount Coupons

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New airplanes on line for rent

258-1779

Proficiency Course

258-1779

We Honor All Local Discount Coupons

New airplanes on line for rent



LOADED Piper Archer with Aircondi-
tioning, 3-axis autopilot, altitude
preselect, and HSI



Like New PIPER AZTEC - \$99⁰⁰ hr./wet Introductory
Offer So Enroll Today



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Loaded C-172. Air Conditioned. IFR



Relaxed Atmosphere - Full Charter Service
Rent To Anywhere in the USA or Bahamas



Full Maintenance and Hangar Facilities



- Pilots' lounge with wide screen TV and VCR.
- Highly qualified flight instructors.
- Full maintenance and hangar facilities.

1 (Please Print)



cycles for sale

HONDA CB 750F-4. 1977, needs some work, extras included. Golf Mark at 255-5017 or box 6084.

for sale

8"x3 1/2"x2" BAR with electrical hook-up, dry, homemade looks, professional, asking \$500, ideal for fraternity house, call Michael 258-7615.

KING SIZE WTR BED — Includes frame and liner. \$79/obo. Contact Clyde at box E-213.

Looking for a Bass player with equipment. To play parties. If you like to play requests or catch on to a song easily give me a call. Come on out and jam with us. Kevin Wood 218-1651 Box H216.

ROOM IN HOME — for rent. \$300 plus deposit. Many extras, 1 mile from ERAU. Call 258-6971 after 4 p.m. Females preferred.

Dear Family,
We finally moved. Maybe we'll tell you
where we went. Countface will be home
soon. Better have snow.

CSX 110

ERAM ENTERTAINMENT A DIVISION OF SGA INC.

Halloween Dance

Music by "The Malones"

Costume Contest and Prizes

Friday November 1 9:00 p.m. U.C.



THE
NEW DRINK
OF THE
ASTRONAUTS

Suntaste

has just landed
at E.R.A.U. Sigma Pi ΣΠ

Used by NASA on Space Shuttle Flights

FOR
DETAILS CALL **257-7623**

The Avlon Newspaper Classified Ad Form

Use this form to run your classified advertisement in the Avion newspaper. Please fill out the top portion for our records, and use the bottom portion for your message. Be sure to include all info you want to appear in the paper. i.e.: address/phone no./Box No. What appears on the bottom portion will appear in the paper, and will run for two consecutive weeks.

(Please Print)

Name: _____

Address: _____

ERAU Box No.: _____ Phone No. _____

Type of Ad (Circle One)

Autos For Sale	Cycles for Sale	Misc. for sale	Misc.
Rooms for Rent	Audio for sale	Aviation	Personals
Wanted	Travel		

PHOENIX EAST AVIATION

Operated by Professionals

Announcing New Lower Rates

Aircraft for Sale!

• Tomahawk.....	As Low As	\$23/hr
• Cessna 150.....		\$25/hr
• Cessna 152.....		\$27/hr
• Cessna 172.....		\$40/hr
• Cessna 177RG.....		\$50/hr
• Decathlon.....		\$50/hr
• Seminole(Dual).....		\$119/hr
• S/E Simulator (unlimited use).....		\$50/mo
• Brand New 1985 Skyhawk.....		\$42(wet)
• Twin Eng.(visual sim).....		\$15/hr
• FAA Wr ^{it} tens.....		\$15.00
• Helicopter(Bell or Jet Ranger).....		CALL
— (All Accelerated Pilot Ratings Available) —		

Leaseback Available!

FAA FLIGHT EXAMINER ON STAFF
Courteous, Professional Personnel

Free use of S/E Simulator for Phoenix East Renters
New Aerobatic Course in a **REAL** Aerobatic Airplane
Discounts for Advanced Payments

We Honor All Local Discount Coupons

2 Day Accelerated Ground School
—GUARANTEED—

PRIVATE.....Oct. 26 & 27

ATPNov. 9 & 10

Instrument ...Nov. 23 & 24

★ Writtens Included ★

Flight Engineer and Dispatcher

—To Be Announced—

Call 258-0703 or 255-0471

New Aerobatic Course in a **REAL** Aerobatic Airplane
Discounts for Advanced Payments

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2 Day Accelerated Ground School
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Call 258-0703 or 255-0471

Phoenix East Aviation

\$3.00 off

Any Written Exam

offer good thru Nov. 30, 1985

258-0703 or 255-0471

NEW PROGRAMS OFFERED THIS WEEK AT PHOENIX EAST AVIATION

1. Solo Course For \$298.00
8 hours with FAA Certified
Flight Instructor
2. Ask about our 1 hour
Introduction to Aerobatic
Flight in our Decathlon