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Embry-Riddle Aeronautical University

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**Happy Holidays
from the Avion!**

**This
Week
Features**

- Turn down those air conditioners
...before it shows page 2
- Outstanding English papers
Word processors help page 3
- Atlantis mission
Spectacular as well as successful page 4
- DC-3 celebrates 50th Birthday
Douglas transport soldiers on page 6
- Race coverage
Sport cars scorch speedway page 10
- Peoples Express Airline
Installs new Flight Manager program page 11

AVION

An Award-Winning College Magazine

Volume 51, Issue 12

Embry-Riddle Aeronautical University, Daytona Beach, Florida

December 4, 1985

ERAU Senior found dead, cause: suicide

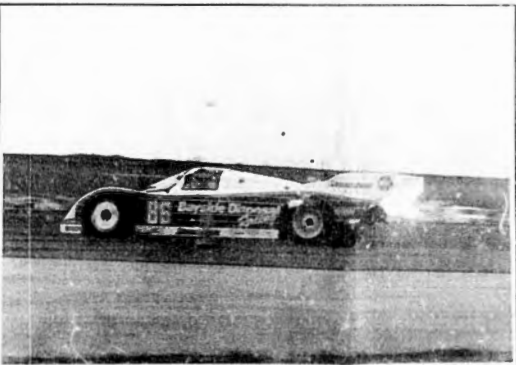
By Angela Rossato
Avion Staff Reporter

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The Daytona Beach police report stated a note was found near the body and a .38 calibre snub-nose revolver was clutched in Melvin's hand. The cause of death: a single bullet wound to the head, apparently suicide.

Melvin, a twenty-two year old senior, was a student at ERAU since September 1982. According to school records, Melvin's hometown was Madison, Wisconsin.

See Death, page 13



Bob Wollek's Porsche 962 spews fire while downshifting at the Daytona International Speedway during the Eastern "3 Hours of Daytona." See photos and story on page 10.

ERAU pilot will attempt new world-record flight

By Judith Hendrickson
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On December 10, Hamad Al Jabor Al-Thani, a student at ERAU, will attempt to break the world record for the fastest solo around-the-world flight.

Hamad, age 27, is a senior currently enrolled in the Professional Aeronautics program.

Hamad intends to depart from Daytona Beach Regional Airport in a modified 1977 Piper Seneca II in hope of not only breaking the world record for the around-the-world flight but also breaking time records for each flight between his chosen stop-over cities.

Hamad anticipates that his flight will take approximately 25 days, provided that all goes well. His estimated date of arrival back at Daytona is January 4 or 5. The National Aeronautics Association, based in Washington D.C., will be at each of his landing points to assure completion.

Hamad's Piper Seneca has been modified to allow him the ability to cross the Atlantic Ocean without the traditional stop at Greenland. Three gas tanks have been installed in the cabin of the plane providing an additional 230 gallons of fuel.

Hamad's planned route is as follows: Daytona Beach to Gander, Canada; to Cork Airport, Ireland; to Larnaka, Cyprus; then to Kuwait; Doha, Qatar; Medras, India; Singapore; Diak, Indonesia; Mombasa, New Guinea; the Marshall Islands; Honolulu, Hawaii; San Jose, California; then back to Daytona Beach. Hamad anticipates weather problems in the U.S. and Canada with snow and icing and storms in Europe.

Daytona airline traffic declines

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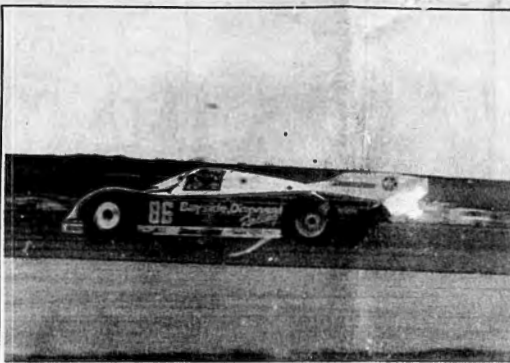
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Joseph photos by James Wright

AFROTC sponsors plastic model contest

By CMAJ Joseph Muckle
special to the Avion:

The AFROTC DET-157 model building contest came to a close last Monday with the final judging of the models. ERAU staff members Bill Martin, Paul

McDuffee, and Jack Haun, were the judges. Over 25 entries were judged, each of them very detailed and very well done. These models ranged from C-130's to SR-71's and represented Air Force, Navy, Marine, and Army aircraft. The aircraft were judged

on originality, attention to detail and overall quality of workmanship. The winners will receive fifty dollars for first place, thirty dollars for second and twenty-five dollars for third. The three winners will be announced during the AFROTC Dining Out.

A position paper provided by the Daytona Beach Air Chamber of Commerce outlined many of the causes of this reduction in service and provided suggestions to help alleviate the problem.

The Airline Services Task Force Committee chaired by Steve Pappas researched and identified the problems that Daytona Beach Region has been having and examined what similar airports have done to correct such troubles.

The Subcommittee report identified several problems, which have affected the airport in recent years. The sharp decline in air traffic was caused by a number of economic, political and business factors including deregulation of the airline industry, the air traffic controller strike, the state of the economy, and the disparity of rates between the Daytona Beach and other nearby airports.

The recommendations of the Committee center on trying to convince both travelers and airlines to make use of Daytona Beach Region instead of directing their business to other airports such as Orlando, Jacksonville, or Melbourne.

Part of the strategy has been to create an effective airport management team, and recently, ERAU alumnus Dennis McCreedy was appointed to the airport director's position.

McCreedy's primary task is to lead the airport out of its slump. Volusia County has also hired outside consulting firms to provide data and suggestions as to the course the airport should follow.

The Committee report notes an increase in funding for marketing is necessary. According to McCreedy, the airport is now receiving funds for a marketing program. He said the amount has not been firmly established, but it could range from between \$20-70,000 depending on the final outcome of this fiscal year's accounting. This would be the

See Funds, page 6

Suicide increases as one major cause of adult death

By Richard B. Calvert

Suicide — that permanent solution to a temporary problem; yet, in the solution that more young

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Suicide—that permanent solution to a temporary problem; yet, it is the solution that more young Americans choose every year.

According to recent statistics from the Florida Department of Health and Rehabilitative Services, between 1970 and 1984, "the rate of suicide for young men, ages 15-24, increased by 50 percent."

Suicide, often overlooked in today's society, has climbed to become the third leading cause of death among youth, and holds the tenth rank throughout the population.

Many factors often lead to the path of self-destruction. According to an Associated Press release, a study by the Harvard School of Health reveals that suicides seem to surge to a peak near the fifth of every month. At the time of the study, Miss Mary MacMahon, who conducted the survey, wrote, "Possibly it is related to cycles in personal finances during the month—arrival of bills or paychecks, for example."

As listed in the report, Mondays and Springtime are also

prime periods for terminal depression. Apparently, seeing others going to work while unemployed is a definite contributing factor.

Many disturbances can prompt thoughts of suicide. Usually, an individual will become obsessed with what appears to be an insurmountable problem. These can include financial stress, emotional trauma (e.g. death of a family member or friend), romantic upheaval, or a variety of other dilemmas.

Referring to the Florida Department of Health report, "women attempt suicide three times as often as men, but men complete suicide three times as often as women." This is backed by Miss MacMahon's findings which quote similar figures.

Common symptoms of suicide candidates are such things as sleeping and eating problems, fatigue, poor school performance, boredom, restlessness, loss of concentration, substance abuse, skipping school, and emotional irregularity. In addition, verbal clues are often voiced by the individual. One source noted

time, the level of traffic at other nearby airports has increased.

The Daytona Beach Chamber of Commerce, officials of Volusia County, and airport administrators have been working for some time now to determine the cause of this problem and to find solutions for the lack of air carrier traffic.

A position paper provided by the Daytona Beach Area Chamber of Commerce outlined many of the causes of this reduction in service and provided suggestion to help alleviate the problem.

The Airline Services Task Force Committee chaired by

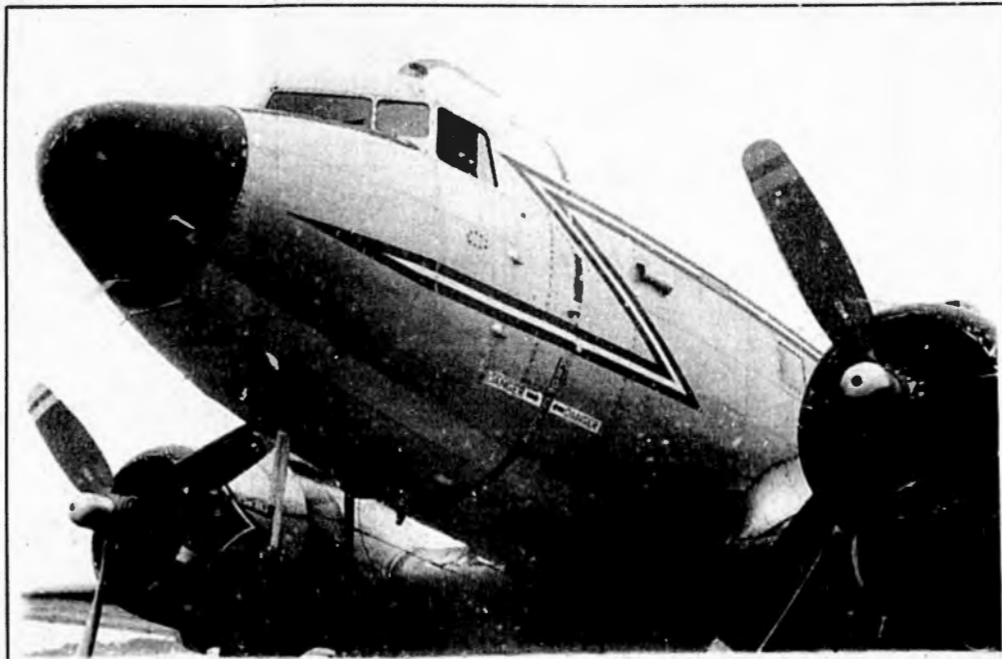
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See Funds, page 6



DC-3 Celebrates Golden Anniversary

A DC-3/47 was recently seen here at Daytona Beach Regional Airport while picking up a cargo of automobile

hubcaps. This month on the 17th, the DC-3 aircraft will celebrate its 50th birthday. See related story on page 8

Avion photo by Gordon Cropp

See Choice, page 6

Editorial

A Victory or a Vice?

The end of the tri- time to reflect on the challenges, victories, defeats, and accomplishments of the past four months.

A minor victory by almost every student at ERAU—meeting another set of challenging requirements by successfully passing a tough schedule of courses. Victories by the faculty—once again infusing a sense of wonder in eager-to-learn students. A victory by the administration—seeing the long-awaited grand opening of the Jack Hunt Memorial Library.

National and international occurrences also proved to be victorious events. A subdued Summit conference reopened what will hopefully become a fruitful US/USSR dialog. Four Space Shuttle flights have brought America's future in space to the forefront of the country's consciousness.

