

2-5-1986

Avion 1986-02-05

Embry-Riddle Aeronautical University

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

Scholarly Commons Citation

Embry-Riddle Aeronautical University, "Avion 1986-02-05" (1986). *Avion*. 539.
<https://commons.erau.edu/avion/539>

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

AVION

An award winning collegiate newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida

60 YEARS OF AVIATION EXCELLENCE

February 5, 1986

Volume 62, Issue 4

Riddle student navigates world Weather, logistics hamper trying flight

By Bill Fisher
Avion Staff Reporter

Last Wednesday, Hamad Ali Athani landed his modified Piper Seneca at Daytona Beach Regional Airport, leaving behind an adventure that saw him pass through twelve countries, over both the Atlantic and Pacific oceans, and hopefully, into the record books.

Hamad, a 26 year old management major from the country of Qatar on the Persian Gulf, left Daytona Beach on December 20, 1985, and estimated it took from 120 to 130 flight hours to complete the solo global circumnavigation.

Hamad stated that he was attempting three goals in the flight: accumulated flight time, speed, and establishing time records between cities. But these were not the most important aspects of the trip to him. When asked what effect his trip will have on general aviation as a whole, Hamad

replied, "In our area (Qatar) it will have the most effect, because aviation is something new. We hope especially to get the young people and the parents to understand that Aviation is not something totally dangerous, that somebody can play it safe and can survive with it as a job for his whole life. We are not aiming for records for ourselves but for the community, both Arab and the university as well."

The aircraft held up well with Hamad noting the only problem was higher than normal oil consumption in the right engine throughout the flight; even after replacing two cylinders in Qatar. By far the biggest problem was with weather forecasting.

"The wind forecast from Gander to the Azors was excellent, but the rest of the way was just useless. I mean you just go ahead, and do not take the forecast. At Santa Maria I asked them for the winds and they told me they did not have any for 10-

day but they have got some good ones from yesterday that I could use." Hamad also had some problems with ground coordination.

He flew to Jordan, three hours out of his original route, to get fuel and when he arrived there was no fuel. But he added, "there were a lot of frustrations, but if you are going to take it very seriously you are not going to make it."

As to whether any records had been broken, Hamad refused to speculate until the National Aeronautical Association checks all the flight records.

There was a short award ceremony in the flight building after Hamad landed and Arnold Leonora, SGA President, awarded him with a special recognition award from the Student Government Association and a Proclamation from Daytona Beach Mayor, Lawrence J. Kelley, proclaiming January 29, 1986, Hamad Ali Athani Day.



Superimposed on this map of the world is the track of Hamad Ali Athani's flight around the world. After 40 days and some 130 hours, Athani achieved what many only dream.

Riddle student navigates world Weather, logistics hamper trying flight

By Bill Fisher
Avion Staff Reporter

Last Wednesday, Hamad Ali Athani landed his modified Piper Seneca at Daytona Beach Regional Airport, leaving behind an adventure that saw him pass through twelve countries, over both the Atlantic and Pacific oceans, and hopefully, into the record books.

Hamad, a 26 year old management major from the country of Qatar on the Persian Gulf, left Daytona Beach on December 20, 1985, and estimated it took from 120 to 130 flight hours to complete the solo global circumnavigation.

Hamad stated that he was attempting three goals in the flight: accumulated flight time, speed, and establishing time records between cities. But these were not the most important aspects of the trip to him. When asked what effect his trip will have on general aviation as a whole, Hamad

replied, "In our area (Qatar) it will have the most effect, because aviation is something new. We hope especially to get the young people and the parents to understand that Aviation is not something totally dangerous, that somebody can play it safe and can survive with it as a job for his whole life. We are not aiming for records for ourselves but for the community, both Arab and the university as well."

The aircraft held up well with Hamad noting the only problem was higher than normal oil consumption in the right engine throughout the flight; even after replacing two cylinders in Qatar. By far the biggest problem was with weather forecasting.

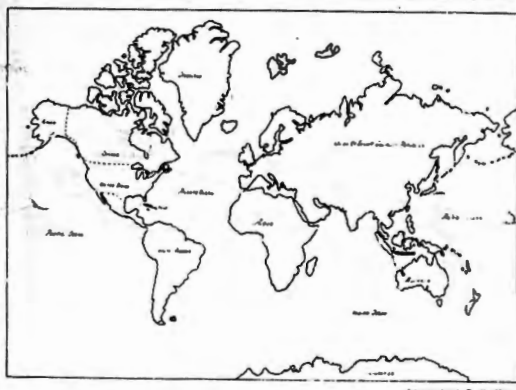
"The wind forecast from Gander to the Azors was excellent, but the rest of the way was just useless. I mean you just go ahead, and do not take the forecast. At Santa Maria I asked them for the winds and they told me they did not have any for 10-

day but they have got some good ones from yesterday that I could use." Hamad also had some problems with ground coordination.

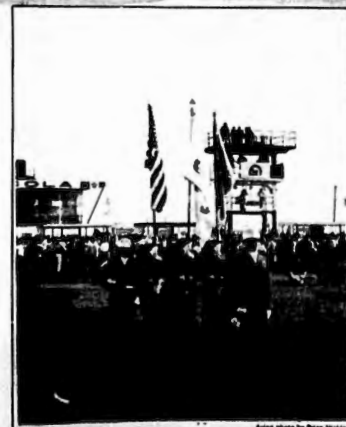
He flew to Jordan, three hours out of his original route, to get fuel and when he arrived there was no fuel. But he added, "there were a lot of frustrations, but if you are going to take it very seriously you are not going to make it."

As to whether any records had been broken, Hamad refused to speculate until the National Aeronautical Association checks all the flight records.

There was a short award ceremony in the flight building after Hamad landed and Arnold Leonora, SGA President, awarded him with a special recognition award from the Student Government Association and a Proclamation from Daytona Beach Mayor, Lawrence J. Kelley, proclaiming January 29, 1986, Hamad Ali Athani Day.



Superimposed on this map of the world is the track of Hamad Ali Athani's flight around the world. After 40 days and some 130 hours, Athani achieved what many only dream.



Performing Honor Guard duties at the 24th Annual Days of Daytona was the Army ROTC unit under the command of Cadet Martin Ebby. The detail presenting the Colors included Bill Warren.

Candidates vie for Sr. Class positions

By Richard B. Calvert

Tonight at 8 p.m. in the University Center, the Senior Class will gather to discuss issues concerning their graduation. One of the major topics of the evening will be the election of the Senior Class officers. Open to the student electorate are the offices of Class President and Vice-President.

For Class President, Brian Finnegan has held several leadership positions as a student at ERAU. Former offices include AVION Editor-in-Chief, SGA representative, and membership in Omicron Delta Kappa. Finnegan has worked in AANT as lab assistant, served in the flight weather room, and a Co-op with Federal Express.

Brian Finnegan believes he should serve as Senior Class President. "I'm in touch with the students." His goals for the graduating class include greater unity and contact with the Alumni Association following graduation.

Commenting on his time at ERAU, Finnegan noted that

to see a point around which students may rally.

According to tradition, each trimester the Senior Class selects a project to, in some way, enhance the physical appearance of the upper balcony outside the University Center needs work, and hopes the class will dedicate its time and motivation to ensure that balcony becomes presentable once again.

Brian Thompson has many interesting attributes. He has held the position of SGA representative, chaired the annual Riddle Regatta committee, been a member of the Vet's club, and presently serves on active duty as a Lieutenant in the United States Navy.

Thompson is concerned with getting the class together—getting them motivated. He said he would like to "go to them to start with." He is running independently for the office of president. Thompson commented that he has no definite plans for a class project, though he would like to ensure that the "Piv Special"

Administrative Council.

Brian Thompson transferred to Embry-Riddle approximately one year ago. He adds that he is devoted—"I can get the job done."

Another candidate for the Senior Class President is Armando Segarro. This gentleman has been in attendance at ERAU since the fall of 1982. An Air Studies major, Armando has secured his private pilot's license, and has been a computer lab assistant.

Running with Vice-Presidential candidate, Geoff Anderson, Segarro held a position as Area Public Affairs director for the Arnold Air Society during his time at Riddle.

Segarro said that he would like to plan a party at Sea Escape for 350-400 people. There he would try to arrange for a group discount.

For Class plans, he would like to "do something for the students; to build morale." He feels that the Senior Council should decide on ideas for the project.

seeks the Presidential position. He majored in Professional Aeronautics with a concentration in Air Traffic Control. A student at ERAU since the summer of 1984, Eberhardt has resumed in both domains I and II.

While his class project plans are still under consideration, he feels that there are enough memorial plaques on campus. He would possibly want to fix up the balcony, and wants the effort to help the entire school, not just the seniors. He remarks that memorials aren't continuous; they are looked at once and never again.

Eberhardt is an active member of the Vet's Club. He is currently the president of the ROA. Also, Eberhardt is a member of Sigma Chi. He hopes to secure a pilot's slot, and will be attempting to attain an FAA Air Traffic Control position along the way.

Also for the office of Senior Class Vice-President is Geoff Anderson. Anderson, the current president of the Young Republicans club on campus, has held the position of associate

Candidates vie for Sr. Class positions

By Richard S. Calvert

Tonight at 8 p.m. in the University Center, the Senior Class will gather to discuss issues concerning their graduation. One of the major topics of the evening will be the election of the Senior Class officers. Open to the student electorate are the offices of Class President and Vice-President.

For Class President, Brian Finnegan has held several leadership positions while a student at ERAU. Former offices include Avion Editor-in-Chief, SGA representative, and membership in Omicron Delta Kappa. Finnegan has worked in AMT as lab assistant, served in the flight weather room, and a Co-op with Federal Express.

Brian Finnegan believes he should serve as Senior Class President. "I'm in touch with the students." His goals for the graduating class include greater unity and contact with the Alumni Association following graduation.

Commenting on his time at ERAU, Finnegan noted that Riddle has played a major role in his development, and he would like

to see a point around which students may rally.

According to tradition, each trimester the Senior Class selects a project to, in some way, enhance the physical appearance of Embry-Riddle. Finnegan feels that the upper balcony outside the University Center needs work, and hopes the class will dedicate its time and motivation to ensure that balcony becomes presentable once again.

Bill Thompson has many interesting attributes. He has held the position of SGA representative, chaired the annual Riddle Regatta committee, been a member of the Vet's club, and presently serves on active duty as a lieutenant in the United States Navy.

Thompson is concerned with getting the class together—getting them motivated. He said he would like to "go to them to start with." He is running independently for the office of president. Thompson commented that he has no definite plans for a class project, though he would like to ensure that the "Pitt Special" gets hung in the University Center. That project is currently awaiting action from the Student

Administrative Council.

Bill Thompson transferred to Embry-Riddle approximately one year ago. He adds that he is devoted—"I can get the job done."

Another candidate for the Senior Class President is Armando Segarro. This gentleman has been in attendance at ERAU since the fall of 1982. An Air Studies major, Armando has secured his private pilot's license, and has been a computer lab assistant.

Running with Vice-Presidential candidate, Geoff Anderson, Segarro held a position as Area Public Affairs director for the Arnold Air Society during his time at Riddle.

Segarro said that he would like to plan a party at Sea Escape for 350-400 people. There he would try to arrange for a group discount.

For Class plans, he would like to "do something for the students; to build morale." He feels that the Senior Council should decide on ideas for the project.

Vice-Presidential candidate Dan "Curly" Eberhardt is running along side Bill Ulm, who

seeks the Presidential position. He majored in Professional Aeronautics with a concentration in Air Traffic Control. A student at ERAU since the summer of 1984, Eberhardt has resided in both dorms I and II.

While his class project plans are still under consideration, he feels that there are enough memorial plaques on campus. He would possibly want to fix up the balcony, and wants the effort to help the entire school, not just the seniors. He remarks that memorials aren't continuous; they are looked at once and never again.

Eberhardt is an active member of the Vet's Club. He is currently the president of the ROA. Also, Eberhardt is a member of Sigma Chi. He hopes to secure a pilot's slot, and will be attempting to attain an FAA Air Traffic Control position along the way.

Also for the office of Senior Class Vice-President is Geoff Anderson. Anderson, the current president of the Young Republican club on campus, has held the position of associate justice of the student court, a

See ELECT, page 9



Photo: Photo by Brian Nicklas

Performing Honor Guard duties at the 24 Hours of Daytona was the Army R.O.T.C. unit under the command of Cadet Martin Bixby. The detail presenting the Colors included Bill Watson, Eric Platt, Charlie Kim, Bruce Martz and Rick Williamson. Raising the flag on the infield tower were Michele Lavigna, Kyle Mardis, Joe Scialdone and Greg Tarancon.

Riddle eyes possible TV station

By Bill Fisher
Avion Staff Reporter

Embry-Riddle Aeronautical University (ERAU) and four other local institutions of higher learning have joined together in an effort to bring educational television programming to the Volusia County area.

The group has incorporated and formed the Coastal Educational Broadcasters (CEB) and includes Daytona Beach Community College (DBCC), Stetson University, Bethune-Cookman College (B-CC), and the Atlantic Center for the Arts (ACA).

CEB received approval from the Federal Communications Commission (FCC) in June of 1985 to establish an educational television station in New Smyrna

Beach. The station will broadcast over channel 15, and be a member of the Public Broadcasting System (PBS).

Programming will consist of educational and instructional programs with some supplemental programs provided by PBS, the American Christian Television Servicem, instructional networks such as the Stanford Instructional Television Network, and news features from the Associated Press.

According to John Fidel, Vice President, Director of Development at ERAU, the station will be "primarily operated by Stetson and DBCC with involvement of the students in their communications and television pro-

See PBS, page 10



Trauma One...

