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Avion 1986-07-23

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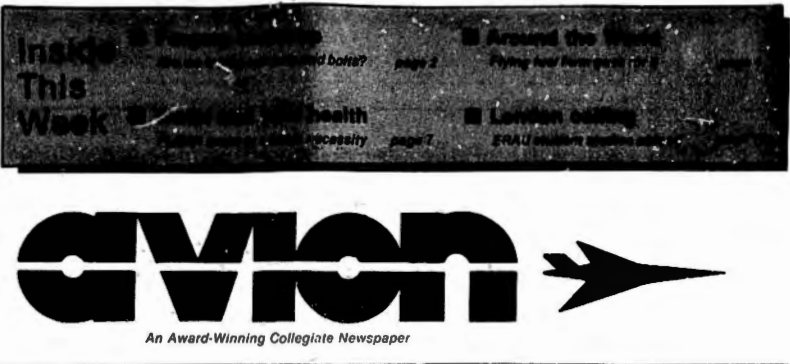
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Student death

Bob Perry, an air science student at Embry-Riddle Aeronautical University died Sun., July 20th at Halifax Hospital following a motorcycle accident the previous Thursday.



An Award-Winning Collegiate Newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida



60 YEARS OF AVIATION EXPERIENCE
FALL 1980

Volume 53, Issue 5

July 27, 1986

'Porn' materials removed from ERAU bookstore

By Donald Tysor
Avion Staff Reporter

Recently the ERAU bookstore removed Playboy, Penthouse and Playgirl magazine from the shelf. Bookstore manager Robert Brown did this on his own authority and belief that "these types of magazines should be subscribed to, and not sold in the university bookstore."

Brown would not say if the Meese Commission on Pornography report influenced his decision. A national convenience store chain, 7-11, removed the same magazines from its shelves in direct response to the proceedings of the Meese Commission.

While some bookstores are taking "banned books" off the shelves, the nation's leading bookstore, Waldenbooks, is making an effort to let customers decide for themselves which books and magazines should be read.

Waldenbooks president Harry Hoffman received a list of books that have been banned, burned, or considered objectionable for one reason or another. These books have been described as being vulgar, occultist, and "especially harmful to younger girls."

The list of banned books, obtained by the Avion, include such titles as *Brave New World*, *Death of a Salesman*, *The Diary of Anne Frank*, *East of Eden*, *Forever to Arms*, *The Color Purple*, *The Living Bible*, *Huckleberry Finn*, and *Grapes of Wrath*. Also included in this list are *Lord of the Flies*, *Catcher in the Rye*, and *One Flew Over the Cuckoo's Nest*.

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According to a local Waldenbooks bookstore manager, a concentrated effort has been made since 1973 by various groups and institutions to censor books, many of which are considered classics. Instead of banning the books, Waldenbooks is displaying some of these books in the front of the store, allowing customers to decide for themselves what is proper.

Boeing PT-17 'Stearman' recalls early days of flying

By Brian Nicklas

Wind humming through wires, the rhythmic rumble of a radial engine and the muted drumming of air coursing around taut, doped fabric.

This is a feeling more akin to days past in aviation, now experienced only on those flying certain homebuilt or museum pieces, certainly not something that would happen in the realm of modern flight training. At least not until now.

Phoenix East Aviation at Daytona Beach Regional Airport has recently acquired a Boeing PT-17 "Stearman" or "Kaydet" which has been added in an interesting way to their flight training program.

According to Nina Ciancetta, Phoenix East president, students flying at Phoenix East will have the opportunity to fly the Stearman at no charge. This is a plus not only for the pupils, but also to the operation in the highly competitive arena of Florida flight training.

Ciancetta states further that, "Flight schools should retain a little piece of 'flying's past.'" He explained that by fielding a student's hands-on taste of what pilot trainees in the past had to contend with, they have a better appreciation



Open cockpits and wind whistling through flat wire rigging bring back memories of a bygone era of aviation that few students get to experience.

According to Isaacson this simulates the training missions that Air Force pilots fly in which they have to rapidly move from one sequence to another in order to maximize the training time.

The PT-17 was selected for use at Phoenix East because Ciancetta had pleasant past experiences with the rag-wing and, as he says, "I admired the plane for its capacity to separate pilots from real pilots." (Along the lines of "The Right Stuff" for rookies).