Balancing the celebrations from these victories are the demoralizing defeats suffered by the student body in the last few weeks. Just as a safe, relatively accident-free trimester appeared a sure thing, the campus was shocked to hear of the suicide of one of its better students. The brutal termination of a promising young life hit hard those students who called Todd Melvin "friend."

Less important but, unfortunately, a more far-reaching defeat to the student body as a whole was the announcement of another tuition increase.

Students living on shoestring budgets now will be hard-pressed to meet their tuition needs next Fall. While Board of Trustee members look at the University's long-range plan, the student need concern himself with tomorrow's financial picture. For some students, the picture looks mighty bleak.

Other minor defeats tarnish the memorability of this trimester. Campus crime took an alarming jump. Long lines continued to plague registration, and student apathy reached a new low.

But we should not let the bad memories cast a shadow over the prospects for a good future.

Students graduating next week are setting sail into a strengthening U.S. job market. Armed with a highly-regarded degree, a bright future awaits the majority of Embry-Riddle's graduates.

A sparkling future is on the horizon for any dedicated student. While at times it can seem very far away, eventually graduation arrives, bringing with it new challenges.

Goals are the first facet of success. Perhaps the most



Letters to the Editor

Cold Computer

To the Editor:
As I read last week's [Avion, Nov 20] article about Doten, Reisbig, Whitmer, and Daniel's explanations of why tuition is increasing next fall, the reasons hum-drummed along until Whitmer's statement about, "In the past year, our utility costs have really gone up." That hit me like a slap in the face, or more like an arctic blast down the back of my neck, because that's what it feels

like in the University Center, the Library, and about half the classes I sit through. I say sit "through," because I can't wait to get out of there; it's cold as a witch's—! Yes, the air conditioning is intense! In the library, I have to constantly move to find a strategic position where no air conditioning vents is blowing my papers around. I heard someone say in there the other day, "One day it's gonna snow in here."
Now I'm no Floridian, or even a Southerner, but it's ridiculous to

have to leave the house every beautiful 70 degree morning with a sweater to keep warm in class! November in Florida is beautiful! So I take the sweater off to go to the next class and put it back on again. Come on!
Now we all pay utilities, and I know if I had my apartment at these temperatures, I wouldn't be able to afford the rent! Someone told me the air conditioner system is computer controlled. How skin sensitive can a computer be? What's wrong with human-

controlled—we're the ones who have to feel it? And I don't even want to think about how costly the "computer skin sensitivity device" can malfunction! I don't know who (or what) controls these temperatures, but I wish they could manage to regulate the system at normal, comfortable temperatures, humanly. And we might save a little money on the budget, too (but we'll never really know, anyway!).
Lisa Doyle
Box 7536

Foundation furthers aviation education



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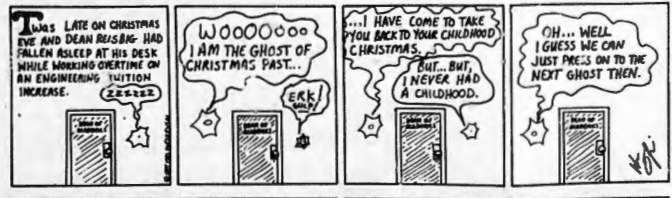
Experimental Aircraft Assoc. Aviation Foundation
OSHKOSH, Wis.— Since 1971, the EAA Aviation Foundation's Scholarship Program has helped launch the aviation careers of more than 70 young people. EAA Aviation Founda-

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"The EAA Aviation Foundation is committed to furthering the aviation education of our na-

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EAA Education Director Chuck Larsen and the scholarship include grants for aspirin-
See EAA page 6

Klyde Morris wes oleszewski



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Funded by the Students of Embry-Riddle

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This week's staff: John Trombly, Brian Nicklas, Rob Watt, Sabrina Petchel, Pete Merlin, Angel Rosario, John Getsy, William Combs

Goals are the first facet of success. Perhaps the most important aspect, however, is the determination to reach them. Each of us determines our own destiny, hopefully building on past errors, and utilizing the experience of former victories. Make Riddle work for you. Learn from what you have seen and heard, and apply it to what can be.

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

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

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AP Associated Press

RCA satellite fleet begins operations, features powerful Ku band capabilities

RCA News and Information

KENNEDY SPACE CENTER, Fla. — RCA Satcom K-2, the first satellite in RCA's new generation of Ku-Band communications spacecraft, was successfully launched Nov. 26 aboard the Space Shuttle *Atlantis*.

This next generation of communications satellites will become more and more popular. Satcom K-1 will go into space this month, and a third Satcom will be placed into orbit by the Space Shuttle in 1987.

Until recently, most domestic communications satellites serving the United States operated in what is termed the C-Band portion of the radio frequency spectrum.

C-Band spacecraft receive a signal operating at six Gigahertz and transmit a signal operating at four Gigahertz. These frequencies are the same as those used by terrestrial microwave links that serve public and private telecommunications requirements.

Because C-Band satellites share their operating frequencies with terrestrial communications links, they are limited in the amount of power they can employ to deliver a signal to earth stations. Otherwise their signals would interfere with the terrestrial microwave links. The most powerful C-Band satellites in orbit have channel power of 8.5 to 10 watts.

This sharing of frequencies also serves to restrict the siting of C-Band antennas on the ground. Care must be exercised so that antennas are not placed in the paths of terrestrial microwave links that interfere with the signal received by the antenna.

Since terrestrial microwave paths are particularly numerous in metropolitan areas, C-Band antenna installations generally must be located in outlying areas where the chance of signal interference is minimal.

The number of C-Band satellites in operation is nearing the orbital capacity for this type of service for users wishing to reach the full 50 United States. While this capacity can be increased by reducing the spacing

between satellites from four degrees apart on the orbital arc to two, there is a finite number of slots identified for service expansion.

In addition, reduced orbital spacing requires larger and costlier antennas to send and receive signals without unacceptable adjacent satellite interference.

Power and siting restrictions are not as stringent at the Ku-Band portion of the radio frequency spectrum. This band operates at 14 and 12 Gigahertz for uplinking and downlinking — a frequency not commonly employed for terrestrial microwave.

Because of this, Ku-Band spacecraft are providing not only service-expansion potential, but also some new services that affect business, government, and private citizens.

Ku-Band antennas can be located virtually anywhere within line-of-sight to the satellite, including microwave congested metropolitan areas.

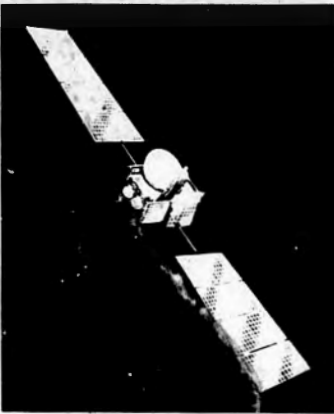
The Ku-Band communications

network will include three satellites. The second is scheduled for launch in December, and the third in 1987. Each satellite is eight-two-ton and operates at a higher frequency than its C-Band predecessors.

Each spacecraft will have 16 channels operating at 45 watts in the 14/12 GHz band, providing coverage of the 48 contiguous states.

The satellites will have a stronger downlink signal than previous spacecraft, permitting the use of smaller earth station antennas. In addition, Ku-Band frequencies are not shared with terrestrial microwave systems. As a result, they are subject to less interference from other transmitters in major metropolitan areas.

RCA Americom reported that markets to be served by the satellites include television broadcast and syndication services, Satellite Master Antenna Television (SMATV), direct-to-home television distribution and private voice, video data, and teleconferencing services for business and government users.



This artist's conception shows the RCA Satcom K-2 in its geosynchronous orbit. Using a powerful new PAM-D2 motor, the Satcom K-2 was deployed by this week's Shuttle mission.

F-16, F-20 flight performance compared



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By William V. Combs
Avion Staff Reporter

In 1979 the Carter Administration initiated the FX program. It was created with intentions of designing a new fighter plane for foreign customers that would be less powerful, simpler, and cheaper to maintain than the "top-of-the-line" US fighters. Two FX-class fighters resulted — the General Dynamics F-16/79 and the Northrop F-20.

The F-16 and F-20 have the same top speed; however in combat, a plane's top speed is virtually useless.

The two fighters have the same maneuvering limits at nine g's. The F-20 can turn slightly faster than the F-16, but the F-16 can maintain a tightening turn for slightly longer than the F-20 for

The computer then plots the F-20's movements relative to the ground and potential targets.

The F-16 has a greater range, but the F-20 can be off the ground in one minute with no electrical power prestat to the aircraft.

Perhaps the most attractive feature for customers of the F-20, besides its cost per plane (15 million as opposed to 19.4 million for the F-16), is its high reliability. The F-20's mean number of flight-hours between failures is 4.2. The F-16's is 3.2. The mean number of man-hours of routine maintenance required for the F-20 is 15. For the F-16 it is 30-35 per flight hour.

Northrop has been able to develop the F-20 at a lower cost because it has invested in over-

throp stayed in close contact with each of them. Frederick Corey, an official at Northrop, said, "Some of the subcontractors were surprised. They just weren't used to working closely with the customer."

Northrop has not seen much success at selling the F-20. One reason seems to be that the Air Force won't buy and foreign governments want the same "quality" aircraft as ours. Another reason seems to be that the F-20 was not designed by the military.

General Thomas Baker, FX program manager to the House Foreign Affairs Committee was asked why the Air Force was not interested in the F-20, to which he replied, "Because it was not designed according to U.S. Air

F-16, F-20 flight performance compared



Two Northrop F-20 Tigherharks demonstrate combat and range capabilities. Aircraft in foreground carries Sidewinder missiles, the other is equipped with external fuel tanks.

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Both planes can be used for either air-to-air or air-to-ground missions. The F-16 can carry more armaments and has a built in electronic jamming system. The F-20 has a "freeze mode" radar which prevents the radar from being used as a beacon for enemy planes.

When the radar is placed in "freeze-mode" it shuts the radar pulse off, but retains the display

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General Thomas Baker, FX program manager to the House Foreign Affairs Committee was asked why the Air Force was not interested in the F-20, to which he replied, "Because it was not designed according to U.S. Air force to urements."

The F-20 is not the first airplane designed and manufactured with no military sponsorship to be treated this way. The P-51 Mustang — acclaimed by many as the decisive fighter of World War II — was privately built by the North American Aviation Company (now Rockwell International) and met with the same reception then that is now being given the F-20.

Choice

(continued from page 1)

the following: verbal signs — "I won't be around much longer;" peculiar behavior habits; and situational signs like recent relative loss or family disputes.

Often, if these signs are detected, those surrounding the distressed person can take

positive action to assist him. In a booklet by Channing L. Bete on suicide, four factors can aid possible suicide victims through the critical period. The booklet strongly recommends that concerned individuals "show that [you] take the person's feelings seriously and wish to help." Concerned people should also "listen

to him or her — ask concerned questions." The publication further advises encouraging actions and wishes from the helpers, as well as those involved remaining in close proximity to the upset individual.

Suicide among young people is on a steady increase. Every year, more and more American youth

are taking their own lives in an attempt to avoid the seemingly perilous dilemma encountered in the present social system. The signs are usually pre-emptive; many times those troubled individuals just need to know that someone cares. Suicide is a terrible thing. Like the mind, a life is a problem that to waste.