This MBB BK-117 "Space Ship" medical helicopter stopped briefly at Halifax Hospital in Jacksonville. Operated by USJet of Washington, D.C., "Trauma One" is based at the hospital in Jacksonville and provides emergency as well as critical care transport.

Operated by USJet of Washington, D.C., "Trauma One" is based at the hospital in Jacksonville and provides emergency as well as critical care transport.

Avion photo by Brian Nicklas

Required periods for flight blocks cut to four hours

By Steve Cagle

In an attempt to accommodate flight students who currently have to arrange classes around a six hour block of time, many flight courses will soon only require a four hour block.

Flight department chairman, Paul McDuffee, said they will begin the four hour block scheduling this summer and fall. In the past with six hour blocks, students were allowed to encroach on the first and last hour of their flight times when class conflicts were present. The drawback of the new system is that this will no longer be an option for students since the entire

See BLOCK, page 10

Editorial

Remember...

This week, the Avion remembers Challenger and her crew through the words of Space Technology Editor and L-5 President, James Banke, at the memorial service last Friday.

As students and educators of the aerospace industry, we especially experience the hurt and sorrow of this national tragedy. The loss of both the crew and the orbiter Challenger touches each one of us for many different reasons.

Some of us were here in 1980 when Commander Scobee visited this campus and inspired us to reach for the stars. Many of us have been touched more recently watching the IMAX film, the Dream is Alive—and have seen Dick Scobee, Judy Resnik, and Ron McNair floating about the cabins of Discovery and Challenger on three separate missions.

In our world of aviation and space we establish a close bond with the machinery that makes the aerospace industry come alive. So as we join the nation in mourning the loss of the crew, we also grieve at losing the orbiter Challenger.

Some of us were exposed to the orbiter in a very personal way, and all of us share in the memory of the many historic-firsts that happened aboard the workhorse of the nation's space fleet. America's first woman, and first black flew aboard Challenger, and the first repair of a spacecraft in orbit happened in Challenger's cargo bay.

Embry-Riddle sits next to this airport partly to inspire its students with the sights and sounds of the airline industry. It is no accident that Shuttle launches are also quite visible from the campus—inspiring students to take what they have learned and push back mankind's frontier into a new realm.

As the shuttle appeared to explode over 'A' building, some students may have thought their future was disintegrating before their eyes. Those of us who are heading into the space program as a career may feel uncertain as to what will come.

We cannot let this incident affect our enthusiasm. Our space program still exists, and has the support of our President. Critics will say to hold back—take it slow and careful. But we cannot let that happen.

In Dr. Richard Hallion's book, *Test Pilots*, he quotes Wilbur Wright who said in September of 1910, "If you are looking for perfect safety you will do well to sit on a fence and watch the birds, but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial."

We have learned how it is to feel the first disaster, and there will be more. But we will enter an industry where safety is paramount. And no matter what your

In Dr. Richard Hallion's book, *Test Pilots*, he quotes Wilbur Wright who said in September of 1910, "If you are looking for perfect safety you will do well to sit on a fence and watch the birds, but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial."

We have learned how it is to feel the first disaster, and there will be more. But we will enter an industry where safety is paramount. And no matter what your degree program—engineering or management, pilot or technician—dedicate yourself right now to excellence in using your talents to prevent more tragedies in the skies.

Mission 51-L's flight lasted just over a minute, but its effects on our lives will last a lifetime. Let it affect your life in the most positive of ways. We can continue on.



Letters to the Editor

Marquee woes

To the Editor

In response to the letter "Banner Crop," I would like to suggest slipping the print shop altogether and using the marquee in the corner of the U.C.

The marquee. Now there's a piece of equipment that never gets looked at.

The senior class of Spring 86 put up this marquee to rid the U.C. of those unsightly banners.

So far, I have seen only a few messages go by as I sit and watch it.

Last Trimester, I inquired into the reason why it is never in full use. It was told that it was hard to see. Since that time they have shaded it, and removed the smoked glass from the front. It can now be seen from all over the U.C. I know because I have checked.

Recently, I inquired again into

the reason for its non-use. The answer this time was that no one ever looks at it. Well of course they never look at it! All those ugly banners are still being put up, and the students don't have to look at it.

Let's see this project to the end. It will make our U.C. a much nicer place to visit.

Wayne Rudisalle
Box 2027

Fly It Right

To the Editor

Please print this letter of commendation to Mr. Gregory Herlihy.

It is with great pleasure that I commend you for your actions as the pilot in command during an inflight emergency that occurred while you were conducting a routine training flight. The pro-

fessionalism you demonstrated was instrumental in the safe landing of the Cessna Outless you were piloting.

As one of the students in the final phases of the flight training curriculum you have progressed through many hours of study and practice that the program demands. Through it all you have heard numerous instructors advise you on the proper procedures when dealing with flying emergencies. If you are like the rest of the flying community here, you worked hard and hoped you would never have to employ those procedures. Well, it happened. During your first PIC flight in the Cessna Outless you

heard numerous instructors advise you on the proper procedures when dealing with flying emergencies. If you are like the rest of the flying community here, you worked hard and hoped you would never have to employ those procedures. Well, it happened. During your first PIC flight in the Cessna Outless you

experienced one of the most disconcerting events known to pilots; and indication that your aircraft's landing gear was not down and safely locked in place.

After performing the procedural troubleshooting learned only a few hours prior to the flight, you called Flight Operations for assistance and with

some additional guidance for the Daytona Beach control tower, brought the aircraft in for a safe landing and rollout on runway 24L at Daytona.

Your actions in the face of this hazardous situation should be emulated by all Embry-Riddle flight students and instructors as well. Congratulations for a job well done.

John W. Hopper
Training Manager

Letters to the Editor should be turned in no later than 6 p.m. on the

John W. Hopper
Training Manager

Letters to the Editor should be turned in no later than 6 p.m. on the Thursday preceding publication. Submissions must be signed with the individual's name and ERAU box number. All letters are published at the Editor's discretion.

in the corner of the U.C.

The marquee. Now there's a piece of equipment that never gets looked at.

The senior class of Spring 86 put up this marquee to rid the U.C. of those unsightly banners.

So far, I have seen only a few messages go by as I sit and watch it.

Last Trimester, I inquired into the reason why it is never in full use. It was told that it was hard to see. Since that time they have shaded it, and removed the smoked glass from the front. It can now be seen from all over the U.C. I know because I have checked.

Recently, I inquired again into

Wayne Rudisalle
Box 2027

Fly It Right

To the Editor

Please print this letter of commendation to Mr. Gregory Herlihy.

It is with great pleasure that I commend you for your actions as the pilot in command during an inflight emergency that occurred while you were conducting a routine training flight. The pro-

heard numerous instructors advise you on the proper procedures when dealing with flying emergencies. If you are like the rest of the flying community here, you worked hard and hoped you would never have to employ those procedures. Well, it happened. During your first PIC flight in the Cessna Outless you

experienced one of the most disconcerting events known to pilots; and indication that your aircraft's landing gear was not down and safely locked in place.

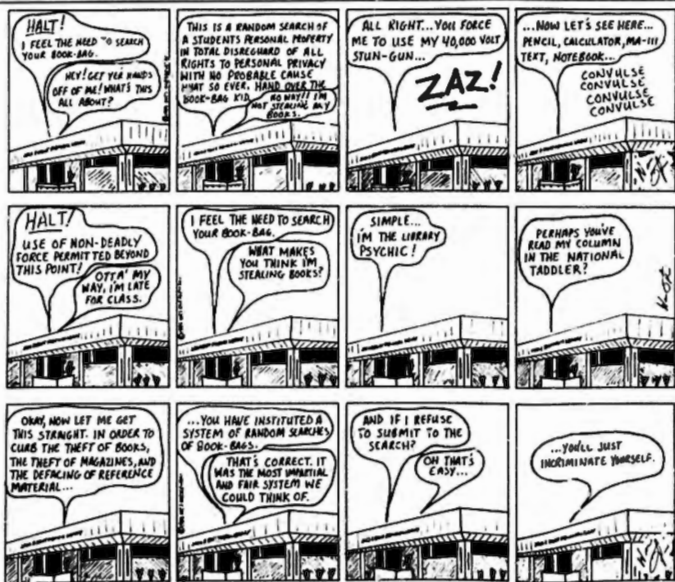
After performing the procedural troubleshooting learned only a few hours prior to the flight, you called Flight Operations for assistance and with

John W. Hopper
Training Manager

Letters to the Editor should be turned in no later than 6 p.m. on the Thursday preceding publication. Submissions must be signed with the individual's name and ERAU box number. All letters are published at the Editor's discretion.

Kyde Morris

wes oleszewski



AVION
Funded by the Students of Embry-Riddle

EDITOR IN CHIEF: Richard Calvert
MANAGING EDITOR: Tim Van Milligan
NEW EDITOR: Steve Cagle
SPACE TECHNOLOGY EDITOR: Jim Banke
PHOTO EDITOR: Mark Stern-Montagay
DIVERSIONS EDITOR: Tim Markwald
SYSTEMS MANAGER: Gordon Crago
ADVERTISING MANAGER: Sabrina Prechel
BUSINESS MANAGER: John Trombly
PRODUCTION MANAGER: Allen Berg
AVION ADVISER: Dr. Roger Osterholm
LAB TECHNICIAN: Ken Saunders

This week's staff: Brian Nicklas, Rob Watt, Pete Merlin, John Getty, Dan Sussman, Clark Clark, Bill Fisher

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 libelous, 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: Richard Calvert, Gordon F. Crago, James Banke, Tim Van Milligan, Mark Stern-Montagay, Steve Cagle, and Tim Markwald. 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 College Science Press Association, College Media Advisers, and the Associated Collegiate Press.

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

Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Ph. no: (904) 252-5561 Ext. 1082

"Do you think ... Embry-Riddle should get an airplane to permanently display in front of the university?"



Jeff Wingfield— "I think it would be nice, as long as it wasn't too expensive. There's not much fun to it, other than just sitting out there looking like a logo, so I wouldn't want them to waste that much money that they could be using to further enhance my education."

"Hoss" Robertson— "Yes, I do... It's going to be a good symbol for the campus, because we don't have anything out there now except for the logo. It's rather bland looking. I think it would dress it up."



Chris Ford— "It would be nice to have, but with the flight course, that money would probably, be better spent getting another twin or another Crusader, because of the amount of people trying to get in that course. If there was no charge, oh yes, definitely."



Kal Weller— "I think that would be a nice idea. It would help show that it's an aeronautical university."



James Gordon— "Yes, I do. I think it'd be nice. It would be attracting. It would draw people's interest to come look at it."



Jeff Miller— "If we could use one of our old aircraft; one that was going out of service. Yes, I don't think there's anything wrong with it. I don't know about going out and buying one to put out there, but I think that it would definitely be an attraction point for people passing by in the entrance."

...to further enhance my education."



James Gordon— "Yes, I do. I think it'd be nice. It would be attracting. It would draw people's interest to come look at it."

...that it's an aeronautical university."



Jeff Miller— "If we could use one of our old aircraft; one that was going out of service. Yes, I don't think there's anything wrong with it. I don't know about going out and buying one to put out there, but I think that it would definitely be an attraction point for people passing by in the entrance."

News Briefs

Associated Press

Suspect airline gets gov t contract

WASHINGTON — Arrow Air Inc., the airline whose chartered jet crashed in December with 245 soldiers aboard, received a new contract on the Air Force Friday "for long-range international air transportation service."
The contract, worth \$7.6 million, was awarded under the normal contracting procedures for airlines that participate in the Civil Reserve Air Fleet, or CRAF. It calls for charter service by the airline through September.
A Pentagon official who asked not to be named said the contract was awarded because Arrow Air still holds a valid operational certificate from the Federal Aviation Administration and is part of CRAF.

FAA orders J78 jet inspections

MIAMI — The Federal Aviation Administration has ordered an inspection today of a Miami maintenance company that was cited Friday for improperly overhauling 27 Pratt & Whitney JT8D jet engines, FAA officials said.
FAA spokesman Jack Barker said no injuries or accidents have been attributed to the engines overhauled by AeroThrust Corp.
The engine parts involved are the engine's combustion chambers. The Pratt & Whitney JT8D is used in Boeing 727's and 737's, DC-9's and most commercial airliners.
Failure of a JT8D combustion chamber was blamed in the crash of a Boeing 737 on takeoff from Manchester, England in August. The crash killed 35 of the 137 people aboard.
The FAA on Friday issued an emergency order requiring immediate repair of 27 engines and inspections of 77 others that were maintained by AeroThrust.

Jarvis' dad's car stolen by teen

ORLANDO — A teen-ager charged with possession of a stolen car said he didn't know that the 1978 Ford belonged to the father of a Challenger astronaut, police said.
While Bruce Jarvis attended memorial services in Houston for son Gregory and the six other crew members killed when the shuttle exploded, the \$1,600 car was stolen from outside his apartment complex here. Police found it Sunday in Casselberry, a small town northeast of Orlando and arrested the 17-year-old who was driving it, said Casselberry patrolman Mike Toole.
"I guess we are surprised that anything like this would happen. It's like adding insult to injury," said Ellen Jarvis, who also attended services for her stepson at the Johnson Space Center on Friday.

'Rambo disciple' burglarizes home

GAINESVILLE — Police have described a 14-year-old boy charged with a series of burglaries and auto thefts which occurred over the last two weeks as "a Rambo disciple."
The youth was arrested Jan. 24 and charged with stealing a car and a truck, burglarizing a car and a home and possession of a short-barrel shotgun, Gainesville police said.
The boy had already been "a problem runner" for us "before he was arrested for the recent crimes," said Sgt. K. L. Pate.
The youth is being held in the Alachua County Juvenile Detention Center until his trial.