PT-17's were built in Wichita, Kansas at the Stearman Aircraft division of Boeing Airplane Company. The name Stearman came from Lloyd Stearman, who founded the Stearman Aircraft Corporation in 1927.

Stearman had previously worked at Lloyd Airplane Co. and left this firm, and together with Walter Beech and Clyde Cessna formed the Travel Air Company. After separating from that company Stearman ventured to Southern California to start his own company, but was lured back to Wichita.

The Stearman Company soon became part of the United Aircraft conglomerate, and when that firm was split between its manufacturing and transport divisions, Stearman was a unit of the Boeing Aircraft Company, a separate entity.

Although Lloyd Stearman had left the company bearing his name some two years before, the Boeing Wichita-built products were still called "Stearmans" despite what their data files read.

Flight Screening is working at Riddle

Air Force cadets succeed and washout as training continues

By Steve Caple
Avion Staff Reporter

The current Flight Screening Program being administered at the University this summer was developed from a program which has been in existence at Hondo airfield near Lackland Air Force Base since 1973. The program was developed as a method of screening out people who would not be successful military pilots and save the Air Force money which would be wasted on attempting to train them.

among new ROTC pilot trainees.

According to Captain Isaacson the program consists of 14 hours of flight time with half an hour of solo time and a one hour check ride included in those 14 hours. The cadets take five tests — one academic test and four flight line tests, and in order to complete the program they must pass the five tests, the flight test and solo.

The Air Force teaches the academics in three, two hour blocks while Embry-Riddle instructor pilots (IPs) teach the flight portions of the training. The program is extremely demanding since cadets who have never flown before will be

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Radical Maneuvers

The flight maneuvers flown by the cadets are a little more radical than those taught to beginning Riddle students. Pitch and bank attitudes are steeper in order to observe the cadet's reaction to them. According to Isaacson, "We're going to make these guys combat pilots and we want to know if they can handle it. If they can't, we'll let them know it early."



See PT-17, page 5

The heat is on...

Searing temperatures this weekend drove Daune Finks, Mike Copeland, and Schwartz, students at Embry-Riddle to the cool waters of the Atlantic Ocean.

Avion photo by Mark Blum-Gonzalez

ERAU gets new 'super' computer

By Donald Tysor
Avion Staff Reporter

Technology at Embry-Riddle will take a leap forward this summer when the new IBM 4361 computer system is installed. The decision to replace the three aging computer systems ERAU has now was hastened by rising maintenance costs, and advances computer science has made in the last seven years since they were purchased, according to Dr. Jim Thorn, a professor in Computer Science.

Thorn explained to the Avion that the one-year-old IBM 4361 system is a super-mini-computer possessing a 6 megabyte memory and an unlimited potential for expansion and growth. Where students would one time have to wait hours for a heads-up display, one character at a time; the 4361 will do the job in seconds, up to 85 characters at once.

The new system will be joined by new fiber-optics from AT&T.

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New Program

Before this summer's program the AFRGTC contracted out training to fixed base operators across the country under the Flight Instruction Program to provide training for cadets, but this program lacked the screening capability that the Air Force was looking for since few cadets were eliminated. Unfortunately, they were faced with a rising wash-out rate

among new ROTC pilot trainees.

According to Captain Isaacson the program consists of 14 hours of flight time with half an hour of solo time and a one hour check ride included in those 14 hours. The cadets take five tests — one academic test and four flight line tests, and in order to complete the program they must pass the five tests, the flight test and solo.

The Air Force teaches the academics in three, two hour blocks while Embry-Riddle instructor pilots (IPs) teach the flight portions of the training. The program is extremely demanding since cadets who have never flown before will be taught basic aerodynamics, aircraft systems, emergency procedures, flight maneuvers, and rules and regulations which will allow them to safely solo an aircraft in the time span of two weeks.

The flight maneuvers are taught to them in a sequence and during check flights the cadets are expected to execute the maneuvers in the proper sequence with little time between maneuvers. According to Isaacson this simulates the training missions that Air Force pilots fly in which they have to rapidly move from one sequence to another in order to maximize the training time.

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Radical Maneuvers

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"If they feel uncomfortable in a Cessna, they're going to hate a jet," he added.

See F&P, page 10



Avion photo by Mark Stern-Montagony

Security risk...