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NASA
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Columbia, Mission 61-C
Wednesday, December 18, 1985
7:00 a.m.

The Management Club Inc.
Presents
Mr. Wes Kaldahl

N4416T



Two Northrop F-20 Tigerhawks demonstrate combat and range capabilities. Aircraft in foreground carries Sidewinder missiles, the other is equipped with external fuel tanks.

Northrop photo

The F-20 can turn slightly faster than the F-16, but the F-16 can maintain a tightening turn for slightly longer than the F-20.

Both planes can be used for either air-to-air or air-to-ground missions. The F-16 can carry more armaments and has a built in electronic jamming system. The F-20 has a "freeze-mode" radar which prevents the radar from being used as a beacon for enemy planes.

When the radar is placed in "freeze-mode" it shuts the radar pulse off, but retains the display.

Northrop has been able to develop the F-20 at a lower cost because it has invested its own money (approx. \$804 million) into the Tigershark program.

Although the Air Force has acted as executive agent of the F-20 program and USAF pilots have flown the flight test's of the Tigershark, Northrop designed the F-20 outside of the Pentagon's control and was able to choose for itself the components and subcontractors to be used.

After they were chosen, Nor-

interested in the F-20, to which he replied, "Because it was not designed according to U.S. Air Force requirements."

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Columbia, Mission 61-C
Wednesday, December 18, 1985
7:00 a.m.**

The Management Club Inc.

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Mr. Wes Kaldahl**

**Senior Vice President
Airline Planning
American Airlines Inc.**

**Place: Treasure Island Inn.
When: December 6 at 9:00 p.m.
Cost: \$6.00
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This Ad space donated by the AAVON

Soviet Union's next space project looks much like America's Shuttle

By Peter Marlin
 Avion Staff Reporter

The Soviet Union will soon have an operational space transportation system similar in design to NASA's Space Shuttle.

The reusable system will significantly advance Soviet space capabilities. Like the American Shuttle, it will have scientific and military applications and may be used to resupply a Soviet manned space station.

In the late 1970's and early 1980's, a small unmanned Kosmos-type, or "space plane" was tested by the Soviets.

The Kosmos-type, a lifting body design similar to early U.S. Shuttle

design, was launched from the space center at Tyuratam on top of a D-1 booster rocket. After reentry, the space plane splashed down in the Indian Ocean.

More recent splashdowns have occurred in the Black Sea to protect recovery operations from prying eyes. This design is too small to carry a heavy payload, although according to Department of Defense reports it may have military applications, however.

A manned version of the space plane may be launched on a new Soviet booster similar in size to NASA's Saturn-IB launch vehicle. The wingless space plane

would reenter the atmosphere within its own bow-shock wave. This would allow for cooler reentry temperatures on the craft's outer structure.

The Soviets also have a large space shuttle orbiter similar in size and design to the U.S. shuttle. The evidence of the large orbiter was revealed by U.S. Air Force imaging reconnaissance satellites.

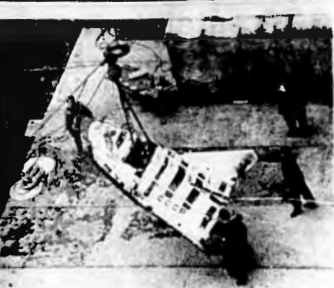
Early this year a second shuttle orbiter was discovered. The spacecraft are based at the Ramenskoye flight test center east of Moscow.

The Soviet orbiters will undergo approach and landing tests similar to those made with

the Space Shuttle Enterprise in 1977. A Russian Bion bomber will carry the Soviet Shuttle in a piggyback configuration in the same way the Enterprise was carried on the 747.

These tests have been delayed since an accident in 1983 when the Bion carrier aircraft was damaged at Ramenskoye with the orbiter on its back.

The Soviet Space Transportation System consists of a Saturn 5-class liquid-fueled booster with four liquid propellant strap-on boosters. The orbiter has no main engines like the American version, because these are on the large booster. Slightly smaller than the U.S. Shuttle, the Soviet Shuttle will carry less payload.



A small, unmanned lifting body "space plane" flew into space on top of a Russian D-1 booster. The Soviets recovered the spacecraft in the Indian Ocean.

Atlantis

(continued from page 4)

Sunday's second EVA saw Rows and Spring reconstructing the 45-foot ACCESS tower. Once reassembled, the astronauts simulated repair and maintenance procedures with the help of mission specialist Mary Cleave who operated the Remote Manipulator System (RMS).

Rows and Spring took turns standing in the end of the Manipulator Foot Restraint (MFR) which is attached to the end of the RMS arm. Using the robot arm as a base, sections of the ACCESS tower were replaced, rotated, and strung with wire. The RMS and MFR were also used to work with EASE.

There were no surprises on the



Atlantis rolls from the Orbiter Processing Facility to the Vehicle Assembly Building preparing for its latest launch

second space walk and, like the first EVA, the tasks were completed ahead of schedule.

EOS/DMOS

On both Atlantis in the middeck McDonnell Douglas' Continuous Flow Electrophoresis Experiment (EOS) flew for the seventh time. The objective of this mission was to separate a sufficient quantity of biological material for animal and clinical testing of what McDonnell Douglas is calling a "breakthrough" pharmaceutical. The drug, erythropoietin, controls the production of red blood cells in the body and is normally produced by the kidney. The applications for the drug could have

particular significance to patients suffering from kidney ailments.

McDonnell Douglas is hoping that ultra-pure erythropoietin can be produced in space by EOS in a more efficient manner than under the restrictions of Earth's gravity.

On six previous flights into space, the EOS device has demonstrated that it can separate over 700 times more material and can achieve purity levels more than four times greater than those possible in similar operations on Earth.

Minnesota Mining and Manufacturing, better known as 3M, flew an experiment aboard the mid-deck as well. Diffusive Mixing of Organic Solids

(DMOS) is intended to grow organic crystals in near-zero gravity.

As part of 3M's basic research program, scientists hope to produce single crystals that are purer and larger than those available on Earth and will study their optical and electric properties.

One of its potential applications is making optical devices comparable to electronic devices, though much faster. Possible uses include optical switches and computers that process information with light instead of electricity.

Atlantis was scheduled to land at Edwards Air Force Base in California late Tuesday afternoon.

EAA Funds

(continued from page 2)

pilots, mechanics and for a growing number of other professional fields.

"These scholarships, which range from modest grants to awards for full degree programs, can set a student on a path to becoming a pilot, powerplant technician, mechanic, administrator and more," Larsen

is interested in a career in aviation. We strongly encourage any young person interested in an aviation scholarship to contact us at the EAA Aviation Foundation as soon as possible."

Applications and more information on available scholarships can be obtained by writing Chuck Larsen, Education Director, EAA Aviation Foundation, Wittman Airfield, Oshkosh, WI

largest amount of money that the airport has ever had available for this function."

The Airport Administration is planning on making contacts with discount air carriers whose low rates are an important factor in increasing the number of passengers choosing to fly from Daytona Beach. Part of what is being done by airport officials is

Surveys are taken in order to determine whether there is a market for the services of a discount carrier and also how large that market might be. This saves the airlines time and helps to speed up the process of establishing service to a new location.

All of this is being done in order to turn around a sharp decrease in service which has seen Daytona Beach Regional's air

March 1984. At the same time traffic at Melbourne increased by 45 percent and at Orlando by 76 percent.

An additional point addressed in the position paper is that of reducing the costs to carriers who begin or expand coverage to Daytona Beach. However, McGee says Daytona already has the lowest landing fees in the country and airlines do not base

McGee feels airlines are more interested in the amount of money that they can make in the particular market, and they will pay whatever fees are necessary in order to serve a lucrative area.

McGee noted that the airport would be willing to waive fees to a new airline for a limited time as a kind of "money-back guarantee" that this market would be lucrative, but this would not be done on a permanent basis.

EAA Funds

(continued from page 2)

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ONE HOT DEAL ON A MEAL AND A REEL

Worldwide arms race escalates plight of impoverished masses

By John Rankin
Advanced Writers' Workshop

During the Cambodian Civil War, a young boy watched his family starve to death. First his father died in 1973. Then his mother died in 1975. In the early 1978, the Khmer Rouge, the Cambodian government, forced his mother, his two brothers, his sister, and him to leave their native province and march to one in the west. On the way, the boy's mother perished of exhaustion and was buried by the roadside. When the children reached their destination they were forced to work all day alongside the adults. They dug and carried dirt to make dikes. They spread manure and human excrement on the rice fields. Eventually, the boy's two brothers and sister starved. Only he survived — by his wits. Each night he sneaked away from his commune, knowing he would be killed if he were caught, and swam across the river to steal food from a nearby village.

This is just one example of what the worldwide arms race can support.

Popular unrest

In essence when popular unrest is caused by worsening economic conditions, governments like Cambodia may turn some of their newly acquired weapons and military training against their own people. America as well as other superpowers should not provide weapons to make this possible.

Most of the world's superpowers argue that this is not true. They justify the massive expenditures of the world's resources as necessary for defense and security. They feel that not having more arms than the adversary encourages an invasion or even destruction of their homeland. They also feel that by using force, putting down public opposition to their armaments, they can prevent these governments from going to mention in how this massive arms race has affected poor,

underdeveloped countries like Cambodia.

Cambodia was a poor country to start with. The acquisition of arms only worsened debts, and living conditions. The people's only hope was revolution. Thus, the Cambodian government used its military force against its own people to put down the opposition.

By the end of 1979, five years of war and nearly four years of violent rule by the Khmer Rouge had shattered the resources of Cambodia. As many as two million Cambodians had perished from war, starvation, disease,

Two million had perished from war, starvation, disease, and mass murder by their own leaders.

and mass murder by their own leaders. Thousands of acres of farmland had been destroyed or abandoned. When the Khmer Rouge were finally driven from power, the country was in chaos. So many men were killed that the previous 50-50 ratio shifted to 60-40 in favor of the women.

Newspaper reported that "The Khmer Rouge wiped out the country's educational system, exterminating 15,000 of Cambodia's 20,000 teachers." They also destroyed the medical profession. According to the article: "More than four out of five doctors and 2,686 out of 3,400 students in the medical, dental, and pharmacy schools were eliminated." The reporter goes on to say that kids crowd the city streets. This is because 40 percent of the population is under 16.

With all of these gruesome statistics, one might ask how any superpower could support a death machine like Cambodia. Presently, the superpowers are supplying weapons to 85 percent

of the world's countries. From the barren lands of Afghanistan, to the borders of Nicaragua rapid deployment of arms has escalated poverty and revolution. For example, Libya's Khadafi and his bloody bravado show how arms can devastate a country's heritage.

Tyrannical rule

The Soviets and their Afghanistano-fascists have only led to worsening economic conditions of an already helpless nation. And who can forget the Philippine leader, Marcos, and his tyrannical rule. Military aid from the United States has been used by his country's armed forces to keep his people under a military dictatorship. The result? An already poor country is now even poorer. And inevitably a revolution is forthcoming.