...of a Challenger astronaut, police said.

While Bruce Jarvis attended memorial services in Houston for son Gregory and the six other crew members killed when the shuttle exploded, the \$1,600 car was stolen from outside his apartment complex here. Police found it Sunday in Casselberry, a small town northeast of Orlando and arrested the 17-year-old who was driving it, said Casselberry patrolman Mike Toole.
"I guess we are surprised that anything like this would happen. It's like adding insult to injury," said Ellen Jarvis, who also attended services for her stepson at the Johnson Space Center on Friday.

'Rambo disciple' burglarizes home

GAINESVILLE — Police have described a 14-year-old boy charged with a series of burglaries and auto thefts which occurred over the last two weeks as "a Rambo disciple."
The youth was arrested Jan. 24 and charged with stealing a car and a truck, burglarizing a car and a home and possession of a short-barrel shotgun, Gainesville police said.
The boy had already been "a problem runner" for us "before he was arrested for the recent crimes," said Sgt. K. L. Pate.
The youth is being held in the Alachua County Juvenile Detention Center until his trial.

Sandinistas weaving tangled web

By Jack Anderson and Joseph Spear

WASHINGTON — Like their Soviet mentors, the Sandinistas who rule Nicaragua evidently believe in a simple expedient when caught in an embarrassing situation: lie.
When we presented evidence, gleaned from cables to the State Department from the U.S. Embassy in Managua, that Nicaraguan employees of the embassy had been harassed and threatened with death by the Sandinista secret police, the Nicaraguan Embassy in Washington issued a flat denial. Point by point, the embassy's written response contradicted our evidence that the local employees

had been threatened, abused and subjected to long hours of interrogation.

Then the Sandinistas went one step further: They said an American Embassy official, Bradley Johnson, would confirm their story. We don't know whether to admire the Nicaraguans for their nerve or pity them for their foolishness — because their purported reliance on Johnson was a gigantic bluff. They knew that Johnson was vacationing in the United States, and apparently they thought we wouldn't bother pursuing him — or the story — once we had noted their denial. But we called their bluff and tracked down Johnson. The Nicaraguans turned out to have nothing but a fourflush.

"They're lying," Johnson told our associate Lucette Lagnado.

He contradicted absolutely the Nicaraguan claim that he had accompanied the embassy employees summoned for interrogations and waited for them. The only person he had taken to the police for questioning was "the girl I was dating," a Nicaraguan student who had nothing to do with the embassy.
Even Johnson's description of that single incident would hardly support the Nicaraguan Embassy's pious pretension of innocence. He said his friend was grilled from 8:30 a.m. until 6:30 p.m., was accused of being a spy and a traitor, and "was told if she saw me she would be spend years in prison."

Alarmed by the threats of the secret-police goons, Johnson got his friend out of the country.

Diplomatically, he suggested that this incident may have been what led the Sandinistas to believe that he had accompanied the embassy employees called in for interrogation.
Johnson can believe it was bureaucratic confusion if he chooses. But with all due respect, we've had too much experience with official pronouncements over the years to take such a charitable view.
Johnson's knowledge of the embassy employees' questioning gained from talking with several of them afterward, doesn't support the Nicaraguan embassy's claims, either.

THERE WILL BE OVER
200,000 GIRLS
ON THE BEACH THIS SPRING
WILL YOU BE READY?
Get The Ultimate Body
At The
ULTIMATE FITNESS CENTER
Bring This Coupon In For
ONE FREE WEEK

Comedian
Jack Gallagher
Will appear at University

BILL ULM
and
DAN "CURLY" EBERHARDT
For Senior Class President and Vice President

think it'd be nice. It would be attracting; it would draw people's interest to come look at it..."

it would definitely be an attraction point for people passing by in the entrance."

Sandinistas weaving tangled web

By Jack Anderson and Joseph Spear

WASHINGTON — Like their Soviet mentors, the Sandinistas who rule Nicaragua evidently believe in a simple expedient when caught in an embarrassing situation: lie.

When we presented evidence, gleaned from cables to the State Department from the U.S. Embassy in Managua, that Nicaraguan employees of the embassy had been harassed and threatened with death by the Sandinista secret police, the Nicaraguan Embassy in Washington issued a flat denial.

Point by point, the embassy's written response contradicted our evidence that the local employees

had been threatened, abused and subject to long hours of interrogation.

Then the Sandinistas went one step further: They said an American Embassy official, Bradley Johnson, would confirm their story. We don't know whether to admire the Nicaraguans for their nerve or pity them for their foolishness — because their purported reliance on Johnson was a gigantic bluff.

They knew that Johnson was vacationing in the United States, and apparently they thought we wouldn't bother pursuing him — or the story — once we had noted their denial. But we called their bluff and tracked down Johnson. The Nicaraguans turned out to have nothing but a fourflush.

"They're lying," Johnson told our associate Lucette Lagnado.

He contradicted absolutely the Nicaraguans' claim that he had accompanied the embassy employees summoned for interrogations and waited for them. The only person he had taken to the police for questioning was "the girl I was dating," a Nicaraguan student who had nothing to do with the embassy.

Even Johnson's description of that single incident would hardly support the Nicaraguan Embassy's pious protestation of innocence. He said his friend was grilled from 8:30 a.m. until 6:30 p.m., was accused of being a spy and a traitor, and "was told if she saw me she would be spend years in prison."

Alarmed by the threats of the secret-police goons, Johnson got his friend out of the country. Diplomatically, he suggested that this incident may have been what led the Sandinistas to believe that he had accompanied the embassy employees called in for interrogation.

Johnson can believe it was bureaucratic confusion if he chooses. But with all due respect, we've had too much experience with official pronouncements over the years to take such a charitable view.

Johnson's knowledge of the embassy employees' questioning, gained from talking with several of them afterward, doesn't support the Nicaraguan embassy's claims, either.

short-barrel shotgun, Gainesville police said.

The boy had already been "a problem runaway for us" before he was arrested for the recent crimes, said Sgt. K.L. Pate.

The youth is being held in the Alachua County Juvenile Detention Center until his trial.

He had been living in the woods for some time, staying in a tent and using other military items he allegedly took from a nearby home.

"He had set up shop more or less right there in the woods," Pate said. "I guess he's what you could call a Rambo disciple because he had stolen all the materials he needed, and he was just camping out."

Parachutist dies following freefall

FORT WALTON BEACH, Fla. — An Air Force parachute instructor collided in mid-air with a student jumper before plunging to his death at nearby Eglin Air Force Base, but may have survived if he had worn an automatically opening parachute, an accident report indicates.

The report on the Dec. 8, 1985 death of Staff Sgt. Robert M. O'Dell, 30, was obtained by the Fort Walton Beach Log, a weekly newspaper, last week through the Freedom of Information Act.

O'Dell was a native of England and retained his British citizenship although serving in the U.S. Air Force, an Eglin spokesman said Tuesday.

Tech. Sgt. Gene Toole, one of the four students who made the night jump from 13,000 feet with O'Dell, told the investigators he felt someone bump into his leg so hard that he thought it might have been broken while free falling at 8,000 feet.

THERE WILL BE OVER
200,000 GIRLS
ON THE BEACH THIS SPRING
WILL YOU BE READY?
Get The Ultimate Body
At The
ULTIMATE FITNESS CENTER

COUPON

Bring This Coupon In For
ONE FREE WEEK

788-0100
Only 5 Minutes From ERAU



Comedian

Jack Gallagher

Will appear at
University
Center
Friday, Feb. 7
8:30 p.m.

BILL ULM
and
DAN
"CURLY"
EBERHARDT

For Senior Class
President and Vice President

Sponsored by
Sigma Chi Fraternity

Riders

Motorcycle Club

By Rick Fingers
Club Spokesman

Club and Organizations day was very worthwhile for the Riddle Riders with forty new names added to the club list. Many of those interested were attracted by the Kawasaki 1000 Ninja and the Harley Davidson 1100 Sportster which were both on display. There was even a special appearance by MOM.

A few potential new members expressed an extreme interest by showing up for a weekend ride even with the weather forecast

being questionable. Hopefully, they had a good time and will continue to ride with the club.

The weekend adventure was a run to the historic city of St. Augustine. After a treat of seeing the flying-swimming dog, the club ate lunch at the famous Mill Top Inn. Most of the day was spent looking around the city and exploring the Old Fort. The weather turned out nicer than expected so the stay was a little longer than originally planned. The total trip was about 130 miles.

The activities committee met and has created a tentative

schedule of events for the remainder of the trimester. Events such as a camping trip, a canoe ride, a run to Cedar Key, the Orlando Street Nationals and, of course, riding in the Blue Week Parade are only a few of the planned activities. The ride scheduled for this coming weekend will be a cruise to see the manatees at Blue Springs. Tom has a special interest in this for some reason.

The club will meet for the weekly social night at the Oyster Pub this Friday night. Letters will be put in mail boxes to inform riders of upcoming scheduled events.

15

Aerospace July

By John Getay
L-5 Vice President

Of course we have all been affected by the 1% of the Challenger and her crew. However, we are not letting this stop us or even slow us down.

At tonight's meeting we will present the calendar for the rest of the tri. Anyone who attends will get a genuine copy of the calendar to take home and hang on the wall next to your laser printer. Hopefully, this will prevent anyone from missing an L-5 event. The meeting is at 7:00 p.m.

In A-201

First on our list of events is a trip to the Planetarium Friday— that's this Friday February 7. We will be viewing a show on Comet Halley. It should be a good way to prepare for our Halley's Comet camping trip in March. Details to both of these events will be available tonight.

Other activities to look forward to are activation of L-5's model rocket division with a "sport launch" next Saturday and a demo launch during AIAA's Engineer's Week, a trip to Kennedy Space Center, and attending

an AIAA dinner meeting to hear a presentation on the possible manned Mars mission. All of these are happening this month.

In the months ahead we will be learning all about the space program's past and future. Viewing Comet Halley when it emerges from behind the sun in March (as I said before), selling Laser Prints, showing off at Skyfest and more.

L-5 is going to work even harder to support the space program, educate our members (and everyone) and "keep the dream alive!"

AFROTC

By C/1st Lt. Greg Donald

Things seem to be progressing well as we move through our fourth week of classes. For those interested in sports, there are those in the 1986 Lime Cup competition which will take place on the first day of March. The sports event will be held at the University of Central Florida and will include, along with Embury-Riddle, such schools as the University of Miami and Florida State University. Try out for the event will be held beginning the last week of January. Events scheduled for the competition include volleyball, racquetball, tennis, tug-of-war, muscledam, and lastly, a 4.5 relay run.

The rest of the term will include activities such as a deep sea fishing trip the first of February and a golf tournament for all GMC's and POC's which will be coming up in March. Be sure to

get involved in whatever you can and make your AFROTC experience enjoyable for yourself. Finally, for all those who are planning on attending FT this winter, don't forget about PFT

Arnold Air Society

By 1st Lt Russell Barrie
AAS Public Affairs Officer

The Arnold Air Society has had, so far, a very busy trimester but, the members and the pledges still have a long way to go. The Spring 1986 pledge class began their pledgship this past weekend with a car wash at Central Bank to raise funds to satisfy one of their four service projects. All of their projects have not yet been planned but, pledges should be thinking of ideas.

Congratulations to the elected officers of the pledge class; Presi-

bright and early on Saturdays at 6:00 a.m. It's even better this year, so take advantage of this opportunity to prepare for Summer Camp.

dent Pete Bristol, Vice President A.J. Pope, Comptroller Scott Tabor and Secretary Pat Riewick.

This past weekend AAS helped with the activities at the Special Olympics by giving out trophies to the winners of each event. Then Saturday, Feb. 8, we will be holding a car wash at Central Bank on Rte. 1000 from 1000 hours through 1400 hours. We have everyone's support so please bring your vehicle by to be washed.

In closing, AAS would like to convey their deepest sympathy to the families and friends of the shuttle crew who perished in the tragic accident of the shuttle Challenger.

AHP

By Geoff Waxman
AHP Writer

Alpha Eta Rho continued to make further adjustments to its structure this past weekend. Vice President Pat Aversa resigned due to his responsibilities with schoolwork and other commitments. Pat has done a great job up until now, and he'll be missed as Vice President. Treasurer Ted Mandeville also resigned for the same reasons. Maximal management to keep us in good supply throughout the first

Alpha Eta Rho

trimester. Both of these guys made a honorable decision, for they knew they could not fulfill the position.

The good news is that Alex Sokolaki, Darren White, Mike, has been chosen to be perfect. The money raised will go to the fraternity directly, which will translate into lower fraternity dues. Five soon-to-be brothers have been as patient as possible knowing that pledging is almost up, and initiation is drawing closer. Congrats: Tony Capote, Gary Frisard, Jim Gerhardt, Joe Hartman, and Brad Hendrix. Remember "by gnawing through a dyke, even a rat may drown a nation."

The brothers will be working their guts out, covering some pretty fine events. A new wave would be perfect. The money raised will go to the fraternity directly, which will translate into lower fraternity dues.

Five soon-to-be brothers have been as patient as possible knowing that pledging is almost up, and initiation is drawing closer. Congrats: Tony Capote, Gary Frisard, Jim Gerhardt, Joe Hartman, and Brad Hendrix. Remember "by gnawing through a dyke, even a rat may drown a nation."

Young Republicans

By Ed Bailey
Secretary

Thanks to the efforts of our now-President Geoff Anderson ERAU now has a Young Republicans' Club. The club's former absence at Embury-Riddle was conspicuous; after all, this is where the students burned the flag of North Vietnam, instead of Old Glory.

abuse of the Left, and the resultant process of clarifying and reaffirming the values and ideas of America, so as to better preserve them. In a way, liberalism's attempt to subvert and supplant the Western heritage has strengthened it instead.