The daily transactions in the U.C. Cashier's Office produce the need for an armed guard from a private company to bring the receipts to the bank. But is the drawn gun, as shown here, an accident waiting to happen? See the Editorial, page 2.

The Avion asks:
Do you think that the S.G.A. provides you with enough student services?



Donald Tysor

"No, I don't think they do. Lora and Jeff should spend a little less time in the office, and really get out and speak to the students."



Orlando Negron

"Yes, I think we are. Sometimes they are very good at what they do, but sometimes their activities and shows are bad. The S.G.A. should ask the students what they really want."



Pat Lis

"No, I don't believe we are getting enough services for the money that we pay. We don't ever hear about them. Students don't get a real representation from S.G.A."



Sydon Smith

"Yes, I agree that they are trying to do their best. But maybe they should inform the students more about what they are doing, and where their money is going to."



Michael DeStefano

"Yes, I think they give enough services to the students, but there should be more communication between the S.G.A. and the students."



Matt Roughs

"No, you don't hear the positive things that the S.G.A. does. They should do something to let the students know what is going on."

BLOOM COUNTY

by Berke Breathed

ALL THROUGH THE NIGHT TO SEND A LETTER FROM THE SENIOR STUDENT COMMISSION ON REPRESENTATION THAT WAS SENT TO ALL 50 AMERICAN SENATORS WHO CARE BLOOM COUNTY

THEY'RE HONORABLE BUT NOT THE ONE REASON WHY THEY'VE BEEN SO SUCCESSFUL IN GETTING A BUDGET WHICH PRESIDENTIALLY APPROVES USE OF THE 'S' MONEY

THE SENIOR COMMISSION HAS RETURNED A CAREFUL REPLY TO THE USE OF THE 'S' MONEY AND THE RECENT PROCEEDING IN A BUDGET WHICH PRESIDENTIALLY APPROVES USE OF THE 'S' MONEY

LARRY AND GUY, I HEAR THEY'RE SPENDING OF US. 'SNUGGLES' - 'SNUGGLES'!

AS THE SENIOR COMMISSION ON REPRESENTATION THINKS THEY CAN ACTUALLY INTEGRATE THE AMERICAN FELLOWSHIP OF UNIVERSITY STUDENTS INTO UNIONS (I'M SURE) AND IF WE CAN 'SNUGGLES' TO 'SNU'...

IT'S A BUNCH OF STINKY OLD MEN WITH OUR OWN SATELLITE IN PLACE IN SPACE

THEY WENT THAT FAR OF THE SATELLITE SYSTEMS AND START SCORNING THEM - 'SNU'!

THEY'RE SPENDING THEIR OWN MONEY

OF ME COULD YOU GET ME TO GET SOME SNUGGLES!

THEY STARTED SCORNING THE 'SNU' SYSTEMS AND START SCORNING THEM - 'SNU'!

I WILL AVENGE YOUR TEARS OF SHAME, FATHER! YOUR TRY-TV OPERATIONS SHALL PERISH IN A SEA OF PROFIT!

SMIT! MY SON THE NEW TECHNOLOGY!

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PHOENIX EAST AVIATION

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NASA shows at Oshkosh

National Aeronautics and Space Administration

NASA returns to Oshkosh, Wisconsin, Aug. 1-8, with a new exhibit, entitled '21st Century Aviation', for display at the 34th Annual EAA International Fly-In Convention and Sport Aviation Exhibition.

Visitors to the NASA exhibit will gain a glimpse of the future, including potential concepts of the joint NASA/Department of Defense National Aerospace Plane Program, announced by President Reagan in his 1986 State of the Union address. Throughout the 6,000-square-foot exhibit, research tools and techniques needed for aircraft of the 21st Century are explored. Highlighted are rapidly increasing computer capabilities:

- o NASA's Ames Research Center, Mountain View, Calif., has a new supercomputer and simulation complex soon to be capable of one billion computations per second. Complex measurements of air flow around modern and advanced aircraft that once took days or weeks will now take only minutes. The aerospace industry and universities also will use this national resource.

- o Advanced cockpit displays may be touch-sensitive; aircraft controls may react to voice commands. The promise of completely redesigned cockpits is generating increased interest in human factors research—how these and other projected technologies will affect pilot satisfaction and performance. Other displays include a close look at rotorcraft research and potential applications. In addition, a variety of live and taped features will be presented daily in the Aerospace Theater.

be the NASA AEROVAN (traveling exhibit).