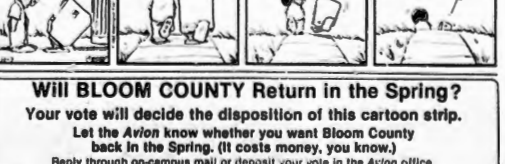
Like Cambodia and the Philippines, many other countries are experiencing the effects of arms sales by the superpowers. And as the conflicts and technology of the world grow, poverty within it remains the same. In the words of General Dwight D. Eisenhower: "Every gun that is made, every warship launched, every rocket fired signifies, in the final sense, a theft from those who hunger and are not fed, those who are cold and not clothed. This world in arms is not spending money alone; it is spending the sweat of its laborers, the genius of its scientists; the hopes of its children." We must realize the arms race is one that nobody wins. Instead of asking ourselves who the enemy is and how he is armed, we should begin to think about the economic and social problems of the world and how they can be overcome.

References

- "The Arms-Race and World Politics," *Basic Education Resources* (Vol. 2), Defense, Article 42.
- "Return to the Killing Fields," *Newswatch*, 8 April 1985: 30-39.

BLOOM COUNTY

by Berke Breathed



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Economic vigilance required

Complex economy necessitates managerial caution

By Arnold Leonora
Special to the Avon

Did you know that... Just now where things look great, be cautious! Managerial must be especially vigilant right now. At first glance, the economy is changing along nicely. Inflation is low, employment is up, and business has generally been expanding. But take another

look, and you'll see an especially complex economy that requires management to act with more caution than ever.

Caution: There's only a 50-50 chance this quarter for growth in the Gross National Product (GNP). Then, for the remainder of the year, the GNP will stop growing and begin to shrink. So, signs of potential recession have been around for some

time... US factory orders have fallen in seven of the last 10 months, and industrial production peaked last August. Ever a bigger drop in the dollar won't increase exports fast enough to pull us out of downturn later this year. And short-term effects of a falling dollar could be particularly unpleasant... increased prices of foreign goods that would be difficult to pass on to customers.

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To Get Them For You?

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Let the Avon know whether you want Bloom County back in the Spring. (It costs money, you know.)
Reply through on-campus mail or deposit your vote in the Avon office. All ballots will be kept in the strictest confidence.

FLY ON IN TO DINO'S!!!
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DC-3 celebrates 50th birthday

By Brian Nicklas
Avion Staff Historian

When someone lists the ten most important aircraft of all time, one aircraft that is sure to make the list is the Douglas DC-3. On December 17 of this year, this famous aircraft will mark its 50th Anniversary.

Making its rollout debut and first flight on the same day in 1935, this aircraft could be considered the father of all modern airliners.

Although originally built as a stretched "sleeper" version of the DC-2 to compete with the Curtiss Condors, the aircraft came into its prime when operators left the sleeping berths out and added seats.

At one point it seemed as if every airline in the US and most overseas operators were using the "Three".

Designed and built during the heyday of the Art Deco period, the DC-3 soon became another symbol of speed and grace for the era, along with the Chrysler building, bullet trains and air-flow cars.

The beginnings of the DC-3 can be traced to the Boeing Model 247. United Air Lines had a monopoly on the production of the 247, and other airlines needed an aircraft to compete with Boeing's swift low-wing monoplane. The real impetus for the new aircraft was TWA (Transcontinental and Western Air) who, in August of 1932 issued specifications and invitations to bid on the new design.

Douglas and TWA signed agreements in September of 1932 for the purchase of Douglas Commercial Ones, and the aircraft flew for the first time on July 1, 1933. The design proved to more than meet the requested specifications, and TWA ordered 20 DC-2s, a stretched version of the DC-1.

The first DC-1 was also the last, as the DC-2 superseded any plans for production

of the smaller aircraft. DC-2 number one made its maiden flight on May 11, 1934, and was the first of 198 aircraft. Commercial customers other than TWA included Eastern Air Lines, whose DC-2s served cities along the Eastern seaboard, including Daytona Beach. (Douglas transports were seen regularly in Daytona years later when Embry-Riddle used DC-3s for multi-engine training.)

The evolution from the DC-2 to the DC-3 began in 1934 when American Airlines found it necessary to replace its plump Curtiss Condor biplanes. The Condors were used as sleeper transports, equipped with berths for passengers to sleep in during long transcontinental flights. The Condors were slower than the DC-2s that TWA was using to compete with American, so American wanted to at least meet the performance of the DC-2 while retaining the sleeping berths. There were several other improvements wanted, and in the fall of 1934, American gave Douglas a verbal commitment for the new aircraft. Construction and design were done concurrently beginning in December of 1934, so that on July 8, 1935, final technical and financial proposals were made. C. R. Smith, President of American, placed an order for 10 Douglas Sleeper Transports at a unit price of \$79,500. Five months later, the DST / DC-3 took to the air.

The DC-3 has gone through an assortment of names, such as *Skytrain*, *Skyranger*, *Dakota*, *Dak*, *Mr. Douglas*, *Tabby*, *Gooney Bird*, *Spooky* and *Puff the Magic Dragon*. The numerical designators used have seemed endless, especially if one considers the different versions of DC-3 airliners or C-47 military transports. Some of the designators have been the C-48, C-68, C-84, R4D, L2D, L1-2, PS-84, C-118, XCG-17, TC-47 and XC-47C-DL. Most of these designations need explaining, as their origin is not clear to the casual observer.

Most of these names and designators were the result of the impressed military ser-



This spartan cockpit is the pilot's quarters of



Chicago and Southern was one of the original users of the DC-3, and operated several examples.



The "Gooney Bird" was used all over the globe during the Second World War.



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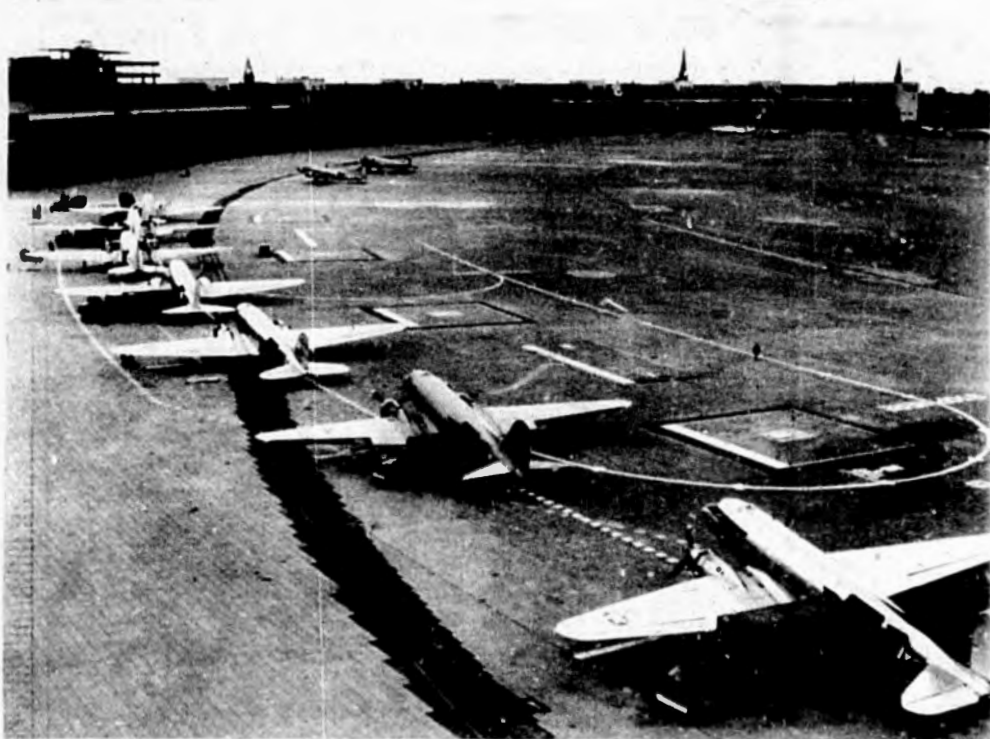


McDonnell Douglas photo

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In addition to its many other guises, the



McDonnell Douglas photo

Seen at Tempelhof Airport in Berlin during 1948, these C-47s continually ran the Berlin Airlift during "Operation Vittles."



After losing its port wing, this DC-3 received the only available. The result was the one and only (and temporary) "DC-2½".

Douglas transport still flying

vice of airliners, or by the removal or replacement of powerplants or interior details. Other designers came about due to unique hybrids of the DC-3 airframe.

The L2D, known by the Allied code name of "Tabby", was the DC-3 produced under license in Japan by an agreement signed between Douglas and Mitsui and Company Ltd. In February of 1938, the L2D became the transport for the Japanese Navy and was seen during the war (in some examples) with turrets or with certain metal areas replaced with wood.

The other country which produced the Douglas was Russia, where initially the transport was known as the PS-84. In 1942, they were re-titled Lisunov Li-2s. Russian production figures are unknown, they were estimated at two to three thousand, but at a recent gathering in Russia, a Douglas representative was told that production was closer to 8,500 aircraft.

The XCG-17 was perhaps the most bizarre of the DC-3 variants, as it was a glider. The three's engines were removed, towing shackles added, and Prestol a glider. The glider flew well, but like many objects in aviation, it's time had passed.

The XC-47C-DL was a poison-equipped aircraft, and they were the largest poisons made. Each float could contain 300 gallons of fuel, but even with this slight plus, the performance did not match that of a standard C-47.

Other variants were minor variants. The TC-47s were navigation trainers, EC-47s have been used for electronic or psychological warfare and AC-47s (known first as "Puff the Magic Dragon" and then as "Spooky") were night attack platforms equipped with flares and side-mounted machine guns.

The DC-3 C-47 has been outfitted with just about every piece of hardware imaginable, from skis, Jet Assisted Take-off (JATO) bottles and radar from F-104 fighters (including the long pointed radome from the Starfighter.)

Although originally manufactured with Wright Cyclone 9-cylinder radial engines, the most popular powerplant in the DC-3 has been the Pratt & Whitney 14-cylinder Twin Wasp. The Japanese and Russians used the Mitsubishi Kinsei 14-cylinder and the Shvetsov 9-cylinder engines respectively, while the British have used Armstrong-Siddley Mamba and Rolls-Royce Dart turboprops. The most unusual re-engineing proposal however, was from the French, who chose to supplant the engines with Turbomeca Palas turboprops.

In three plants, Santa Monica, Long Beach and Oklahoma City, Douglas made 10,629 DC-3s. Japan made 487 aircraft, so together with the recently given Russian estimate, this makes the total number close to 20,000 aircraft.

Born in a period when fabric and wood aircraft were still prevalent, the "Grand Old Lady of the Skies" helped fight a World War, numerous other wars big and small, brought relief to victims of a multitude of disasters and still it flies on.