This does not mean that the Leftist's efforts are futile; on the contrary, he has the upper hand. Who expects much of higher

devil's advocate for the sake of advocacy. Now it fills that role for the sake of the devil, and not only metaphorically. Liberalism has been infected by the Left, and has become the instrument of creeping socialism.

At every turn, it reveals its contempt for patriotism, for private ownership, for the family, and even for God. On foreign affairs, defense, and security issues, the liberal is consistently a

Silver Wings

By-Pete Martin
Public Relations Officer

Are you ready for a change in

At the last meeting, the members worked on a tentative plan for fund raisers to cover the club activities and a scholarship. We are also planning several activities with the other organizations on campus to help promote club unity at ERAU.

If you missed our last meeting, come to the next one. It will be

held on Feb. 5 in the Common Purpose Room at 6:00 p.m.

On a final note, with the races approaching, it should prove to

With the conservative revolution getting underway, it's about time for us to become organized and active. The more the merrier, so consider yourself invited to our weekly meetings, held Mondays at 7:30 p.m. in the Faculty Staff Lounge (upstairs in the U.C.). Even if you're a liberal, we'd like to hear from you.

By Ed Bailey
Secretary

Thanks to the efforts of our now-President Geoff Anderson ERAU now has a Young Republicans' Club. The club's former absence at Embury-Riddle was conspicuous; after all, this is where the students burned the flag of North Vietnam, instead of Old Glory.

abuse of the Left, and the resultant process of clarifying and reaffirming the values and ideas of America, so as to better preserve them. In a way, liberalism's attempt to subvert and supplant the Western heritage has strengthened it instead.

This does not mean that the Leftist's efforts are futile; on the contrary, he has the upper hand. Who expects much of higher

devil's advocate for the sake of advocacy. Now it fills that role for the sake of the devil, and not only metaphorically. Liberalism has been infected by the Left, and has become the instrument of creeping socialism.

At every turn, it reveals its contempt for patriotism, for private ownership, for the family, and even for God. On foreign affairs, defense, and security issues, the liberal is consistently a

Silver Wings

By-Pete Martin
Public Relations Officer

Are you ready for a change in

At the last meeting, the members worked on a tentative plan for fund raisers to cover the club activities and a scholarship. We are also planning several activities with the other organizations on campus to help promote club unity at ERAU.

If you missed our last meeting, come to the next one. It will be

held on Feb. 5 in the Common Purpose Room at 6:00 p.m.

On a final note, with the races approaching, it should prove to be a busy and exciting month. Remember, if the monotonous routine of school is dampening your spirits, then join Silver Wings — the alternative!

THE WEEKLY POLEMIC
What is conservatism? It is the normal American's outrage at the

Club writers must turn in their articles by 6 p.m. on the Wednesday prior to publication. Organizations may submit material before 6 p.m. on the Thursday preceding publication if on diskette in wordstar format. The Avion encourages clubs and organizations to submit photos of recent activities to further inform the student body of Embury-Riddle.

Show Time
Costumes • Stage Lighting • Video Movies
788-8009

IVEY'S Styling Salon
Volusia Mall

You Are Invited To Visit Ivey's Newly-Staffed Salon Of Professional Hair Stylists. Present Your "Embry Riddle Student ID" To Receive

50% Off
All Salon Services

To Make Your Appointment
Call: Volusia, 255-8161
ext 228

News

The Avion news reporters bring you the latest information of campus happenings. Join the Avion News staff and report the latest news that affects you and your friends.

This Valentine's Day, go all out.

Go ahead, show that special someone how much you care by sending the FID® Hearts 'n' Flowers™ Bouquet. A beautiful arrangement in an impressive vase, ready to go. It's so easy: just call your FID Florist.

Go ahead. Do something really exciting!

VALENTINE'S WEEK IS FEBRUARY 9-15.

For GUARANTEED Lowest Air Fares

Granada Travel Agency

Phone 673-1616

26 W. Granada Blvd.
Ormond Beach, FL 32074

MON-FRI 9:00am-5:30pm SAT 10:00am-2:00pm

ELECT Billy Ulm and Curly Eberhardt

President and Vice President of the Graduating Senior Class
Sponsored by R.O.A.

Are you ready for a change in life? Then Silver Wings is the club for you! Silver Wings is open to all students who are interested in working with people and the community.

members worked on a tentative plan for fund raisers to cover the club activities and a scholarship. We are also planning several activities with the other organizations on campus to help promote club unity at ERAU.

If you missed our last meeting, come to the next one. It will be

Purpose Room at 6:00 p.m. On a final note, with the races approaching, it should prove to be a busy and exciting month. Remember, if the monotonous routine of school is dampening your spirits, then join Silver Wings — the alternative!

was conspicuous; after all, this is where the students burned the flag of North Vietnam, instead of Old Glory. With the conservative revolution getting underway, it's about time for us to become organized and active. The more's the merrier, so consider yourself invited to our weekly meetings, held Mondays at 7:30 p.m. in the Faculty Staff Lounge (upstairs in the U.C.). Even if you're a liberal, we'd like to hear from you.

THE WEEKLY POLEMIC
What is conservatism? It is the normal American's outrage at the

This does not mean that the Leftist's efforts are futile; on the contrary, he has the upper hand. Who controls much of higher education and the media, the means by which information travels? Who has established the welfare state, with its entrenched bureaucracy, designed to buy the votes of special interests? We must untiringly oppose the consolidation of left wing power.

Liberalism used to be a good thing. It used to seek justice for the little guy who was otherwise helpless against powerful interests. It now represents powerful interests. It used to play

tempt for patriotism, for private ownership, for the family, and even for God. On foreign affairs, defense, and security issues, the liberal is consistently a mouthpiece for the Kremlin. And Russia, of course is the particular Hell that the liberal path of good intentions leads to.

In all fairness, most liberals don't veer left at every turn. They are often decent, God-fearing people who love their children and their country. But being a good guy doesn't excuse helping the bad guys. It's up to all of us to live up to the responsibility that comes with freedom, and to exercise moral realism.

Club writers must turn in their articles by 6 p.m. on the Wednesday prior to publication. Organizations may submit material before 6 p.m. on the Thursday preceding publication if on diskette in wordstar format. The Avion encourages clubs and organizations to submit photos of recent activities to further inform the student body of Embry-Riddle.

Show Time
Costumes • Stage Lighting
Video Movies
788-8009

Avion News
The Avion news reporters bring you the latest information of campus happenings. Join the Avion News staff, and report the latest news that affects you and your friends.

For GUARANTEED Lowest Air Fares
Granada Travel Agency
Phone 673-1616
26 W. Granada Blvd.
Ormond Beach, FL 32074
MON-FRI 9:00am-5:30pm SAT 10:00am-2:00pm

IVEY'S Styling Salon
Volusia Mall

You Are Invited To Visit Ivey's Newly-Staffed Salon Of Professional Hair Stylists. Present Your "Embry Riddle Student ID" To Receive

50% Off
All Salon Services

To Make Your Appointment
Call: Volusia, 255-8161
ext 228



This Valentine's Day, go all out.

Go ahead, show that special someone how much you care by sending the FTD® Hearts 'n' Flowers™ Bouquet. A beautiful arrangement in an impressive keepsake caddy. It's so easy. Just call your FTD Florist. Go ahead. Do something really exciting!



VALENTINE'S WEEK IS FEBRUARY 9-15.

® Registered Trademark FTD

ELECT
Billy Ulm
and
Curly Eberhardt
President and Vice President
of the Graduating Senior Class
Sponsored by R.O.A.

ΣΦΔ

Sigma Phi Delta

By Thomas Rau
Historian

Each week this space is normally used for informing you about what's going on at Sigma Phi Delta, this week however, I feel obligated to dedicate this article to the manned space program.

Although by the time you read this a week will have passed since the tragic loss of mission STS-1, please bear in mind that it was written the same afternoon and information about the cause was unavailable.

We all too often talk about walking the outside of the envelope or going where no man has gone before without really thinking about what it is we are saying. As Engineers we will always strive to make things better than they were before, and more importantly to do things that a short time ago were considered impossible.

This is when the greatest danger for failure exists. Although we all strive to avoid failure, we must realize that when it does occur we are bound by conviction to learn from our failure and to use this information to move ever forward. After

all, mankind would have never entered the realm of flight had our predecessors given up to failure.

We never would have achieved our goal of sending men to the moon if we would have allowed the Apollo 1 tragedy stop us.

As Engineers it is our responsibility to never leave a job half done, nor to allow shoddy workmanship of materials to be used. After all, faulty testing, and design cost three lives on Apollo 1. Faulty manufacture, testing and workmanship nearly cost three more lives on Apollo 13.

Everyday, people go onboard airplanes in good faith hopeful that the engineers, technicians and crew all perform their job as expected. All the more reason why we must always strive to do our best.

Whatever the cause or causes of this disaster turn out to be we must not let it hinder the conquest of space. Looking back at NASA's track record we can see that the exploration of space is worth the risks.

Since May 5, 1961 the United States has launched 55 manned missions into space, carrying more than 170 men and women

into space. In the past 25 years, there have been ten Astronauts which have lost their lives, of course which the seven members of the Challenger mission were the only ones to die during a launch.

The Soviet Union has also lost men to the infernal dangers of space flight. During reentry Soyuz 1 apparently began tumbling, causing the parachute shroud lines to tangle. The reentry module impacted at over 400 mph killing the single crew member.

After Soyuz 11 docked with Salyut 1 three cosmonauts died during reentry due to decompression of the reentry module. More recently, Soviet cosmonauts were injured during a launch pad abort caused by a booster explosion.

All of these men and women went into space fully understanding the risks they were taking. It would serve only to dishonor them if we allow this accident to serve any purpose other than to make us more determined then ever to conquer the unknown.

We must realize that more lives are bound to be lost in air transportation. The only thing we can do is to do as good a job as possible to prevent these accidents.

Army ROTC

By Laura Skarna
AROTC Correspondent

It's easier said than done! Picture this: you are unloaded from truck during the night and placed at some point along a road. In one hour, you are to arrive at a second point approximately 600 meters away. Only the thick dark forest separates you from your objective! Could you accomplish this mission?

Some fifty Army ROTC Cadets negotiated four land navigation courses including the one previously mentioned, during the field training exercise (FTX) at Ocala National Forest on 25 and 26 January.

The weekend long FTX started at 6:00 a.m. Saturday with a corps formation and equipment check. MS I's and II's were given basic land navigation courses while the MS III's had already started the land-nav courses.

The MS I's and II's were taken on a terrain walk to familiarize themselves, with their surroundings. Having accomplished this,

they went on to complete two land navigation courses, while the MS III's completed four.

The MS III's completed their fourth land navigation course during a downpour on Sunday. Although the weekend was cold and wet one, five MS III cadets were able to ignore the weather and focus on "attention to detail."

The following cadets obtained a maximum score on all four lanes: Cadet 2nd Lt. George Wilson, Brian Westphal, Damien Tralbold, Leena Mohler, and Jude Kotch.

The FTX ended in time for the Cadre and Cadets to go home and watch the Superbowl. Physical Training (PT) should be an easy 300 points at Army ROTC Advanced Camp. Many cadets from ERAU obtained a maximum score in PT which bettered their overall performance at camp last summer.

MS III's should be aware of how essential it is to go to camp in the best physical shape. It is not to late to get in shape!

During Jan., two MS III's ob-

tained maximum score. They were Jonathan Russell and Brian Westphal. Of the MS IV's, the following cadets scored 300: Greg Reid, Pat Tegen, Rich Crogan, Rob Bahnerman, Tim Crowen, Brenda Edwards and Jim Douglas.

New to Army ROTC is the "Rotorheads" softball team. The captain of the team is Cadet Corps Commander Tim Crowen. The Corps is encouraged to attend on the rotorheads during their softball games against other teams from ERAU. The games are usually held on Sunday on the University grounds.

Coming up this semester in the military ball. Volunteers will be needed to help raise money so it will not be necessary for the cadets to pay for tickets to the ball. Let's work together to keep this situation from becoming a reality!

Question of the week: What does the acronym KISS stand for?
Answer: Keep it simple stupid.

ΣΧ

Sigma Chi

By S. Anthony Quinn
Chapter Editor

Now that rush week for this spring pledge program is over, the Brothers of Sigma Chi are evaluating the success of the past few weeks. There are also of new rushes that will hopefully enter into the Spring 1986 Pledge Program.

This trimester, Brother Paul English will serve as the pledge trainer. He recently proposed a

rush program to the chapter which was overwhelmingly approved with a unanimous decision. He has all of the support of the Brothers. They are all looking forward to a successful pledge program.

On Feb. 27 and 28, Sigma Chi will hold its bi-annual Red Cross Blood Drive in the U.C. Already, in the history of this Sigma Chi - Red Cross Blood Drive, they have raised 10,922 pints of blood. So be thinking ahead about

donating blood. It is possibly on of the most meaningful and valuable gifts any human can give to another. So please help out.

The national tragedy that occurred last week, the explosion of the space shuttle, caused a severe hush over the whole ERAU campus and certainly in the Sigma Chi house. All that we can do now is look forward to the future and be thankful for those who dedicated their lives for our benefit.



Flight Team

By David Dodson
Team Captain

The Flight Team is shifting into high gear with what promises to be the busiest semester yet. Practice has already begun for the upcoming N.I.F.A. National Meet, to be held this April in Waco, Texas. Practice will be held at the regular time on Sundays at Flagler County Airport, with the safety meetings afterwards in G-109. Since two weekends have been lost due to bad weather, a Saturday practice may be held. All team members will be

notified at the next meeting.