NASA's aeronautical research will be depicted in the agency's first exhibit of aeronautical art. Thirteen original works have been created by some of America's foremost artists.

NASA's Goddard Space Flight Center, Greenbelt, Md., will provide its SARSAAT mobile exhibit that presents an overview of the Search and Rescue Satellite system.

SARSAAT is part of a multilateral cooperative program sponsored by the United States, Canada, France and the Soviet Union. The program's goal is to demonstrate the effectiveness of satellites in reducing the time needed to rescue air and maritime distress victims and significantly increase the possibility of saving lives. As of May 15, 1986, the number of lives saved had reached 576—244 marine, 311 air and 21 terrestrial.

Four NASA research pilots will appear in a special evening program and speak at forum talks. The pilots fly a mixture of missions in a variety of aircraft, ranging from atmospheric research over spewing volcanoes to new concepts of flight control for military fighters.

Teacher-In-Space finalists, two of 10 chosen from approximately 11,000 applicants, will be sharing their experiences with young people and adults in several appearances during the EAA convention.

More than two dozen NASA speakers will conduct technical forums throughout the convention, ranging from "Stall-Spin Research with Radio-Control Models" to "X-Wing: Developing Technology for a Supersonic Helicopter."

Rutan aircraft soars into record books

Voyager crew pilot craft through an 11,000 mile flight to no-where

By Pete Merlin
Avion Staff Reporter

Few records remain to be broken in aviation. One which has always been considered unattainable is a flight around the world without landing or refueling. Dreams of such a journey led to the development of an unusual airplane called Voyager, which is being tailor made for the mission.

Voyager is scheduled to make aviation history this September if all goes as planned. The bizarre, fragile-looking aircraft will be piloted by Dick Rutan, brother of aircraft designer Burt Rutan, and Jeana Yeager (no relation to Chuck Yeager). Rutan and Yeager will attempt a non-stop, non-landed flight around the world, this summer.

Beginning at Edwards Air Force Base on September 14, the 12 day flight will be mostly over water. Voyager will cross the Caribbean and South Atlantic, pass under the south tip of Africa, and overfly Australia and Hawaii before returning to Edwards.

Voyager was designed to have as little drag as possible with maximum fuel economy and capacity. The aircraft, built with lightweight composites, is essentially a giant fuel tank. Every bit of available space contains some of the 1536 gallons of fuel which will burn at a rate as little as two gallons per hour. Voyager is powered by a Teledyne Continental O-240 in front and IOI-500 four-cylinder liquid cooled engine in the rear. During the first three days or so, both engines will run until enough fuel has been burned to allow the rear engine to keep the plane aloft. Initial cruise speed will be 150 miles per hour until the front engine is shut down, reducing the speed by half.

Although Voyager has a wingspan similar to a Boeing 727, it has only minimal crew accommodations. The cabin has just enough room to permit one crewmember to fly the craft while the other sleeps. Visibility too is minimal. The bubble-shaped canopy through which the pilot sees at takeoff and landing will be pulled inside during cruise and replaced with a smooth skin panel. Inflight visibility will be restricted to four small side windows during the 25000 mile journey.

The Voyager team has established an elaborate tracking and monitoring system for the flight. The weather, a critical factor, will be watched closely and the crew's physical condition

monitored. A 'launch window' for the flight has been set between the end of August and the end of November. Beech Aircraft will provide support and chase aircraft for the flight.

Voyager made two flights this month as a warm-up to the globe-circling flight. A 24.3 hour test flight over Southern California permitted the crew to refine procedures and systems. Afterwards, a stability augmentation system was added to help the autopilot cope with the flexible nature of the aircraft.

Recently, on July 9, Rutan and Yeager attempted a five day, 10000 mile flight looping the state of California. Problems with the rear propeller developed seven hours after takeoff from Mojave,

and the crew landed at Vandenberg Air Force Base. The flight was resumed the next day. Voyager flew a 11,600 mile closed loop over the Pacific Ocean plus an additional 257 miles over land. The 11,857 mile flight lasted 111 hours, unofficially shattering previous records for distance and endurance. An earlier record of 11337 miles was established by Air Force Captain Bill Stevenson and his crew in a B-52H in 1962.