Passengers of ailerons around the globe learned to trust flying to their destinations on DC-3s, and today to remove parts of the world, many are still seeing the Douglas as their first flying machine. A NASA DC-3 was used in testing the "Lifting Bodies" that paved the way for today's space shuttle, so it is perhaps fitting that the shuttle is called the "Space-Age DC-3." Happy Birthday, and have many more. Thanks to McDonnell Douglas Corp.-Douglas Aircraft Co. (Especially Harry Gans)

Selected References:
The Airline Builders by Oliver E. A. Jr.; *The Plane That Changed the World, A Biography of the DC-3* by Douglas J. L. III; *The Douglas DC-3* by Len Morgan; *Airliners* by Robert Wall; *McDonnell Douglas Aircraft Since 1920* by Rene J. Francillon



McDonnell Douglas photo
 second DST delivered to American Airlines.



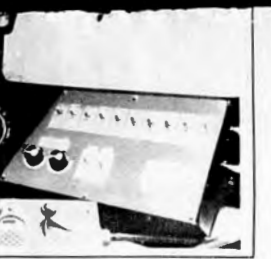
Lewis Dugan Collection/Harlan Historical Society Photo
 This Douglas R2D-1 (a Navy DC-2-142) was probably the first "DC" aircraft to visit Daytona Beach. As the last of 5 R2D-1's built, it was one of the first of a long line of Douglas transports produced for the military. The flight into Daytona took place on January 12, 1936.



PBA photo
 This PBA DC-3, with over 87,000 hours of flight time, was originally delivered to Eastern Airlines in 1937.



McDonnell Douglas photo
 Production of the DC-3 was straightforward, as can be seen here with the fuselage joint with the center wing section.



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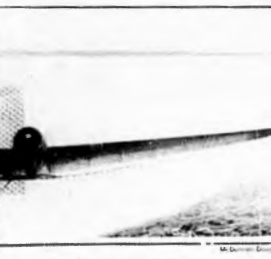
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Lewis Dugan Collection/Harlan Historical Society Photo
 Eastern Air Lines re-opened passenger service into Daytona Beach on May 30, 1937 with this DC-2-112. The first of ten DC-2's for Eastern, it was number 31 off the production line.





McDonnell Douglas photo

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Lawson Dugger Collection/Hairfax Historical Society Photo

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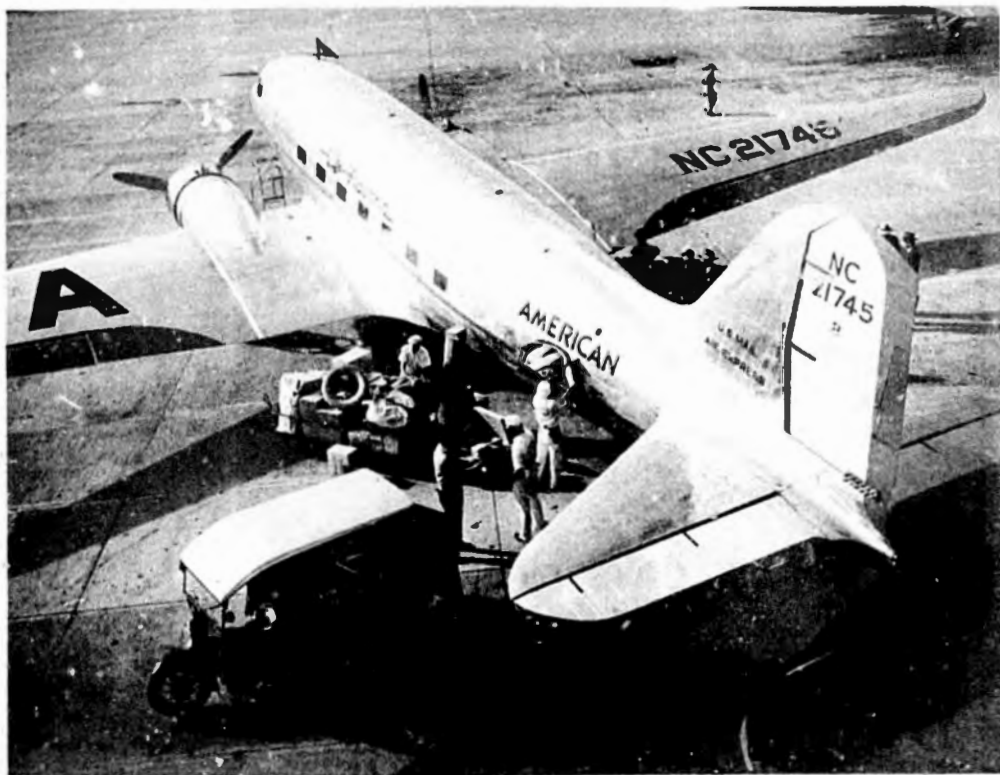
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McDonnell Douglas photo

replacement, the wing of a DC-2.



McDonnell Douglas photo

American Airlines DST/DC-3 Flagships combined swift passenger and cargo service to prove profitable. This aircraft

was the 187th DC-3 built, as a model DC-3-208A

Porsche wins Eastern 3-hour race

By Steve Gagle
Avion Staff Reporter

The roar of high performance racing engines drowned out the sound of aircraft on the Biddle campus over the Thanksgiving weekend as the Eastern Airlines Camel GT season finale was run at the Daytona International Speedway. Camel GT points leader Al Holbert and co-driver Al Unser Jr. drove to victory in Sunday's three-hour race. Practice began on Friday as the sleek Camel GT, Kelly American

Challenge, and Champion Spark Plug Challenge racers took to the track.

In qualifying on Friday, Sarel van der Merwe in the Hendrick Motorsports Chevrolet Corvette GTP bested the former Speedway track record by more than three mph. The new lap of 129.979 mph showed that the Corvette GTP might be the car to beat, but there were questions about its reliability.

David Hobbs in the BMW GTP was next in line followed by

the Porsche 962's of Al Holbert, Drake Olsen, Pete Halsmer, Bob Wollek, and Bob Akin. A.J. Foyt, who teamed with Wollek and Al Unser Sr. to win last February's SunBank 24 Hours of Daytona, had gear box problems while qualifying his Preston Henn Swap Shop Porsche 962 and started the race in twenty-fourth position.

On Sunday the racing began at 10:30 a.m. with the Champion Spark Plug Challenge race for modified front-wheel-drive cars.

The top qualifier, Kal Showler, finished first driving a Dodge Daytona. Dennis Shaw in a Mazda GTC was second and Joe Vande in another Dodge Daytona brought home third.

The 17-lap Kelly American Challenge race was run and saw another top qualifier win as Tommy Riggins in a Buick Somerset finished nine seconds ahead of the Chevy Camaro driven by Irv

Hloor.

The main event began at 2 p.m. when the GTU, GTO, Camel



Action photo by Gordon Dwyer

Four GTO-class cars head down the infield straight, a Camaro, a Firebird, a Mustang, and a Thunderbird.

Lights, and GTP cars took to the track to do battle. The Corvette GTP jumped out to an early lead. IMSA points leader Al Holbert started the race in the Swap Shop Porsche and quickly moved up from twenty-fourth to eighth in less than eight laps.

Car 40, the Corvette GTP piloted by Sarel van der Merwe, shed its engine cooling early in the race, causing a lengthy caution period while track workers picked up the debris. Several cars made stops for fuel and tires during the caution period.

A spectacular pit fire occurred when spilled fuel from a Mazda RX7 driven by Paul Romano ignited in the west end of the pits. Safety crews quickly extinguished the blaze that created a frightening cloud of smoke and flame which sent onlookers running for cover. Crewman David Burden of Safety Harbor, Florida was treated for first and second degree burns on his face and

See Race, page 11



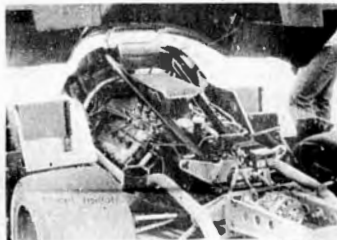
Action photo by Steve Gagle

The Holbert/Unser Porsche 962, the eventual winner, pulls into the garage after a practice lap.



Action photo by Mark Stern Montage

Over 70 cars started the Eastern Airlines 3-Hour IMSA finale.



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Bob Akin's Porsche 962 (no. 05) finds the infield hairpin turn a little too sharp.



Jim Downing's Mazda Argon won first in the Camel Light class.

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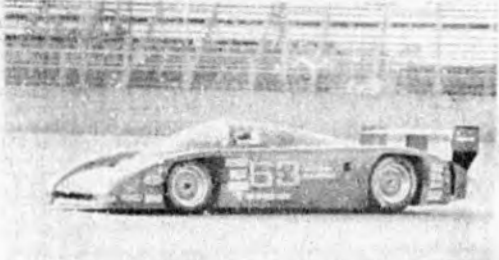


Bob Akin's Porsche 962 (no. 05) finds the infield hairpin turn a little too sharp.

Avion photo by Gordon Craig



Hurley Heywood guided this Jaguar XJR-5 to second place.



Jim Downing's Mazda Argo won first in the Camel Light class.

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Speech Night Fall 1985!

Speech Night is a trimesterly event which provides selected students the opportunity to voice various views, ideas, and interpretations to their peers. The event, featuring many varieties of performances as well as directed statements, occurred this fall on November 19, and included seven main speakers or groups and one large presentation.



"Mirror Images" by Winnie Filipkowski, Yvette Navarro, and Erik Nielson



Pete Markle states "An Easy Shift"



John Daly... "Save the Deer"



Rick Trinkle presents "A Mouse Tale"



Jonathan Akem and "A Marriage Proposal"



Ray Nataso with "It's Your Turn"



Patrick Renwick "In Self Defense"

Avon photos by Mark Bannenberg



Ed Miller, Jim Mandia, Jeff Peterador, John Walsh, and others in "No Time For Sergeants"

Race

(continued from page 10)

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Al Holbert turned over the controls of the Swap Shop Porsche to A.J. Foyt and he returned to his number 14

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Plans for Spring trimester formulated

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People Express outlines program to Riddle students

By Steve Cagle
Avion Staff Reporter

On Monday, November 18, approximately 200 students gathered in the U.C. to listen to representatives of People Express airline as they describe their new Flight Manager Representative program.

The Flight Manager Representative (FMR) program is similar to those at European airlines, such as Lufthansa, in which pilots with little flight time are hired and then trained to company standards. In the case of Lufthansa, applicants to the program are not even required to be pilots.

Tom Ruby, a Customer Service

Representative, enthusiastically explained why People Express has grown so quickly and enjoyed such success. He cited the airline's concern for satisfying consumers' demands for clean aircraft, responsive scheduling, on-time service, the elimination of unnecessary frills, and low fares as the key reasons for their success. In order to continue to be a leader in the transportation industry, the airline needs to train competent pilots and the FMR program will help to fill this need.

Dennis "Doc" Holliday, a B727 first officer, described some of the application requirements. FMR candidates should have their commercial, instrument,

multi-engine ratings. Applicants also must have passed their flight engineer and flight dispatcher written examinations. They should possess a FAA first class medical certificate and be in the top one-third of their graduating class in academics and flight.

After a potential pilot has been selected, he or she is then interviewed by the company in order to evaluate the candidates' personality, motivation and people-handling skills. They are then given a simulator evaluation ride to test their technical flight ability.