The selection board also has its hands full, processing the applications for new team members. The testing phase has been completed and interviews have begun. Applicants will be notified of the date, time and location of their interview by phone or mail, sometime this week. Good luck to everyone.

All of the team members would like to thank Mr. VanBibber for his invaluable help throughout last semester. Mr. Van, who has donated so much of his time to the team, was the driving force behind us at Regionals, last year.

We couldn't have done it without him.

During last Tuesday's meeting a moment of silence was held to honor the seven crew members of the Challenger mission. Needless to say, we all were shocked and saddened to discover what happened. Our deepest sympathies are extended to the families and friends of the astronauts.

Remember, meetings are being held half an hour earlier now, 6:30 for executive board, and 7:30 for general membership, on Tuesday nights. Attendance is mandatory, and please be on time, we have a lot to cover.

This trimester, Brother Paul English will serve as the pledge trainer. He recently proposed a

Red Cross Blood Drive, they have raised 10,922 pints of blood. So be thinking ahead about donating blood. It is possibly on of the most meaningful and valuable gifts any human can give to another. So please help out.

The national tragedy that occurred last week, the explosion of the space shuttle, caused a severe hush over the whole ERAU campus and certainly in the Sigma Chi house. All that we can do now is look forward to the future and be thankful for those who dedicated their lives for our benefit.

SORENTO'S

You're #1!

G-109. Since two weekends have been lost due to bad weather, a Saturday practice may be held. All team members will be notified at the next meeting.

The selection board also has its hands full, processing the applications for new team members. The testing phase has been completed and interviews have begun. Applicants will be notified of the date, time and location of their interview by phone or mail, sometime this week. Good luck to everyone.

All of the team members would like to thank Mr. VanBibber for his invaluable help throughout last semester. Mr. Van, who has donated so much of his time to the team, was the driving force behind us at Regionals, last year.

7:30 for general membership, on Tuesday nights. Attendance is mandatory, and please be on time, we have a lot to cover.

Show Time

Costumes • Video • Stage Lighting • Special Effects

WORKING SPECIAL

OVER YOUR HEAD

RAMBO

MAD MAX

FREE MEMBERSHIP TAPES Only \$1.99 3 FOR \$5.00

VCR's Only \$7.50

Mon.-Sat. 10-9 • Sunday 12-5

Foyboro Plaza • 1339 Bevillle Rd.
Daytona Bch., FL 32019 (904) 788-8009

Corner of Bevillle & Clyde Morris Next to Louie's Pizza

SORENTO'S

You're #1!

DAILY SPECIALS

MONDAY:BAKED ZITI\$3.10

TUESDAY:PIZZA50¢ OFF

WEDNESDAY: BAKED LASAGNA\$3.59

THURSDAY:SPAGHETTI\$2.39

FRIDAY:RAVIOLI\$3.10

SATURDAY:MEAT RAVIOLI\$3.10

All Diners with Bread and Butter

Sorento's

\$1.00 OFF ON 16in. PIZZA

75¢ OFF ON 14in. PIZZA

50¢ OFF ON 12in. PIZZA

(Except on Tues.) With This Coupon Only

1344 Volusia Ave., Daytona Beach, Phone 255-1817

and Wine Service

We Deliver From 5:00 p.m. to 9:00 p.m.

ELECT

Geoffrey Anderson

Senior Class VICE PRESIDENT

on 2/5/86

BRIAN F. FINNEGAN

Senior Class President

October 5 8 p.m.

You know the guy!

Navy

Naval Aviation Club

By Robert San Gabriel
Public Affairs Officer

On Jan. 29, the Naval Aviation Club (NAC) presented an impressive fly-by demonstration and static display of a Navy A-7E Corsair II from Fighter-Attack Squadron VA-47 (N.A.S. Cecil Field). The pilot, Lieutenant Commander Bob Stevens, U.S.N., along with his wife, Pam, were the guest speakers at the evening NAC meeting.

LCDR. Stevens, a former Navy Blue Angel, intrigued club members with his outstanding career as a Naval Aviator. He has flown numerous types of aircraft including the A-4 Skyhawk, F-4 Phantom, and the FA-18 Hornet. Also, he has flown A-7E combat missions in Grenada, and

was on stand-by in Lebanon. LCDR. Stevens covered all facets of Naval Aviation, and highlighted the unending pride and professionalism encountered in a Naval Aviation career.

Mrs. Stevens delighted NAC members, not only with her charm, but also with her career experiences as a civilian pilot. Her career highlights included being a flight engineer for Republic Airlines, and delivery pilot for Cessna Corporation (She has flown the Cessna Citation). Today, Mrs. Stevens holds a position as a Second Officer in a Boeing 747 for Northwest Orient Airlines.

On Jan. 30, the NAC held a field trip to Mayport Naval Station for a tour of the aircraft-carrier U.S.S. Forrestal (CV-59).

The NAC toured all permissible aviation spaces, including lunch at the Officers Wardroom. This tour was the fourth NAC visit to see an aircraft-carrier. Other previous visits involved the other sister aircraft-carrier U.S.S. Saratoga. Note that the Saratoga was the aircraft-carrier involved in intercepting the Egypt Air Boeing 747 over the Mediterranean back in October 1985. This tour to Mayport: N.S. gave the NAC an overall scope of the U.S. aircraft carrier's role in maintaining maritime air superiority throughout the world's seaways.

On the next meeting, Feb. 12, the NAC will feature a static display of a NAVY SH-3D Sea King helicopter from Helicopter AS1 Squadron SH-7 (N.A.S. Jacksonville).

CFC

Christian Fellowship Club

By Dawn Keith
Christian Fellowship Writer

Jesus is coming! Does Jesus' coming bring to your mind images of anticipation and happiness or of doom and gloom? John says in the Revelation of Jesus Christ: "Behold, He cometh with clouds; and every eye shall see him, and all kindreds of the earth shall wail because of him." Jesus will reveal to your mind images of mankind in all his glory, and every person will see him as he truly is. God's motive is not to scare men into worshipping Him, but to reveal to men the glory due his name.

Nevertheless, God still demands perfection. It says in John 2:16, "For all that is in the world, the lust of the flesh, and the lust of the eyes, and the pride

of life, is not of the Father, but is of the world. And the world passeth away, and the lust thereof; but he that doeth the will of God abideth for ever." Sin uncovered by the blood of Jesus will not stand in the sight of God's glory. Yet, people will continue to curse God's name because they neither accept his unconditional love, nor the sacrifice of Jesus, which makes us righteous before God. If we truly love God, we will return his unconditional love and desire to have him as the ruler of our lives. What manner of love has God freely given to us, that we might be called the sons of God, to rule as joint heirs with Jesus Christ? All we have to do is accept and produce the sacrifice of Jesus.

Philippians 2:10 says, "That at the name of Jesus every knee

shall bow, of things in heaven, and things in earth, and things under the earth; and that every tongue shall confess that Jesus is Lord, to the glory of God the Father." Whether you accept Jesus as Lord or not, God has said that you will confess that Jesus is Lord. Would you rather not accept Him and receive the glory with Jesus than confess Him and receive the wrath of God on an uncovered sin in your life?

If you have any questions pertaining to God or the Bible, please feel free to submit your question to the Christian Fellowship Box in the Student Activities Office. Regular meetings of CFC are held on Saturday at 6:00 pm in the CPR room. All are welcome to attend.

ΘΦΑ

Theta Phi Alpha

By Ann R. Melretes
Recording Secretary

The start of the new year, has brought a lot of new faces to ERAU and Theta Phi Alpha welcomes the girls who have joined us at our rush parties, and hope we gave you a great time

along with the extra calories. We wish to thank all the sisters for their cooking expertise, and sharing their homes for the parties.

We hope we will be seeing all the students out at the track next month. Theta Phi will be there making their first opening at the

Daytona races. A warm reminder to all those romantics that Valentine's is soon approaching, and the sisters of Theta Phi Alpha will be offering a one and only chance to get some homemade, romantic, and heartwarming, baking goods at the U.C. Feb. 14, 1986.

ΛΧΑ

Lambda Chi Alpha

By Alan E. Williams

The Chapter would like to express our condolences to the families of the crew of the shuttle Challenger. The best way to express our feelings are through the words of Brother Mark Zuber, "Let it be known that they did not die in vain, but rather, they

died in the quest for our future." The Spring 1986 rush for the fraternity has started off extremely well. At all our functions and meetings the Brothers and Associate Members of the Chapter have been making new friends which we hope to call Brother tomorrow.

The Fraternity of Honest Friendship is always interested in

making new friends in what we call the Lambda Chi Experience, come check us out. We have a fraternal experience that is second to none.

You can get more information by attending one of our meetings in W-306 at 7:30 p.m. on Mondays, or by stopping one of our Brothers in a green and gold jersey.

AIAA

American Institute of Aeronautics and Astronautics

By Nancy Rustemeyer
AIAA Secretary

Thanks to the diligent efforts of our members we are now in the final stages of preparing for National Engineers Week, February 16-22, 1986. To celebrate N.E.W. the A.I.A.A. will be sponsoring several events including a static model contest, glider contest, and T-shirt design contest.

The static model contest will be held Thursday, Feb. 20, in the Common Purpose Room. Models must be submitted with a completed entry form by 11:00am in the C.P.R. located in the U.C. Judging will be at 3:30pm.

On Saturday of that same week, Feb. 22, our glider contest, featuring both paper and balsa divisions will takeoff at 2:30pm in the U.C. Prizes will be awarded for the glider which travels the longest distance.

open for ages 16 and up. Models will be judged on detail, workmanship, alignment of parts, and finish.

Prizes will be awarded to first, second, and third place winners.

In an effort to promote N.E.W. in 1987, we are holding a T-shirt design contest. Judging will be at 12:00 Feb. 22, 1986, in the U.C. The winning design will be incorporated into next year's N.E.W. T-shirt, and prizes will be awarded.

T-shirt Design Requirements & Rules:

Entries are limited to the size of a 12 inch square.

Entries are limited to two colors, one for the design and the other for the background.

Embry-Riddle Aeronautical University/American Institute of Aeronautics and Astronautics or

ERAU/AIAA must appear in the design.

All National Engineers Week and February 17-24, 1987 must appear in the design.

The theme should be related to engineering but not necessarily aeronautical.

If you are interested in entering any of these highly competitive contests, pick up your official entry forms in the Engineering Bldg. or conveniently located at the information desk.

For those who wish to learn more about our exciting organization feel free to attend the next scheduled meeting, Wednesday, Jan. 12, at 6:00pm in the Wind Tunnel Lab. We will be discussing plans for the tour of the Martin Marietta complex in Orlando, March 13, 1986, and taking names of those people who wish to go with us.

WE BUY USED

words of Brother Mark Zuber, "Let it be known that they did not die in vain, but rather, they

The Fraternity of Honest Friendship is always interested in

days or, by stopping one of our others in a green and gold jersey.

La Paloma

Embry-Riddle Aeronautical University/American Institute of Aeronautics and Astronautics or

Orlando, March 13, 1986, and taking names of those people who wish to go with us.

WE BUY USED ALBUMS & CASSETTES



ATLANTIC SOUNDS
RECORDS & TAPES
Daytona Beach

Check Out Our Low Prices

Manufacturers	OUR LOW PRICE
COMPLETE RECORD & TAPE STORE	
138 Volusia Ave.	\$8.98.....\$6.95
1/2 Block West of Beach Street	\$5.99.....\$4.95
Down town Daytona Beach.	\$6.98.....\$5.95
	\$9.98.....\$7.95
	\$10.98.....\$8.95
	\$11.95.....\$9.95
BLANK TAPES	
TOK SA 90 Min. \$2.95 each-2 Pack \$4.95	
TDK SAX 90 Min. - \$3.95 each	
Maxell UJXL II 90 Min. - \$1.99 each	
Maxell XL IIS 90 Min. - \$2.95 each	
Maxell XL IIS 90 Min. - \$3.95	

HOURS
Monday-Saturday 9 AM-6 PM
Sunday Noon-5:30 PM

(904) 258-1420

La Paloma Fitness Center, Inc.

50% OFF Membership

Check us out!

FREE TRIAL WORKOUT

- Extensive free weight area
- Complete all chrome training system
- Aerobic classes
- Electric exercise cycle
- Locker room and showers
- Juice and protein bar
- Specific conditioning for beginners and advanced
- Individual physical profile charts.
- 4,000 sq ft workout area
- Outdoor deck on the river

- Membership can be frozen for vacation
- Student discount rates
- Daytona's newest facility
- Co-Ed

HOURS
Mon.-Fri. 9:00 a.m. - 9:00 p.m.
Sat. 9:00 a.m. - 6:00 p.m.
Sun. Call for hours



761-9090 2729 S. Ridgewood, South Daytona

Located in rear of La Paloma Bowling Lanes

Last week's NASA's search continues onward

Bright plume of gas from SRB may have triggered fatal explosion

By Patrick McCarthy
Avion Staff Reporter

By Peter Merlin
Avion Staff Reporter

Last Sunday ended what was, undoubtedly, the worst week in NASA's history. Navy and Coast Guard search teams continued to scour the ocean for debris from the Space Shuttle *Challenger* which exploded on Tuesday, Jan. 28. Here is a summary of last week's events.

MONDAY

Launch of *Challenger* was delayed by a malfunctioning handle on the Orbiter's hatch. By the time the problem had been corrected, winds at the landing site had picked up, and were determined to be above safe limits. The launch time was moved to 9:38 a.m. Tuesday.

TUESDAY

Ice on pad 39B causes more delay. Launch is set back to 10:38 to allow some of the ice to melt. More holds push the launch to 11:38. About 74 seconds after a nominal launch, *Challenger's* External Tank explodes, destroying the Orbiter and killing its seven crew members. The Solid Rocket Boosters are destroyed by Range Safety 30 seconds later to prevent them from falling on populated areas. Debris from the spacecraft falls over the Atlantic Ocean for nearly an hour, delaying rescue crews from entering the area. At a late afternoon press conference, Associate Administrator for Spaceflight Jesse Moore announces the formation of an interim investigating board.