Fatigue took its toll on Voyager's crew during the flight. Rutan and Yeager complained of the fatiguing effects of engine noise. Yeager fainted during the postflight press conference at Mojave but quickly revived.



Avion photo by Pete Merlin

LOWER RATES/LARGEST SELECTION

Special financing will be presented daily in the Aerospace Theater. Outside the exhibit building will

per hour until the front engine is shut down, reducing the speed by half.

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Mooney (Loaded, IFR)	\$55.00
Saratoga SP (New, Loaded)	\$85.00
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PT-17

(continued from page 1)

Known variously by the alphanumeric designators A75N1, N25, PT-13, -17, -18 or PT-27 depending on the customer, the aircraft also went by the name Stearman. Kaydet or in the Navy, Yellow Peril. The first name came from the products heritage as previously discussed, while Kaydet came from the US Army practice of naming aircraft. The Navy term "Yellow Peril" was not an indication of flying qualities of the airplane, but of the flying abilities of the Navy students in their all yellow bi-planes.

While the airframe remained basically the same, the powerplant went through a few changes, the PT-13 featuring a Lycoming 7 cylinder R-680, the -17 a Continental R-670, the -18 a Jacobs R-755 and two A75L's delivered to China were powered by 185hp Lycoming O-435 flat-sixes.

Boeing-Stearman model 76's were higher powered versions of the trainer, built with extras like guns, bomb racks, extra fuel cells and the like. The 76's went to smaller countries like Brazil, Argentina and the Philippines.

Not only did the US Army and the US Navy train pilots in the Stearman, but also England via Canada. An English use came through Lend-Lease aircraft operated by British Flying Training schools (BFTS) in the United Kingdom. Embry-Riddle operated PT-17's, at the fields run by

South Florida and Tennessee, one of which (at Cleveland, Florida) was BFTS Number 5. Normal progression at these schools meant initial training in the PT, then on to the North American AT-6 Texan for the final phases of training.

The British had time in an intermediate aircraft, the Vultee BT-13.

(PT in Army parlance stood for primary trainer, BT for basic trainer and AT for advanced trainer.)

After World War Two, the Stearman sought other roles to play, as they were soon phased out of the larger air forces. Many were soon seen in civilian hands. Some of the biplanes were used for sport, but a large number went to work in a different type of warfare. The Stearman was found to be ideal as a crop-duster, either spraying pesticide, spreading seed or laying fertilizer.

Some of these ag-planes had much larger engines, or modified flight controls, and success with these modifications led to the craft's new role, that of airshow performer.

With a light NACA cowling over the engine, and a gaudy paint scheme of sunbursts, stripes or checkerboards, Stearman became latter-day aerial pyrotechnics, thrilling crowds across the country while trailing smoke and leaving a trail of acrobatics from the wings.



The view from the front seat of a Stearman and wires all help to remind you of the type of can be impressive, as a maze of struts, rods classic aircraft that you are strapped into.

Now in more recent years, people have come to treasure the Stearman for its wartime role and have taken to restoring the ships to their original configurations. Some are pre-war classics while others are seen in military paint of yellow, silver or blue.

The PT-17 operated by Phoenix East is in splendid

shape, sparkling in orange paint, with only some 30 hours since overhauled.

Sitting on the ramp at Daytona near the base of the tower, awaiting engine start, the aircraft sits under the watchful eye of a transient Queen Air crew, anxious to see the "old crate" take to the skies.

With cries of switch on, clear and contact, the 7 cylinder radial zoom snips to life and instructor Dwight Robinson nudges the taildragger out to the runway. After a short roll, the tail comes up and sweeps the fabric-draped ship into the air. Soon the open areas of the Speedway are silencing by underneath, and the

Stearman is nudging it's way north.

The Kaydet doesn't move fast, but it feels fast, as the slipstream slides over in the face and holds your hair out behind you.

The stick between your legs, looking for all the world like a skinny, sawed-off baseball bat, jumps back and over as the PT pops up and around to turn out quickly towards the beach.

Soon you are zipping along, glad to be doing the beach cruise at a thousand feet instead of behind the bumper of an Olds. Somewhere below plods a beefy looking Stearman, towing a banner proclaiming some beach bar to earn it's keep.

Once again the PT veers from the course, and with disappointment you realize that the time in the open-cockpit is almost over. After a brief argument with some feathered aviators over airspace, the field comes into view and the Kaydet touches smartly onto the ground.