Holliday explained that the training program will eventually include additional flight experience in order to facilitate the upgrading of flight engineers to

first officer. According to Holliday, the airline is concerned with helping its new hires in building flight time and gaining experience in order to be promoted.

After being hired, a FMR will be trained in B727 flight engineer operations and then teamed with a single captain for a period of three months for additional training. At this time, the FMR will be prepared for regular line operations.

Other airlines are reported to be considering similar programs, but so far, People Express is the only airline to have one of this kind in the United States. Students who are graduating soon and are interested in this program should contact the Career Center for more details.

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By Brian F. Finnegan
Golf Club Secretary

The Fall's golf tournament schedule concluded last weekend with the Rollins Intercollegiate Invitational at Big Cypress Golf Club in Winter Springs, Fla. The ERAU team finished the season with its best effort posting a two-day total of 646.

Fighting one of the toughest fields to date, the Riddle squad managed eleventh of 13 teams entered. The tourney was won by Huntingdon College of Montgomery, Ala. Stetson University was second, Florida Atlantic University finished third and Rollins placed fourth.

The highlight of the weekend was the ninth place individual finish by ERAU's number one player, Tim Walton. Tim shot a 73/75 for a fine 149. His consistent high caliber of play earned him the \$500 first place award established by the ERAU Golf Scholarship Fund. Placing second and the only other player averaging less than 85 in tourna-

ment play was John Rossi. His effort earned him \$400.

Six of the current seven Golf Team members will be returning in the Spring. The exception is Brian Thomas, who is graduating next week. Those interested in qualifying for the team are encouraged to contact Golf Club Faculty Adviser Dick Bryant at extension 1272 before Jan. 13. Up to six positions are available.

The final Golf Club meeting of the trimester will be held on Thursday, Dec. 5, at 5:30 p.m. in G-112. This meeting will be the first opportunity to sign up for Spring membership. Current as well as prospective members should place a high priority on this meeting as the \$15 dues will be collected. As always, cash-carrying current members will be admitted first with new members signing up next.

The early sign-up will allow members to play during the Christmas break in addition to avoiding the traditional rush to join in January. Remember: The membership cap is still set at 50.

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Army ROTC

Vet's Club

By C/Col Laura Skarmra
Public Affairs Officer

Just how do they do it? How do 55 percent of the Army ROTC MS II's, III's, and IV's spell Embury-Riddle? This is how: F-R-E-E!!!

Winning a scholarship often changes the lifestyle for the Army ROTC cadet. For instance, the cadet can go to this mailbox, pull out a slip of paper that says he owns E-RAU \$5000 for next semester's classes, laugh absent-mindedly and throw it into a nearby garbage can saying to himself, "With my three year scholarship, Army pays my way through school." Meanwhile, everyone around him is grinning. "How am I going to pay my flight fees come January?" The cadet walks away reminiscing and smiling to himself, "Yes, I used to have that problem... but that was a long time ago."

Yes, these problems and those associated with them can be overcome with ARMY assistance. Following, is a list of cadets

who have won scholarships in 1985:

- 2 YEAR MAJOR Charles Burnett
- Daniel Ferracielo
- Elliot Garcia
- Brian George
- Damien Trabold
- 3 YEAR MAJOR Amilcar Calero
- Drake Gaultneau
- John Grimmer
- David Jenkins
- Marie Lamoureux
- Joseph Scialdone
- Richard Stairs
- Seven Whipple
- Michael Willette

Most of the cadets listed about won their scholarships through Embury-Riddle Army ROTC. However, there is another way to win a scholarship which is particularly beneficial to students whose GPA may be questionable. Scholarships may be won at Basic Camp, Fort Knox, Kentucky and are determined primarily on the individual's performance at camp in the following areas: Physical Fitness Test, Graded Military

Skills Test, Job Performance Rating, and Peer Rating.

For most scholarships, completion of Basic Camp is required. There are six cycles of Basic Camp, each consisting of six weeks. The student may choose the cycle that he wishes to attend if he wants to go to either Summer A or Summer B. Each student completing camp earns around \$700 plus transportation to and from camp.

Let's suppose that the student completes camp and decides that the military is not the place for him after all. The student is under NO military obligation to the Army or Army ROTC. He may also withdraw from training at any time during the camp. However, if the student does graduate from Basic Camp, he graduates with PRIDE, SELF-DISCIPLINE, CONFIDENCE, and with the knowledge that he can conquer the world.

Question of the week: How many helicopters comprise a light fire team?
Answer: Two.

By Lisa Doyle
Vets Club Writer

Hello, turkeys (you are what you eat). I hope everyone gave thanks for the ten pounds they put on over Thanksgiving, because you're going to be burning it off with plenty of brain energy for finals next week.

The Vets Club gave thank-Friday, November 22, when we had our last business meeting of the year and elected the new officers for 1986. The new reign:

- Bob A'hearn - President
- Jim Turaball - Executive V.P.
- Mike Evans - Vice President
- Michael Getelka - Secretary
- Ron Costa - Treasurer
- Jon Davis - Member at Large

Congratulations to the nominees elect! We have another full year of races, events, and parties to look forward to, so get ready.

ready.

We also finalized the details for the fantastic Christmas Party. It will be held on Saturday, December 7, at the Desert Inn. Daytona Beach, in a lovely banquet room overlooking the pool and ocean. Dress is formal (a spruce in is terrific!).

On the menu, we have a choice of prime rib or flounder stuffed with crab meat entree, with a choice of potato, vegetable, and dessert. For those who did not attend the '85 meeting and wish to attend the Party, please contact Bob A'hearn at box 4242 or 258-1726 to receive a place (dinner by invitation, which entree you prefer. Do so immediately because it's this Saturday and the Inn has to know the #s, estimate dinner count).

We can't forget the gift exchange. If you'd like to participate bring a wrapped gift

(universal) with a value between \$5 and \$10. (Please no perishable food or envelopes.) At the door you'll receive a playing card and place the gift under the tree.

After dinner, the playing cards will be called off, one at a time. When your card is called, you can choose a gift under the tree, or take a gift someone else has already chosen. This goes on until all the gifts are taken and/or exchanged. You just might not end up with what you'd expect! (No hiding yours under the table!) So it's a lot of fun to look forward to and I hope to see everyone there!

Personally, I'd like to extend a very warm wish to every person reading this to have the most fulfilling Christmas ever and fantastic New Year celebration! Best of luck on finals and I'll see you in 1986!

NOTICE

The Fall trimester is coming to a close, and we at the Avion would like to express our appreciation to the student body, especially the clubs and other organizations. We feel that Clubs section is an intricate part of the student publication, and encourage increased support from campus organizations throughout year 1986. The deadlines for all club articles, club ads, and notices will be at 6:00 p.m. on the Wednesday preceding the publication date. Of course, articles submitted on disk will be accepted until Thursday at 6:00 p.m. We welcome photos of club activities and the submission of logos as well. A listing of Spring publication dates will be posted on the announcement board outside the Avion newsroom.

ΘΦΑ - Theta Phi Alpha

By Krista Martin
TPA Correspondent

The last two weeks were great ones for Theta Phis. We started by contributing canned food to the Campus Ministry for the Thanksgiving Holiday. Thanks go to everyone who donated a can or two. Last Friday the pledges held a fantastic semi-formal at Holiday Harbor Restaurant. Everyone

Riders

By Art Rodriguez
President, Riddle Riders

Finishing off November, the Riddle Riders took to the roads on our second camping trip of the month. After our fair weather trip to Salt Springs earlier this month our recent ride to Juniper Springs proved to be a great success.

The trip to the Springs was very interesting with several of the riders trading bikes for the ride in order to feel the different power and handling characteristics of the bikes. Also along for the ride was our Chevy safety-support vehicle. This was used to carry all of our life sustaining supplies and also allowed

Motorcycle Club

for our first mascot to attend since the club's ride through the Blue Ridge Mountains last April.

J.D., the five-pound obnoxious little K-9, accompanied some of the riders who preferred to make this trip in the comfort of our safety truck. They chose to sit back, snooze, and have a snack.

Besides the usual fires, cooking, and football, some of the members decided to try out canoeing. Some managed to stay dry while others spent the sunny Sunday afternoon emptying their canoe of water! Our little K-9 had a scare when one team's canoe capsized leaving the mongrel trapped underneath! She had it coming! No other scares though. One team's anchor man did lose a

snacker while practicing one of his many outdoor techniques. Oh well! Good job, Dave!

Coming soon... This week the Kelly Race Team along with Yoshihara will be putting their 12.4 second at 108.9 mph 700 Interceptor on the line against the Maste/Kerker Minibike Race Team at their GPZ 550 which was last run at 12.4 seconds at 107.8 mph. Will the mid-dewlight proved to be the lightweight or will the minibike be sent back to the shop? Find out next week!

Many thanks to the sponsors of this event including the Kelly/Yoshihara Race Team, the Maste/Kerker Minibike Racers, and the Jon Hall Chevrolet Safety Team! See you next trimester!

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Naval Aviation Club

Robert San Gabriel
Public Affairs Officer

November 20, the Naval Avion Club (NAC) honored static display of two V/MARINE FA-18 Hornet aircraft from Cecil Field N.A.S. The aircraft are from the 18th Fighter Squadron, and were going to be flown by two ERAU graduates. The NAC welcomed a evening meeting one of the 18 pilots, Captains the Isaac-UMSM and his wife Debbie. Isaac graduated from ERAU in 1973 and is a 18 flight instructor at Cecil Field. He was also our cordial

host for the October 15 FA-18 Flight Simulator field trip to Cecil Field. Captain Isaacson intrigued club members with impressive technical information of the FA-18. He also mentioned a possible FA-18 static display in January 1986, but the exact date is still pending. NAC upcoming events are as follows:

1. Tour to Pensacola N.A.S. for AOCSS graduation ceremonies and more (Dec. 5-7).
2. Trip to Mayport N.A.S. to tour aircraft carrier USS Forrestal (Jan. 26).
3. Trip to Cecil Field N.A.S. for S-3 Viking Flight Simulator (Jan. 8-6).

AFROTC

C/2LT Brad Melloy
Public Affairs Officer

and the results are in! The 1st of the POC Golf Classic tournament which took place on Friday, 16 November was Ed Kelly with a score of 86. Second went to Guy Britland and Doc Halliday captured the trophy with a score of 89. Second place (determined by a one stroke tie) to pin playoff. Congratulations to Ed and thanks to anyone who competed.

A reminder that the Riverboat Cruise still has plenty of space available after the Dining Out on the 7th of December. The boat will leave at approximately 2345 and stay out for a few hours. The fee will be \$10.00 and tickets can be purchased during the hours of the Dining Out ticket sales. Everyone who attends must be of drinking age, see the bulletin board in the detachment for more details.