WEDNESDAY

Air and sea search teams begin recovery operations in earnest. More than 600 pounds of floating debris are collected. NASA begins to analyze available information to reconstruct the tragedy. No official speculations are released regarding the cause of the explosion.

THURSDAY

Search teams recover large sections believed to be from the Orbiter's fuselage and Solid Rocket Boosters. Smaller debris includes a control panel and some tubing. NASA begins to analyze reports on flight data, trajectory, communications, launch facilities, and manufacturing and processing of flight hardware.

FRIDAY

President Reagan mourns loss of *Challenger's* crew at a memorial service at the Johnson Space Center in Houston. NASA deploys two small robot submarines to investigate a large object on the ocean floor. The object may be the Orbiter's crew compartment.

SATURDAY

Newly released films, taken from North of pad 39B, show a jet of flame spurting from one of *Challenger's* Solid Rocket Boosters. The flame jet, visible for about 10 seconds before the explosion, appears to be a leak in the booster casing. Workers at

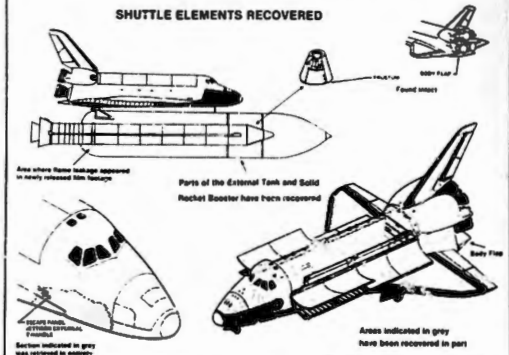
Recently released films of shuttle *Challenger's* ill-fated launch show a jet of flame erupting from the right-hand Solid Rocket Booster (SRB) about 13 seconds prior to the explosion which destroyed the vehicle.

The flame could have ignited fuel in the craft's huge external tank, or set off range safety destruct charges attached to the tank.

Speculation a flaw in one of the shuttle's two SRBs led to last Tuesday's destructive accident surfaced soon after NASA's investigation began. —Jing NASA Administrator William Graham, appearing on all three network Sunday news shows, said the film, taken from a camera location north of the launch pad, shows a plume of flame emanating from the lower third of the right-side SRB. The plume continued to grow, "until it goes to the explosion point," said Graham.

Lack of telemetry data from the booster is hampering investigative efforts. The SRB had earlier in the shuttle program been equipped with numerous sensors to record their performance. The SRB's for this flight carried only three sensors to relay the motor's chamber pressure to controllers.

The *New York Times* reported last weekend that the right SRB experienced a four-percent drop in chamber pressure prior to the explosion. Graham declined to comment on the reports until further investigation. "I am more than willing to tell you anything I know as a fact, but I don't think it would be productive for me and for NASA to speculate," Graham told television interviewers.



Based on evidence released by NASA's Interim Investigation Board last weekend, focus on the cause of the tragedy is now centered on bolts in the base of each SRB used to hold the vehicle to the pad. The bolts are 3.5 inches in diameter, and they support the entire vehicle until ignition of the SRB's and liftoff occurs.

The film shows flames leaking from the SRB during the last 13 seconds prior to the explosion which engulfed the orbiter and its seven-member crew. The loss of chamber pressure would be a logical result of a breach in the SRB's casing. Location of the rupture appeared to be near the lower attachment point between the SRB and external tank. The SRB's are attached to the tank at two locations. The SRB's experience various forces during their processing, launching and flight. While the shuttle system is resting on the pad, a set of four

bolts in the base of each SRB is used to hold the vehicle to the pad. The bolts are 3.5 inches in diameter, and they support the entire vehicle until ignition of the SRB's and liftoff occurs. During the normal launch sequence, the liquid-fuel engines in the orbiter are ignited approximately six seconds prior to liftoff. As the engines build up thrust, the entire vehicle bends away from their off-center push in a move engineers refer to as a "twing." The top of the external tank swings in an arc of several feet. When the vehicle rebounds to a

vertical position, the hold-down bolts are explosively severed, and the SRB's are ignited to lift the shuttle off the pad with their combined total of 5.6 million pounds of thrust.

The SRB's achieve peak thrust about 20 seconds after launch. Shaping of the booster's aluminum grain reduces their thrust somewhat during the period of maximum aerodynamic pressure on the vehicle, ("Max-Q") and then thrust begins to build again. The explosion of *Challenger* took place just seconds after the vehicle passed through Max-Q.

Formal board selected

know as a fact, but I don't think it would be productive for me and for NASA to speculate," Graham told television interviewers.

The SRB's experience various forces during their processing, launching and flight. While the shuttle system is resting on the pad, a set of four

bolts in the base of each SRB is used to hold the vehicle to the pad. The bolts are 3.5 inches in diameter, and they support the entire vehicle until ignition of the SRB's and liftoff occurs.

When the vehicle rebounds to a vertical position, the hold-down bolts are explosively severed, and the SRB's are ignited to lift the shuttle off the pad with their combined total of 5.6 million pounds of thrust.

Formal board selected

President Reagan announced Monday that he has formed the formal Board of Inquiry that will look into the tragic accident involving *Challenger* that killed seven astronauts. The Board is charged with determining the reasons behind the explosion and making recommendations to correct the problem, and to make that report back to the President in 120 days.

NASA officials at the Kennedy Space Center will still not speculate as to the possibility of a summer launch of the next shuttle. However, a 120-day report deadline supports NASA's intent to get on with the program as soon as possible. Director of the Board is former Secretary of State and Attorney General, William P. Rogers. Serving on the Board with Rogers are: Neil Armstrong — Apollo 11

Commander and the first man to walk on the moon. Chuck Yeager — The first man to break the sound barrier and noted aerospace expert. Sally Ride — A current NASA astronaut and America's first woman to fly in space. Ride made her historic trip aboard *Challenger*. Bud Wheelon — Physicist. Robert Rammel — Former Vice President of TWA Inc. Dr. Arthur Walker — Physicist

at Stanford University. Dr. Richard Feynman — Physicist at California Institute of Technology. Eugene Coveri — Professor of Aeronautics at M.I.T. Robert Host — Former Editor and Publisher, Aviation Week and Space Technology. Dave Atchison — Vice President and General Counsel of COMSAT. Major General David Kunys — Director of Military Space.

NASA causeway visitors thrilled, then horrified

By Peter Merlin
Avion Staff Reporter

On Tuesday last week, Shuttle watchers crowded NASA Causeway East at Kennedy Space Center. Cold weather and delays failed to deter enthusiastic tourists and space buffs. *Challenger* lifted off and streaked into the heavens. Everything was nominal. Routine. The NASA launch commander calmly explained each phase of the launch sequence over the loudspeakers.

Suddenly, spectators saw a large fireball. One of the solid rocket boosters veered away from the fiery cloud. The other booster split off in the opposite direction, but soon they paralleled each other. In the first few seconds, veteran launch watchers realized that something terrible had happened, but not the extent of the damage. Spectators who had never seen a launch continue to cheer, unaware of the tragedy unfolding before their eyes. Dismaying voices filled the air. "Look! Booster separation!" That's not supposed to happen! Something is very, very

wrong.... Is that the way it should look?..." "The 'F' got to abort!" The first thoughts of many was that one booster had separated prematurely, and "hat the rest of the cluster continued to climb. Viewers strained their eyes, trying to see the Orbiter gliding back for a Return-To-Launch-Site abort. Slowly, realization set in. There was no Orbiter left to return.

The Causeway grew deathly quiet. Most disturbing was the silence from NASA. As people stared in shock at the twisted contrails and smoke streamers from falling debris, the extent of the disaster began to sink in. NASA commentators picked up again: "Flight controllers here looking very carefully at the situation... Obviously a major malfunction. We have no download." Glittering debris rained down from the smoke cloud like incandescent snow. With a strained voice, the launch commentator announced "The vehicle has exploded." Most people on the Causeway just stood and stared in shock and disbelief. Some pointed at the sky. Some took pictures. A few cried.



Challenger's External Tank and right Solid Rocket Booster is shown here sitting on Pad B. The view is from below the mobile launch platform looking up. NASA's investigation is now focused on the SRB at, or near, the point where it is attached to the ET. The photo was taken last month as the 51-L crew went under pad emergency procedures.

President Reagan mourns loss of *Challenger's* crew at a memorial service at the Johnson Space Center in Houston. NASA deploys two small robot submarines to investigate a large object on the ocean floor. The object may be the Orbiter's crew compartment.

Newly released films, taken from North of pad 39B, show a jet of flame spurting from one of *Challenger's* Solid Rocket Boosters. The flame jet, visible for about 10 seconds before the explosion, appears to be a leak in the booster casing. Workers at

Search area is extended from Savannah, Georgia to Jupiter Inlet. Pieces of debris are reportedly being found in smaller sizes and quantities.

Memorial services continue in some of the astronaut's home towns. President Reagan announces a 12-person Board who will be responsible for determining the cause. A final report is due in 120 days.

Ontlookers watch as *Challenger's* remains drift towards the Atlantic. The view is from the public causeway site.



Newly released films, taken from North of pad 39B, show a jet of flame spurting from one of Challenger's Solid Rocket Boosters. The flame jet, visible for about 10 seconds before the explosion, appears to be a leak in the booster casing. Workers at Cape Canaveral hold a memorial service to honor Challenger's crew. At 11:39, a wreath is dropped from a helicopter into the ocean. Seconds later, a school of dolphins breaks surface within 50 feet of the wreath. Shortly after sunset, the U.S. Naval Ship Simpson returns to Port Canaveral without any visible debris on board.

SUNDAY

Search area is extended from Savannah, Georgia to Jupiter Inlet. Pieces of debris are reportedly being found in smaller sizes and quantities.

MONDAY

Memorial services continue in some of the astronaut's home towns. President Reagan announces a 12-person Board who will be responsible for determining the cause. A final report is due in 120 days.



Airton photo by Peter Merlin

Onlookers watch as Challenger's remains drift towards the Atlantic. The view is from the public causeway site.

Formal board selected

By Jim Banke

President Reagan announced Monday that he has formed the formal Board of Inquiry that will look into the tragic accident involving Challenger that killed seven astronauts.

The Board is charged with determining the reasons behind the explosion and making recommendations to correct the problem, and to make that report back to the President in 120 days.

NASA officials at the Kennedy Space Center will still not speculate as to the possibility of a summer launch of the next shuttle. However, a 120-day report deadline supports NASA's intent to get on with the program as soon as possible.

Director of the Board is former Secretary of State and Attorney General, William P. Rogers. Serving on the Board with Rogers are:

Neil Armstrong — Apollo 11

Commander and the first man to walk on the moon.

Chuck Yeager — The first man to break the sound barrier and noted aerospace expert.

Sally Ride — A current NASA astronaut and America's first woman to fly in space. Ride made her historic trip aboard Challenger.

Bud Wheelon — Physicist.

Robert Rummel — Former Vice President of TWA Inc.

Dr. Arthur Walker — Physicist

at Stanford University.

Dr. Richard Feynman — Physicist at California Institute of Technology.

Eugene Covert — Professor of Aeronautics at M.I.T.

Robert Hotz — Former Editor and Publisher, Aviation Week and Space Technology.

Dave Acheson — Vice President and General Counsel of COMSAT.

Major General David Kutnya — Director of Military Space.

NASA causeway visitors thrilled, then horrified

By Peter Merlin
Avlon Staff Reporter

On Tuesday of last week, Shuttle watchers crowded NASA Causeway East at Kennedy Space Center. Cold weather and delays failed to deter enthusiastic tourists and space buffs.

Challenger lifted off and soared into the heavens. Everything was nominal. Routine. The NASA launch commentator calmly explained each phase of the launch sequence over the loudspeakers.

Suddenly, spectators saw a large fireball. One of the solid rocket boosters veered away from the fiery cloud. The other booster split off in the opposite direction, but soon they paralleled each other.

In the first few seconds, veteran launch watchers realized that something terrible had happened, but not the extent of the damage. Spectators who had never seen a launch continued to cheer, unaware of the tragedy unfolding before their eyes.

Dismayed voices filled the air. "Look! Booster separation!... That's not supposed to happen! Something is very, very

wrong....Is that the way it should look?...They're going to abort!"

The first thoughts of many was that one booster had separated prematurely, and that the rest of the cluster continued to climb. Viewers strained their eyes, trying to see the Orbiter gliding back for a Return-To-Launch-Site abort. Slowly, realization set in. There was no Orbiter left to return.

The Causeway grew deathly quiet. Most disturbing was the silence from NASA. As people stared in shock at the twisted contrails and smoke streamers from falling debris, the extent of the disaster began to sink in.

NASA commentary picked up again: "Flight controllers here looking very carefully at the situation...Obviously a major malfunction. We have no downlink."

Glittering debris rained down from the smoke cloud like incandescent snow. With a strained voice, the launch commentator announced "The vehicle has exploded."

Most people on the Causeway just stood and stared in shock and disbelief. Some pointed at the sky. Some took pictures. A few cried.



Airton photo by Jim Banke

Destined for Disaster...

Challenger's External Tank and right Solid Rocket Booster is shown here sitting on Pad B. The view is from below the mobile launch platform looking up. NASA's investigation is now focused on the SRB at, or near, the point where it is attached to the ET. The photo was taken last month as the 51-L crew underwent pad-emergency procedures.

Reactions to Challenger tragedy pour in from caring citizens around the nation

The students

Bits and pieces of my mind float restlessly Seeking understanding

The cool air bites ferociously at my nose Reminding me of days gone past and Christmas in New York.

School is hectic — demanding But there are those moments where a cup of coffee and good friends make up for it. Such was that moment that day.

Ours is a world of high-tech perfection — Barely do we give it the time of day. The shuttle's mind so complex, so infallible. So we think.

We love our shuttle, and we love our country. Surely someone is mistaken That array of colors and smoke and steam nothing...but

Those bits and pieces floating restlessly. A mad array of JFK, NASA 1967, now... Bits and pieces of my mind float restlessly Seeking understanding.

Hope we both discover ground soon.

Leslie Peters
Box 3085

The faculty

As I write this, it has not yet been 24 hours since the Space Shuttle Challenger exploded. Mixed in with the shock and the mourning I suppose each of us is re-examining his own personal philosophy, trying desperately to find some way that a tragedy like this fits into his view of what life and the structure of the world are

suppose to be. One of the things that creep into my mind, and then wouldn't go away, is the philosophical point which led me to leave industry and come to ERAU to teach. It was determined to help students realize the immense responsibility of professional in the aerospace business and to try to motivate them to learn to do their jobs in the most thorough manner humanly possible.

The letter that occurred to me is that the very structure of the academic system to which I am now dedicated is likely to seriously erode that motivation. It affects my students and I now realize has, after seven years, even begun to affect me. The challenge is to avoid slowly slipping into mediocrity. Challenger's demise is the slap in the face that should remind us of that unending challenge. Let me explain more specifically. I am deeply aware of the ever present potential for disaster in the flying business. My father was a test pilot who seriously wanted to be the first man on the moon. He is a contemporary of Chuck Yeager and would certainly have been an applicant for the Mercury astronaut program had he not been disabled in his third plane crash.

My own career involved designing structural modifications to Air Force flight test aircraft, a process similar in many ways to the preparation of a shuttle for its next mission. The pilots and crews of those test aircraft were my friends. I was constantly conscious of the fact that if I did my job poorly I would endanger those friends. One of those friends is now an astronaut, and made his second trip into orbit on Challenger's previous flight.

The motivation to continue learning and to never be satisfied with a imperfect job was almost unavoidable in that environment, in spite of budget and schedule pressure very much like that recently facing NASA. My thoroughness was recognized and



The STS-51-L crew walks out of the Operations and Checkout Building on their way to Pad B last Tuesday. From front they are: Dick Scobee, Judy Resnik, Ron McNair, Mike Smith, Christa McAuliffe, Ellison Onizuka, and Greg Jarvis.

I was usually assigned to the most difficult projects ongoing.

Then I decided in 1978 to come to ERAU and try to pass on some understanding of the satisfaction possible from being well educated and willing to work hard at a demanding job.

The paradox is that the nature of the grading process in those very educational institutions which are the foundation of this industry can be the worst enemy of the dedicated professionalism they strive to reproduce in their students.

We were reminded yesterday of how unforgiving our vehicles can be of imperfection or any other of the myriad of facets of flight

really necessary. I'm not suggesting we insist of perfect performance for course completion. But we do need to be cautious lest long-term exposure to grading policies influence our perspective.

After graduation it makes little difference what your degree is, what your GPA was, or where you went to school. Your job must be done right or people are in danger. Little else counts. The flight business, whether it be atmospheric or space, must surely be one of the most demanding in existence. Challenger is a stark reminder of that. I hope it will renew an appreciation is all of us that nothing short of completely correct effort should satisfy us as we participate in the growth and success of the industry. That is Challenger's challenge to us all.

Charles N. Eastlake
Associate Professor
Aeronautical Engineering

The Nation

Associated Press

Here are some of the comments made Sunday about the fatal flight of Challenger and its crew:

"There's no way to say what time we can go forward. But I can give you one statement on that. That is, this is a fundamentally sound system. It's gone through 24 successful flights. There was obviously an accident. There's a problem here. But the overall configuration and design we believe to be fundamentally sound and we believe it won't take a very long time to get this problem corrected."

William R. Graham, acting director of the National Aeronautics and Space Administration, appearing on each of the major television networks.

"They gave it all up there. We cannot let it be vain. If there is one thing that we've learned in our history, it is that money spent on that kind of quest for new information usually has a way of paying off beyond anything we can foresee at the outset."

"Once in a while we make a mistake, but that does not mean the quest stops. If it dies, we as a nation start to die. So, correct the difficulties and throttle up." — Sen. John Glenn, D-Ohio, the first American to orbit the earth in an interview published Sunday in the Cleveland Plain Dealer.

"Now NASA will be dogged by a new question. If space flight still involves odds unacceptable to Everyman, then should it be put back in the hands of those whose profession consists of hanging their heads, quite willingly, out over the yawning red maw?" — Tom Wolfe, author of "The Right Stuff," a chronicle of the early days of America's space program, in an essay in Newsweek on sending scientists and civilians into space.

"We should remember but not pity them; they were doing what they wanted to do." — The Rev. Warren Lagerer at First United Methodist Church of Cocoa Beach on Florida's "space coast" near Cape Canaveral.

"It is a time to share our sorrow, and try to learn from the sacrifice. If we share the victory, we must also be willing to share the defeat." — Spencer Kinard, announcer for a special tribute to the Challenger crew by the Mormon Tabernacle Choir.

"There cannot be dream without a nightmare. If the seven could peak to us, they would say 'Carry on, reach on dream.' We must continue their dream." Gov. George C. Wallace, at a memorial service in Huntsville, Ala.

RAPID PHOTO, INC.

VOLUSIA LAUNDRACLEAN

ELECT

and the structure of the world are thoroughness was recognized and of the myriad of facets of flight credit and how much detail is work.

RAPID PHOTO, INC.

Quality One Hour Processing
State of the Art Equipment

Jumbo Prints
(up to 37 percent larger!)
Giant 20 by 30 Posters

10 Percent Discount to
ERAU students and faculty

Located 1808 Volusia Ave.
Daytona Beach, FL 32104
Across from Speedway
(904) 258-8081

COMPLETE SERVICE ON MOST MAKES MODELS

PERSONAL CYCLE SERVICE

SPECIALIZING IN:
WRECK REPAIRS
PAINTING & STRIPING

MORINI
SALES, SERVICE & PARTS

Need New Tires or Service?
CHARGE IT WITH THE DUNLOP CREDIT CARD!



PHONE 253-2586

555 N. Beach Street • Daytona Beach, FL

OPEN: Monday thru Saturday

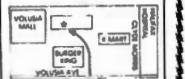
THE MORE YOU KNOW THE BETTER IT GETS

FOR MORE COUNSEL INFORMATION CALL 800-447-4700 VOLUNTEERS WELCOME FOUNDATION

VOLUSIA LAUNDRACLEAN

10 Percent Off R.O.T.C. Uniforms

10 Percent Off Wash, Dry, Fold or Dry Cleaning Exp. 2/12/86



Call 255-3580

ELECT

Billy Ulm and Curly Eberhardt

President and Vice President of the Senior Class

- *Steve Baker and female staff are on duty for personalized supervision
- *Membership can be frozen for vacation
- *SPECIAL 2 for 1 membership price (\$100 a piece, reg \$200)
- *Newly Expanded! over \$40,000 in the latest of CAM machines have been added to our club
- *Shower facilities are available
- *Tanning beds now available

Daytona Gym

Bring this coupon in for 1 FREE workout

Centrally located downtown at:
242 S. Beach Street
Daytona Beach
253-8188



Open Mon-Sat
10 a.m. to 9 p.m.
Centrally located downtown at
242 S. Beach Street
Daytona Beach
253-8188

October 5

Vote Brian F. Finnegan Senior Class President

8 p.m.

AIM FOR THE STARS!

The Co-op Corner

Computer Science student gains valuable insight

By Jeff Guzzetti
Avon Staff Reporter

Last week, we examined the co-op experience of an Aeronautical Engineering student. Now, let's hear from the Computer Science Department.

John Joosten, age 21, is a senior majoring in Computer Science with Aviation Applications. Last Fall, John returned from what he called "the best experience I've had since I've been in college."

Joosten completed two back-to-back co-ops with People Express Airlines in Newark, New Jersey. He worked in the Computer Operations Department and gained some valuable insight into the digitized management of a large air carrier.

"I mainly inputted flight schedules and coordinated fare implementation on the computer," explained Joosten.

"I was also responsible for making sure all the phone lines that came into the building were operating properly." The CS major went on to describe his second co-op tour, which occurred at the time when People Express contracted out to have their computer work done.

"The main emphasis was the conversion to a whole new reservation system that was run by a contractor called Flight Data Resources. I was given a lot of responsibility," Joosten then described his working environment. "I shared a really nice office and worked with some really great people...I was kind of spoiled!" Joosten always had access



John Joosten

to a desk area and phone, and even though he was classified as a temporary employee he was

treated equally among his workmates.

Along with a pleasing work agenda of which he was paid \$5.00 per hour, Joosten was enthused about the benefits he was offered at People Express. "I flew for free to Florida several times, Denver for a ski trip, and to Europe on a 747. They allowed employees unlimited free travel domestically...you couldn't beat it!" Unfortunately for future co-ops, People Express now only allow one free pass every three months.

Some of the disadvantages for Joosten's co-op involved constantly relocating within the Newark area. According to John, he had to move three different times because his co-op roommates were on a different schedule and had to move out.

Rent was also a problem, and this prevented Joosten from saving a large amount of money for school.

Overall, however, John Joosten was extremely pleased with his co-op and urged students to inquire about Embury-Riddle's Cooperative Education Program. "Co-oping gives you an idea of what employers expect," he explained. "It teaches you to take on a certain attitude that you need to deal with the industry."

For those interested in the Cooperative Education Program, contact Lisa Bruzetti in the Career Center at extension 1366. There are numerous co-ops available for this summer; they are listed on the bulletin board on the first floor of the University Center.

ELECT

(continued from page 1)

division of the SGA.

According to Anderson, "These positions have prepared me to take on the challenge of the office of Vice-President." He added that he has been on several committees as a "person in the past."

Anderson says he has the desire to make the upcoming graduation the best the school has seen.

He feels that with his organizing skills, he could help everyone in the class get what they want during their last trimester at ERAU. He finishes, "I am willing to dedicate my free time to making our graduation fun, exciting, and, most important, a memory we can all take with us."

FLY PHOENIX EAST

LOCATED AT DAYTONA BEACH AVIATION COMPLEX AT THE BASE OF THE TOWER

ONE THING LEADS TO

ONE THING LEADS TO ANOTHER

**DISCOUNT COUPON
GOOD FOR ANY ONE OF THE FOLLOWING**

Any F.A.A. Written	\$2.00
1 Flight Hour(Cessna or Piper)	\$5.00
Simulator: Single Engine	\$2.00
Twin Engine	\$3.00
Flight Examiner Check Ride (any rating)	\$10.00
Seminole (Dual)	\$10.00
Cessna 402 (Dual)	\$15.00
Navajo Chieftain (Dual)	\$20.00
Aerobatic Lesson (Decathlon)	\$5.00
Charter Flight Anywhere	10%
	Discount
Any Accelerated Ground School	\$10.00
Additional Ratings (MEL, CFI, ETC.)	\$25.00
Airline Career Counseling	FREE
Sight Seeing Flight	\$3.00
Any Aircraft Purchase	\$500.00

Limit: One Per Customer
Offer Expires Feb 28, 1988

**OPEN 24 HOURS DAILY
258-0703 or 255-0471**

BLOOM COUNTY

by Berke Breathed



NOTICES

SGA Election

The 1986-87 elections to the Student Government Association positions of President/ Vice-President, Chief Justice, and ten Representatives will be held on March 20, 1986.
 Petitions for these positions will be accepted until February 25, 1986. For more information contact the SGA Office in the University Center

Housing info

Students interested in applying for housing for the 1986-87 academic year should follow the steps listed below:
 1) From February 3rd through February 14th, students may come to the Housing Office and pick up a Housing Contract between 8:30 a.m.-5:00 p.m. Students should fill out the contract and take completed Contract to the Cashiers Office and submit a \$95 prepayment. The cashiers will validate the Contract and the student should bring the Contract back to our office.
 2) Students will be randomly selected by computer the last week in February, and notify of their housing status the first week in March. Students who are selected will be guaranteed their first choice of facility. Students who are not selected will be placed on a waiting list in the order that they were selected by the computer, and receive a refund of their Housing prepayment. As cancellations arise, students from the waiting list will be assigned a space in a facility and notified.
 It is important that you keep the Department of Housing apprised of your current mailing address. Also please notify the office (extension 1041) if there is a change in your housing status. The Department of Housing is located in Residence Hall II, Room 278.

Library Warning

Library books and magazines are being stolen in increasing numbers.
 Students and faculty are being deprived of needed resources and the library is unable to replace these items due to high replacement costs.
 Increased measures to protect materials must be taken. Effective Jan. 3, 1986, periodic spot checks of bookbags and briefcases will occur. Please open your bags for inspection as you leave the library during a 30 min check period. We appreciate your cooperation in our attempt to provide efficient library service.

Senior Class

The first meeting for all April 1986 Graduates will be held on Feb. 3, 1986 in the University Center at 8:00 p.m.
 Elections for Senior Class President and Vice President will be conducted. If you are unable to attend this meeting, absentee ballots will be accepted in the Student Activities Office on Thursday, Feb. 6, 1986 until 12:00 p.m.

Student Parking

After January 31, 1986, all 85 - 86 ERAU parking stickers became outdated. Vehicles without current registration with the university will be subject to penalties listed in the Embury-Riddle driving regulations. For more information, contact university security at ext. 1517.