AOPA: recreational pilot certificate has benefits and disadvantages

Aircraft Owners and Pilots Association

FREDERICK, Md. — In a detailed, point-by-point analysis, the nation's largest pilot's association has informed the Federal Government why some elements of a proposal to establish a recreational pilot's license would benefit aviation, while other sections would be detrimental to general aviation. Aircraft Owners and Pilots Association had asked the government to establish the recreational pilot certificate as a new category of pilot license. The 265,000-member association, however, objected to the rule-making proposal when the Federal Aviation Administration included in it proposed changes in the status of existing rules for current pilots.

As a result, AOPA submitted two separate responses to the rule-making — one dealing strictly with the recreational pilot's license and the second on the proposed changes for current pilots. AOPA again urged that the proposals to change existing rules be handled separately from the recreational pilot proposal.

"AOPA strenuously objects to the unilateral decisions and administrative discretion taken by FAA in the preparation of this Notice of Proposed Rule-making," said AOPA President John L. Baker. "Many of the proposals in the notice have absolutely no ties to the philosophy and objectives contained in AOPA's original petition," he said.

AOPA's Director of Aviation Standards, Steven J. Brown, said AOPA opposed the 50-nautical mile restriction for recreational pilots. "This proposal appears contradictory, unjustified and unenforceable," he said. The restriction assumes that pilots navigating by reference to ground landmarks will become lost. Pilots have successfully flown via ground reference since the beginning of aviation, and the NPRM states that the 28,000 aircraft currently flying with no radio navigational equipment are having no problem.

Brown stated that other sections of the recreational pilot rule-making were unjustified. These included:

- Adding an annual flight review provision, AOPA said the

proposal was vague and unstructured, and when added to currency requirements, "is an overall and offers only vague and unspecified advantages;" and,

— Changing the cross-country requirement to four legs and landings and three or more airports. Unworkable, according to AOPA, because it would force some applicants to fly only 20 to 30 miles in some densely populated urban areas with numerous airports, while forcing others in sparsely populated rural areas to fly hundreds of miles.

AOPA said it intent of the proposal, to expect pilots to a greater number of airports, could be satisfied by retaining the current cross-country definition and adding a requirement that a landing training applicant will land at a minimum of four different airports.

AOPA supported the recreational pilot proposal in a number of areas, including:

- Training and testing to a standard. "We believe this method of training and certification is sound and is essentially the method followed by flight examiners."
- Advocating a "no known

deficiency" statement in lieu of a medical certificate; and, Student Recreational Pilots. AOPA said this was an excellent proposal by FAA to promote and encourage flight training with appropriate safety-related limitations.

In its separate commentary opposing virtually all the proposed changes to rules for current student and private pilots, AOPA specifically said its extensive research has shown that the "400-hour" proposals are baseless.

"Additional currency requirements for under 400-hour pilots are unwarranted," Brown wrote. He said this was especially evident when studying NTSB data on fatal accidents showing that under 400-hour pilots are not a unique group that deserves special attention and have an accident record as favorable as any other segment of general aviation.

"We believe the proposed rules for current pilots should be discarded. With minor changes, the provisions establishing the recreational pilots license will meet the FAA's mandate to promote aviation and encourage its development," said AOPA President Baker.



College Press Service

Death

(continued from page 1)

Enrolled in the Aviation Technology degree program, Melvin maintained a 3.39 GPA.

College suicide is a problem that shouldn't be ignored. Among college students, suicide is the second leading cause of death, surpassed only by automobile accidents.

Researchers have identified two leading causes:

Suicides occur mainly with males in their senior year. Often these victims cannot cope with the pressures of entering the business world and the hardship of finding a job to support themselves and their families.

The second major cause of suicide is loneliness and isolation. The victims feel no motivation or support from their community, during the time of their childhood where their family was around as a backbone.

TPA

(continued from page 12)

had a wonderful time and all the member-pledges want to extend a big THANK YOU to the pledges for a job well done.

Congratulations are in order for Beth Arthur for receiving the Best Pledge Award for her spirit and drive during the pledge season. You've done a great job, Beth!

Everyone's getting psyched for the holidays and the upcoming trimester. Spring Rush is shaping

up nicely, and we're all ready for the National Test! The Christmas Party is tonight — bring your party spirits, girls!

Theta Phi Alpha would like to thank everyone for their support during our first trimester at E-RAU. We've accomplished a great deal during our infancy, and we will do even more in the future!

Good luck on finals, and we wish you all a very Merry Christmas and Happy New Year!

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Join us to welcome J.P. Riddle (co-founder of E-RAU) Wed., Dec. 11, 7 - 9 p.m. in the C.P.R. Co-sponsored by A.I.A.A. Refreshments will be served.

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NOTICES

FAA Pilot Examination

FAA PILOT WRITTEN EXAMINATION SCHEDULES
Embry-Riddle Aeronautical University will administer FAA pilot Written Examinations on the following dates:

| Date | Time | Place |
|-------------|---------------|--------------------|
| December 3 | Tuesday, 1330 | H-131, GRW Complex |
| December 13 | Friday, 0830 | H-113, GRW Complex |
| December 17 | Tuesday, 0830 | H-131, GRW Complex |

Student intending to take an FAA Pilot Written Examination are required to sign up in office D-300 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 result 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 examinations will not be permitted to enter the examining area while testing is in progress.

STUDENT ADMINISTRATIVE COUNCIL REGULAR MEETING NOVEMBER 12, 1985

VI. OLD BUSINESS
2) MOVED BY STEVE to recall the vote on the motion to allow Art Carls a rings on campus. Seconded by Leo. Motion approved by unanimous vote.
MOVED BY MATT to approve Hartt Jones as the exclusive supplier for rings sales for ERAJ on the Daytona Beach campus thru 1987. Seconded by Steve. Discussion and recommendation that as the expiration of this contract, have 3 or 4 companies make propositions. Motion approved by unanimous vote.

STUDENT ADMINISTRATIVE COUNCIL REGULAR MEETING NOVEMBER 19, 1985

President Arnold Leonard handed the gavel to Vice President Jeff Kolman to chair the regular meeting, due to his having laryngitis. Jeff called the meeting to order at 6:03 p.m. The minutes of the November 12, 1985 regular meeting were approved as printed and distributed.

MEMBERS PRESENT: Arnold Leonard, Jeff Kolman, Steve Williams, Matt Mariano, Dennis Raposa, Peter Enriquez, Leo Vane, Geoff Hunt, Linda Freeman, Brenda Demski, Scott Quinn, Bill Thompson, Dean Becky R-Bertson, Joyce Gulliste. MEMBERS ABSENT: Patrick James.
ALSO PRESENT: Division chairpersons and members, F.C.A.O. representatives, and students at large.

I. DIVISION REPORTS
STUDENT COUNCIL — Chief Justice Ramon Martinez reported that the Court met Monday and had three cases. They are also looking into a case involving an insurance agent who has misled some graduating seniors into contracts. They are checking into some advertising on campus relative to free resume techniques which are not being sent but in just a solicitation for memberships to Association of MBA. Ramon announced that he will be resigning as Chief Justice effective November 23, and recommended Charles Stern for Chief Justice. MOVED BY GLENN to approve Charles Stern as the new Chief Justice upon the resignation of R. Martinez. Seconded by Scott. Motion approved by the following vote: Yes 6, Nays 1, Abstaining 2.
R. also reported that the issue of discrimination regarding to entry fees into municipalities is presently OK but if it remains here are some new ways to take action.

PHOENIX — Editor Miguel Vidal reported that the copy editor Jose Mariano resigned.

ENTERTAINMENT — Chairman "Hoss" Robertson reported on the schedule of events and that the sound equipment will be repaired this week. Chad modified the new Entertainment division letter.

AVION — Editor Patrick McCarthy reported issue 11 is out and contains "Crucifixion" a literary insert which was completed by several interested students and was paid out of excess revenue. He announced the new sports editor is Scott Heiber and that there will not be a paper next week because of the 1, unapproved holiday. The last issue of the trimester will come out on December 4. Dennis asked about the request to put the Student Government Association name on the front page. Pat responded that the membership votes down the request but will continue to put the name on the Marched. They felt it was pretentious to put the name of the crown on the front page.

Graduating Seniors

GRADUATING SENIORS: Just a reminder.....
If a prospective employer requests an official transcript for a job interview, we must have a written request from you before that information can be released. Be sure to fill out a Transcript Request Form before leaving campus, for your convenience.

SGA Lost and Found Sale

The SGA Lost and Found Sale will be held Monday, December 9, at 10:00 a.m. to 12:00 noon in the University Center.

President Arnold Leonard called the regular meeting to order at 6:07 p.m. in the CPB. The minutes of the November 3, 1985 regular meeting were approved as printed and distributed.

II. PRESIDENT'S REPORT
1) Arnold appointed Bill Thompson to sit on the University Re-Administration Committee.

2) Arnold informed SAC that he received an appeal from the club, "Brothers of the Wind", on the decision of the FCOA Committee refusing their request for funds. Arnold reported that the committee denied the request because it did not benefit all the students on campus and was submitted after the event. After reviewing the application, discussion with the President of Brothers of the Wind, discussion with Vice President Jeff Kolman and consulting the FCO Guidelines, Arnold felt that the club should be awarded or disbursed the \$180 on the campus project or activities and faceted a motion for approval of these funds for purchase of the necessary goods and rental of equipment for the purpose of serving the student body during a SGA event and to improve minority awareness and relations within the student body. MOVED BY PATRICK to approve the request in the amount of \$180. Seconded by Scott. Discussion included a report from Jeff Kolman, Chairman of the committee, on the reasons the request was denied. He stated that the basic reason for denial was that it was their understanding that the event (Knobfest) was a fund raising type of event for clubs and organizations to raise money for their club and they could not see how this was benefiting the students as they were charging the students. Also, there were a lot of other fraternities, clubs and organizations who sold things too. The President, Melvin Duzer and other members of the Brothers of the Wind explained their purpose in participating in the Knobfest event and how they had let cream left over, and because of Expires Festival not being cold enough, lost a great deal. They were requested to explain how this event could improve minority awareness and relations. It was asked how much money did they lose. Mr. Duzer stated that their expense were \$178 and their earnings were \$30.

Vote on the motion: Yes 1, Nays 6, Abstaining 1. Motion denied used.

MOTION BY BRENDA to approve an allocation of \$148, (cost minus profit) to the Brothers of the Wind. Seconded by Leo. Motion approved by the following vote: Yes 6, Nays 1, Abstaining 1.

III. VICE PRESIDENTS REPORT
1) Jeff Kolman presented an initiative request from Entertainment in the amount of \$100 to have a party for members who worked the Ochs Day show. MOVED BY PATRICK TO approve the request in the amount of \$100. Seconded by Leo. Motion approved by the following vote: Yes 7, Nays 0, Abstaining 1.
2) Jeff informed SAC, at the meeting of SAJH to approve an Avion proposal to purchase a IBM PC and equipment for \$3400 to help in the efficiency of the Avion/Phoenix office due to the overload of the present two computers. The computer will be purchased from Taylor Publishing Co. and paid for out of excess revenue.

Do Your

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1) Jeff informed SAC on the meeting of SAJH to approve an Avion proposal to purchase a IBM PC and equipment for \$3400 to help in the efficiency of the Avion/Phoenix office due to the overload of the present two computers. The computer will be purchased from Taylor Publishing Co. and paid for out of excess revenue.