BLOCK

(continued from page 1)
 four hour block will have to be kept open.
 Some flight courses which require long cross-country flights, such as FA 205, 206, and 207 will remain as six (block) hour flight

courses. McDuffie noted, "(We) should be able to get the job done with four hour blocks."
 McDuffie added that they will see how this system works out and then decide whether or not to continue it after next fall.

PBS

(continued from page 1)
 gram." As to the involvement of ERAU students, Mr. Fidel added: "We are in an exploratory state and until programs and opportunities are evaluated, it will be hard to indicate the degree of involvement of ERAU students."

Let's Celebrate!
Network Video
 LEADER IN HOME VIDEO ENTERTAINMENT?
 HOME VIDEO SALES & RENTALS

Break New Ground With The Classifieds
 You can dig up the values a whole lot faster and easier in the Classifieds. Call us today!



Let's Celebrate!
Network Video
 LEADER IN HOME VIDEO ENTERTAINMENT?
 HOME VIDEO SALES & RENTALS

E.R.A.U. Students
40% Off Regular Membership Just \$15
 Regular One Year Membership \$25 Includes 2 Free Tape Rentals
 If you don't have a VCR, get together with your buddies and rent one. VCR and 1 movie only \$10 Extra movies \$3 each.
 Over 2500 titles in stock. More weekly!
 Open Monday, Saturday, 11am-9pm & Sun/Sunday, 11:30-8:00pm
1132 Bevill Road
RIGHT NEXT TO PIC 'N SAVE
 ANY

Break New Ground With The Classifieds
 You can dig up the values a whole lot faster and easier in the Classifieds. Call us today!

252-5561
 Ext. 1082

"A terrific movie...there is not a more daft, more original or haunting vision to be seen on American movie screens this year"
 -Richard Corliss, TIME MAGAZINE

"☆☆☆ (Highest Rating) 'Brazil' is as good as they come"
 -Maia Clark, USA TODAY

BEST PICTURE

"A remarkable accomplishment..."
 "A terrific movie..."

It's only a state of mind

Brazil

STARTS FRIDAY FEB. 7
 Show your Student ID for a discount

DAYTONA 6
 255-4503

Pride and respect. They come with the territory.

Don't let your campus life end with graduation. Start your professional growth now. The challenge, satisfaction and rewards add up to personal and professional growth no other program can match.

When you lead the Adventure you start out with pride and respect. It puts you at the top. Contact us now. Navy Officer Recruit Center, or call 1-800-321-NAVY.

NAVY OFFICER.

LEAD THE ADVENTURE.

autos for sale

1970 VW BUG - sunroof, am/fm radio, new interior, many extras. \$1,000 or best offer. Call 761-2814.

1982 VW SCIROCCO - 5 speed, air, am/fm cassette, new from Michelin radial tires, tinted windows. Light blue metallic with blue interior, economical and fast, meticulous maintenance. Excellent condition. Just serviced and only \$2,000. Daytona Beach 252-4974 or 252-1289.

1979 TOYOTA COROLLA - 5 speed, new tires, 46,000 miles, good body condition. Please call 252-3554.

1979 MONTE CARLO - with power brakes, power steering, new paint, air conditioning, am/fm radio, tire steering wheel, well maintained. Call AMT, Extension 3211, office P-108. Asking \$3400 or best offer.

82 DATSUN 200SX - \$5,000. All available options. Grey and silver, new radials. Will sell for \$1,000 below book price. \$1,500 (loan pay off) 427-3133 or 428-001.

1981 SUZUKI GMAC - good condition, runs great. Must sell 2575. Call Ram at 677-3413 ext. 630.

HONDA CB350 - low miles, great work motor, work low miles, must sell. \$200. See. Call Bill 252-1068 or Bill Ben 6636.

JONDA 1982 CB900 CUSTOM - good condition, bike has 10,000 miles. 2 years with 1/2 tank at 1000. Good skid driver. Call Kurt at 252-9759.

LEARN TO FLY - \$499. Instrument instruction \$799. Wheel ground school \$145. First lesson free, you pay only for plane rental. Flight instruction packages include weekend ground school, book, PFR and post flight briefing, dual flight instruction. Private Pilot Wheel ground school, Sat and Sun. For 15 and 16. Please write or call one weekend. Coursework! E-mail: call 257-5241.

BRINE MAGNUM LACROSSE STRIKER - heavy broken up. \$25. 252-8284.

B at W TELEVISION - 19 inch, 1 1/2 year old, ESR, perfect condition. Contact Tom at 252-6669 or 252-2277.

1978 HONDA CB750 - for motorcycle enthusiasts on beach Daytona. Steady employment. Must be a mechanic, direct cut and eurovated. Contact Mary 253 9070.

1971 FORD TORINO STATION WAGON - owned by mechanic, car is mechanically sound and very reliable and in excellent condition. \$750 takes it. 764-8300 ask for Greg.

1979 STATION VOLVO - new tires, solid body and paint, good engine and transmission. 46,000 miles. Call 252-1502.

74 ALFA ROMEO SPIDER - 65,000 orig. miles, 14 dual red leather. Tires valve job and wheel cover conversion. P.P.P. runs. Sharp silver, am/fm cassette, c.b., in dash radio receiver. A real at \$4,350. 427-5133 or 428-001.

1980 CITATION - used this car only \$2,000. s.s., p.h., 40,000 miles. Tim 252-3232 Box 134.

1982 SECA 500 YAMAHA - excellent condition, low rear tire, low hrs., 61 handle system, each his first time riders please. \$975. See. Call 677-0234 ask for John or Ben 1083.

1974 HONDA 500 - 7500 original miles. Great bike. Includes extra bike-stands and two helmets. Runs good. \$550. For more info, call 252-4784.

ATTENTION HONDA CRZ OWNERS - I have a set of low speed covers that are standard on the '81 model. Dealership asks \$25 apiece but I will accept \$10 for complete set. Set includes chrome lug nuts, 252-7284 evenings.

FOR SALE - queen size frame, bed springs and mattress. Virtually new! First offer of \$100 or greater and it's yours. Call Fred Broadhurst at 765-3741 or Est. 1349 or 1153.

LOOKING FOR DRUMMER - equipment to do occasional pleasure jamming. We are looking for a musician, direct cut and eurovated. Contact Mary 253 9070.

DO YOU HATE DOING YOUR LAUNDRY? - If so, let me do it! I will wash and fold your clothes. I supply washer, dryer, and detergent. Only \$3.00 per load. Call Bill for great service. Bills runs also available. 252-4959 or 252-0200.

77 AMC PACER - outstanding running because of old body covered in low mileage, low cost. Looks like it just came off the assembly line of AMC. It runs great. Lots of room and good gas mileage (19 mpg). 29 mpg w/avg. 25.2mpg. If interested lower call on Box 8160.

77 CAMARO - unbelievable deal! New engine, newly installed, will give a treat to you on engine, shocks, and many other parts which are new. I have paper work from sales. Asking \$2500 but willing to negotiate. Call today: Mike 761-7144 or 761-1379.

1980 FORD FAIRMONT STATION WAGON - blue, 6 cylinder, p/h, p/h, am/fm radio, no rust, mechanically sound. Lots of room and good gas mileage (19 mpg). 29 mpg w/avg. 25.2mpg. If interested lower call on Box 8160.

1977 VOLKSWAGON RABBIT - shipped straight from Germany, 4 speed, runs great, new Sears battery and tires, Alpine stereo and equalizer, gas saved, \$2,500 or best offer, call Am 756-2837.

HONDA PASSPORT C-70 - running speed 40-45 mph with 1.05 U.S. gal. fuel tank. Good economical transportation. Must sell. Down 1 cm. 227 or ERAU Box 6146.

200CC YAMAHA ENDURO - Less than 4 hours on full rebuilt engine. Good lookabike. Also some complementary parts like of same make and model including engine and gear box. Asking for cheap price of \$200. Contact Greg Mullin at ERAU Box 4462.

LARGE STEEL DOG CAGE - with pad door for sale. Excellent for traveling. \$40 call Todd at 257-4668.

B/W TV - 9 in. screen, hardly ever used. Works excellent, great for dorms. call Chuck at 253-7795.

rooms for rent

rooms for rent 2 BEDROOM, 2 BATH, kitchen, living room, wood floors, 1 1/2 sec. utilities, and phone, contact Steve 76-1614 or ERAU Box 5514.

HOUSE TO SHARE IN ORMOND - one block from beach, between Ormond Mall and Pier. Beautiful setting, quiet area. \$200 per month, utilities included. Call 441-427.

cycles for sale

1977 VW DASHER - 70,000 miles, good tires, new paint, revved and garage kept. New wheels! Need cash. Call Tony at 252-0009 or 252-2277.

79 DODGE POWER WAGON - 444, 2-tone brown, 48,000 miles, camper top, automatic, trailer hitch, 318 cubic inch engine, \$3800, call Charlie 677-3473 or Box 3438.

1983 HONDA SHADOW 500 - good bike, mechanically perfect. Just tuned-up, new battery, Seal-dry. Only \$900. First call takes it or 252-3508. Ask for Jeff, or drop out on Box 7214.

HONDA CB750-S/S. 1979 - needs all around work, has potential. Includes: helmet, service manual, backrest, luggage rack and manometer set. Asking \$500, will negotiate. Call Mark 252-5017 or ERAU Box 6094 or Avion office.

1980 YAMAHA XS650 SPECIAL - well maintained, new Dunlops, new and cover, have receipts for all parts and work done. Includes 2 helmets, 10,000 miles. Please leave call on Box 5325, with phone and name.

miscellaneous for sale

APACHE - 1400 SMOKE L & R, fuel IFR, new hoses, Sigs, annual, \$11,500 plus 10 down free deal in C-313 with purchase. Contact Dave, Ben 370 or 796-0437

ROLLER SKATES FOR SALE - Great way to stretch your legs. High top boots. New stoppers. Practice hours. Size 9. In good condition. \$15. Contact Harold at 677-3463 (between 6-7 pm) or Box 6022.

1 GM TRANSMISSION - out of a 77 Monte Carlo. For V-4. Transmission is good. \$80. Ask for John: 252-0460 Box 2175.

ROOMMATE WANTED - non-smoker to share 2 bedroom 1 bath apt. Rent is \$187/mo. 1/2 utilities. 3 miles from campus. Call Rich 253-4095.

ROOMMATE WANTED - non-smoker to share 2 bedroom 1 bath apt. Rent is \$187/mo. 1/2 utilities. 3 miles from campus. Call Rich 253-4095.

TWO YOUNG PARROTS - cage, food and everything needed including. Asking \$80 (if bought in store they would cost over \$100). Birds have their shoes and tags. Call Scott at 252-5434.

BRAND NEW 12 SPD MURRAY BIKE - with tool, \$55.00, call Dennis 252-9402.

persons

Remember me? I'm still around. Les got in touch this sat. O.K. Remember 3583

ROOMIES - New to town V-day approaches quickly along with spring break. Let us set forth our 4 1/2 in the process. B.A.B.

EAGLE FLIGHT CENTER

BRAND NEW 12 SPD MURRAY BIKE with tool, \$55.00, call Dennis 252-9402.

publication funded by the students of Embry-Riddle. We reserve the right to edit.

EAGLE FLIGHT CENTER

F.A.A. 141 Approved Flight School
All Ratings

Rentals	(wet) Per Hour	Rentals	(wet) Per Hour
C150	\$25.00	Archer II (IFR, AIR, HSI) NEW	\$50.00
C152	\$29.00	Arrow	\$49.00
C152 IFR Aerobat	\$31.00	Mooney 72cc	\$55.00
Skipper	\$25.00	Saratoga SP (NEW, LOADED)	\$85.00
C172's IFR (5)	\$42.00	Seminole (Twin)	\$104.00
C172RG	\$50.00	Simulator (Block Time Discounts)	\$12.00
Warriors	\$42.00	Complete Aerobatic Course	\$39.00

2 DAY ACCELERATED GROUND SCHOOL

- * GUARANTEED
- * Classes Start in February
- * Writings Included *

Private Pilot Course \$165.00 FEB 9, 9

(7:30a.m.-6:30p.m.) - 7 1/2 HOURS INSTRUCTION/DAV

Instrument Course \$185.00 FEB 15, 16

(7:30a.m.-6:30p.m.) - 7 1/2 HOURS INSTRUCTION/DAV

Commercial/Flight Instructor (CFI) \$99.00 FEB 22 & 23

(4 HOURS - 8:00a.m.-12:00p.m.)

EAGLE FLIGHT CENTER, INC.

\$20.00 Discount

Private, INSTR. & ATP Accelerated Ground Schools

- * 1 Coupon Per Exam: 1624 Bellevue Ave.
- * Must Present This Coupon (Just Off Clyde Morris)
- * Offer Expires 2/28/86 255-3456

Primary Aerobatic Proficiency Course

\$20.00 Discount

- * Excellent Training Aircraft
- * Experienced Instructors
- * Part 141 Approved Aerobatic Course
- * "Aerobatic 101 (Only \$399) Offer Expires 2/28/86
- * So Enroll ASAP

EAGLE FLIGHT CENTER
1624 Bellevue Ave.
(Just Off Clyde Morris)
255-3456

EAGLE FLIGHT CENTER, INC.

\$3.00 Discount

Coupon Off FAA Written Exams

- * Written Test Given 7 Days/Week
- * 1 Coupon Per Exam: 1624 Bellevue Ave.
- * Must Present This Coupon (Just Off Clyde Morris)
- * Offer Expires 2/28/86 255-3456

1624 Bellevue Ave.
(Just Off Clyde Morris - Next To ERAU)
255-3456

ORIGINALITY
IN NIGHTLIFE IS
WHAT YOU NEED

701 SOUTH
A NEW BEGINNING