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II. VICE PRESIDENT REPORTS
1) Jeff reported that President Tallman stopped by the SGA office one evening and stated he was app. at the condition of the University Center. He understands that it is the university responsibility to help in the improvement of the custodial services as well as the students responsibility to make in the effort to keep the university clean. He requested assistance of SGA to promote student help in cleaning up after themselves.

V. COMMITTEE REPORTS
3) Spring Orientation — Chair: Stern reported that the orientation will be held on maintaining SGA exposure and promoting an excellent image of the SGA. It is recommended that the SGA President and Vice President give an introductory speech to new students. Representatives from every division could be available to give a presentation on their divisions and meet with those new students who are interested in getting involved.

VI. AERONAUTICAL FITNESS CENTER
Main reported the membership period out at 331 this trimester. Currently there is a work order for physical plant to install a screen door. Advance signs up for Spring trimester is available with a \$2 discount. There is a possible opening for a room supervisor in the Spring.

VII. OLD BUSINESS
2) Constitution — EMBRY-RIDDLE YOUNG REPUBLICANS (ERYR) — MOVED BY MATT to approve constitution. Seconded by Peter. Discussion — Geoffrey Anderson was asked to justify Article 10. Constitution should be amended that "agitation should be taken to student court." Club was informed that FCO Guidelines do not allow funds for political involvements. Motion was approved by the following vote: Yes 5, Nays 1, Abstaining 4.


3) MOVED BY STEVE to recall the vote of last meeting "to approve an allocation of \$148, (cost minus profit) to the Brothers of the Wind." Seconded by Linda. Reason stated for the recall were:
a) conflicting statements were given regarding the amount of money that was made at the FCOA meeting and the SAC meeting.
b) if more than \$30 was made it goes against the guidelines to give money directly to an organization.
c) still a question of whether the event was a fund raiser as the club signed a contract with Entertainment — offered to clubs and organizations as a fund raising opportunity, they paid the \$10 deposit and they did not let the ice cream and did not give it away.
d) burden of proof is on the club to show that it is a campus project or activity to promote minority awareness, and not the responsibility of SGA to cover losses.
Motion to recall the vote approved by unanimous vote.

Motion to allocate \$148 to Brothers of the Wind was defeated by unanimous vote. Moved by Matt to adjourn. Seconded by Steve. Regular meeting was adjourned at 6:21 p.m.

These minutes have been edited for brevity. Complete minutes available in SGA Office.

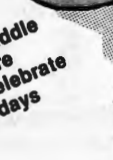
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Christmas

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WE BUY USED ALBUMS & CASSETTES

Selling for 25¢ to 50¢ above the value as offered by anonymous vote.
 Moved by Matt to adjourn. Sec. by Steve. Regular meeting was adjourned at 6:21 p.m.

These minutes have been edited for brevity. Complete minutes available in SGA Office.

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| TDK SA 90 Min. — \$2.95 each | 2 Pack \$4.95 |
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| TDK SA 80 Min. — \$1.95 each | |
| Maxell UDXL II 90 Min. — \$2.95 each | |
| Maxell XL IIS 90 Min. — \$3.95 | |

RENAULT LE CAR — Good condition, must sell before graduation. \$600 only. Call Joe at 252-7518.

DATSUN 280 ZX — 1982, blue, 5 speed, T-tops, velour seats, low mileage, alarm system. Must sell. Excellent condition. \$8000 obo. Call Arthur at 767-3327.

PUG OF 604 — 1977, excellent condition. First \$4200 takes it. Must sell this week. ERAU box 6727 or call 252-1485 late evening.

Cycles for sale

YAMAHA 250 — Good condition. \$550. Contact Tom at box 7906. Also looking for ride to Wilmington N.C. for Thanksgiving.

SUZUKI GS 550 — Run great. Must sell! Graduating. \$400. Call Chuck at 252-2196.

HONDA CX 500 — 1980, with fairs, saddle bags, trunk, rain suit, and manual. Very dependable motorcycle. \$800. Call Mario at 258-0917 evenings.

YAMAHA FIGHTER — 185 cc, 2600 miles, excellent condition, still under factory warranty, great bike for commuting, very economical. Contact Rob at Box 1224 or dorm II, room 153.

HONDA CH125 — Recent tune up, about 70 mpg. \$270. Call 756-2165 and leave message or box 5026.

W/DATSON SALE — King are waterbed with bookcase headboard, heater and padded side rails, \$225; 19 inch JVC color TV, \$100; 7000 BTU Carrier air conditioner, \$150; desk, \$20; coffee table and end tables (2), \$20; 4 drawer dresser, \$20. Contact Russell at box 2694.

RADAR DETECTOR — Uniden, \$75. Call 252-3870 or leave message at box 2066.

HOLLEY CARBURETOR — 600 C.F.M., \$59; Edelbrock Pontiac Performer manifold, \$79; Edelbrock chrome valve covers for Pontiac, \$25; Moroso Chevy oil pan, \$49 — All parts like new! — Hewlett Packard 41CV calculator, \$199. Call Dan at 251-9492.

TABLE W/CHAIR — Studying table with chair, speakers, bookshelf, kitchen table with chairs. Call 756-2815.

ATARI 800 XL COMPUTER — with disk drive, DD, word processor, complete manuals. Brand new condition, (worth over \$350) for sale — only \$299. Contact Mo or Jamal at box 3846 or 761-1292 anytime.

DWARI AL BINO BUNNY — adorable, complete with cage, house, laser box, and food and water dishes. \$25. Call Lisa at 788-1150 mornings or evenings.

CANON T-70 CAMERA — 35 mm, SLR, body w/50 mm F 1.8 lens, 4 months old. Plus Canon 277-T dedicated thyristor flash. All for only \$225. Good deal...will go fast. Call Mark now at 252-5017 or box 6094 or at the Atron Office.

Amplifier, "turn your stereo into concert hall" sound". \$700/obo. Call Mark at 252-8143.

RUG/LA MARK II — 22 cal LR. "The greatest Christmas present my little brother or dad", semi-recoll, sea... o for sale. Mint condition. Fired only about 200 times. Must be 18 to purchase. Call 258-8774 after 5 p.m. any day.

SKI BOAT — 15 1/2 Glasron GTX, 85 hp Merc., electric trim, bike pump, tilt trailer, 50 mph. Reduced from \$2995 to \$2495. Call 252-3870 and ask for Al.

PYTHON FOR SALE — Approx 5 feet long but looks smaller. Includes a 20 gal (long) tank, locking screen top, heater and other misc. incns. \$100/meg. Contact Dave at 252-1863 afternoons or box 5165.

MEMBERSHIP FOR SALE — 4 1/2 month Peter Lee's Karate and Nautibus Club membership for sale. \$90/obo. Contact Troy at box 7952 or room 107, dorm II.

HOMEMADE SPEAKERS — 2 homemade speakers and stereo rack for sale. Both are in excellent shape. Speakers sound great and rack is in great shape. Have to see to appreciate. Both \$300/obo or will separate. Apt Complex 1, room 133, box 4516 or call Mike at 252-6245.

SANYO MICROWAVE — New Sanyo microwave oven. \$80. 2 crilling fans. \$30. 25 inch television. \$70. IBM typewriter. \$150. Must sell call 756-2815.

you know who has it call 257-1867 and ask for Dale. Whoever bought it will get back what they paid for it.

LOST H.P. 41CV — on November 5 in a room in B-building. I have the serial number, it is registered and has a couple of things to identify it. Reward offered, no papers to identify it. Please contact box 6841. I need it!

Well, we got the band together, now we need a place to play. If you have a party and want to have a live band, give me a call. The name is Storm Riders. Call for a weekend jam or school activity. Kevin Wood at 258-1653.

MOTORCYCLE REPAIRS — Professional motor wants to fix your bike for 40 percent less (no dealer cost, Race modifications? Estimates and consultations free and given before work done. Valves cleared, sumpgarns greased, plugs gapped, tires changed and information on all makes. Call Chris at 254-3174 or box 6557 or come by Dorm II, room 127.

TYPING — Experienced in typing ERAU papers. Fast and accurate. \$1.25 per double spaced page. Nancy at 258-7362.

FRENCH LESSONS FROM FRENCH LADY — 6 months will be enough to speak French. \$8 an hour. Choose your day and hour. Call evenings please at 258-5901.

WANTED — Money — Anyone who is feeling generous can contact Tom at box F-229.

personals

To Guido,
There's been too many miles and much time. Why'd it take so long to come around? Love you always and forever.
The kid at heart

R' The "mint" one will come around...he's as good as yours.
Eromies

Romeo,
Hope everything went your way over Thanksgiving weekend. Your "Hollywood" and if she doesn't think so, she's crazy. Best of everything always. Friend — that's wicked mint.
I.A.B.

Harvard Man,
I'll miss you terribly, remember me always, and promise you'll think of me once...in awhile.
Love always,
ME.

Selfmid,
Congratulations on your latest success. There are more coming!! Hey — who loves ya, babe?
Selppin

Dear Sweetie,
Roses are red, Canary's are sweetie, Lemon's are sour, But you are my sweetie!
I love you,
Herman the Fish

in miss you terribly hope December 12th I love you!!!
C.R.S.I.

Irish Neman
Have a good X-mas. Hope the Mahhah keep you warm till I can again in January. Love,
Krip

Rob-out of a...
Sell that ERAU S. Degree!! Lots of determined footwork will land you in a comfy couch somewhere. Pack more Dr. Scholl's footpads and get crackin'.
the gang

sufferers of Nicklas' Malady Unite!
The reunion will be held Friday the thirteenth. Time to rebel against these women with strong moral character.

Dear Administration,
Will our tuition be raised to pay the water bill after running the sprinklers all weekend long? (Mother Nature uses a better job.)

Hey Scarbull,
Here we are like birds in the wilderness, wondering where the we are?
Later dude, SCB

Parker Vanigan,
Tell you know who, to hide the you know what until you know who picks it up and delivers it to you know where. Then do the you what...you know how.
Mara Hart

Peggy Hanger and Virginia Phillips, Owners
Shirley and Tonja, Stylists

Family Hair Design

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| Friday | 12/6 | 7:30 - 11:00 |
| Saturday | 12/7 | 8:00 - 8:00 |
| Sunday | 12/8 | 11:00 - 11:00 |
| Mon.-Wed. | 12/9-12/11 | 7:30 - 11:00 |
| Thursday | 12/12 | 7:30 - 5:00 |

From Dec. 13 through Dec. 24 AND from Jan. 2 through Jan. 8 the LIBRARY will be OPEN 8:00 to 5:00, CLOSED weekends and DEC. 25 through Jan. 1.

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 - Decathalon.....\$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 Writtens.....\$15.00
 - Helicopter(Bell or Jet Ranger).....CALL
- (All Accelerated Pilot Ratings Available) —

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 New Aerobic Course in a **REAL** Aerobic Airplane
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We Honor All Local Discount Coupons

2 Day Accelerated Ground School
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 - S/E Simulator (unlimited use).....\$50/mo
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