The PT-17 at Phoenix East will soon be joined by a mate, and not only will the students there be able to thrill to a ride in the open, but also those interested in aviation's past and pilots wanting to check out a classic.

But don't worry, if you me . . . up, you won't be sent to boot-camp; school or be given a ride and told to report for the D-Day invasion.

Italian use of German fighter chronicled

Messerschmitt Bf 109 saw service with ally along Mediterranean

By Brian Nicklas

THE MESSERSCHMITT Bf 109 IN ITALIAN SERVICE 1941 - 1945 by Ferdinando D'Amico and Gabriele Valentini. Monogram Aviation Publications, Boylston, MA. 128 pages, 168 photos.

One of the lesser known air forces of World War II is the Italian Air Force in its forms as the Aeronautica Nazionale Repubblicana.

110's, but most importantly, the topic of this book, the Messerschmitt Bf 109.

A book on the 109 may seem to be just another grain of sand in a beach of books on this aircraft, but the ground that is covered here is untrampled and fairly pure. Mention has been made in the past of Italian usage of the 109, but only brief descriptions that were at best vague.

Monogram's latest publication deals with the premier German fighter of World War II in a form that not only shows how the plane was introduced in Italian use, but also describes the conditions they were used under.

Italian pilots were just as brave as their counterparts in every other air force, and the stories that the authors relate here show this.

Using a combination of sources, the authors show not only who the combatants on the Italian side were, but also list the British and American units and pilots involved.

The stories related concerning the various groups and their pilots are well illustrated with rare photos, many in color.

Boosting the text and photographic material are maps of the combat areas covered by the Italian 109's, while some of the black and white photos have

been translated into brilliant color or profile paintings.

While a lot of the content of the book could be said to be aimed at aircraft modelers, the photos, drawings and paintings also help convey a sense of the conditions of Italian aviation during the war to historians.

The latter section of the book consists of descriptions of the camouflage and markings used by both Italian air units, which is followed by technical descriptions and arrangement drawings of the Messerschmitts used.

Review copy courtesy of Monogram Aviation Publications.

'Crip' heads NASA panel

National Aeronautics and Space Administration

WASHINGTON, D.C. — During recent testimony before the House Committee on Science and Technology, James C. Fletcher, NASA Administrator, and Rear Admiral Richard H. Truly, NASA Associate Administrator for Space Flight, announced that astronaut Robert L. Crippen (Capt., USN) has been assigned to head a small group which will

This review was part of the recommendations of the Presidential Commission on the Space Shuttle Challenger Accident, headed by William P. Rogers, and an element of Truly's plan for safely returning the Shuttle to flight status, issued March 24.

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One of the lesser known air forces of World War II is the Italian Air Force in its forms as the Aeronautica Nazionale Repubblicana and the earlier Regia Aeronautica. Although possessing it's own aviation industry, Italy found itself using aircraft supplied by it's ally Germany. These aircraft included Ju 87 Stukas, Pi 156 Storches and Bf

110's, but most importantly, the topic of this book, the Messerschmitt Bf 109.

A book on the 109 may seem to be just another grain of sand in a beach of books on this aircraft, but the ground that is covered here is untrampled and fairly pure. Mention has been made in the past of Italian usage of the 109, but only brief descriptions that were at best vague.

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SGA

STUDENT GOVERNMENT ASSOCIATION

By Lora Bazzinski
and Jeff Kohnman

It hasn't escaped anyone's attention that there has been a lot of construction on campus during the past two weeks. "CAT" trucks have been burrowing like giant yellow ants, rearranging the earth that makes up this campus. Their engines have been rattling the U.C.'s walls and their tires form dust clouds which have put the campus in 9-5 IFR conditions. These handiworks will render changes which will ultimately improve the aesthetics of our university.

Many students have entered the SGA office in search of answers to questions like, "What in the world is happening to the campus?"

Dr. Harrison, Director of Facilities Planning, took the time to arrange a meeting with us, in which he and the contractor of the "ERAU-facility" were present, to enable us to answer these questions.

The update is as follows:

Scheduled for completion before the Fall are two new entrances off Clyde Morris Blvd. and Catalina Dr., and a new triangular parking lot (formerly the volleyball field south of the Flight Line).

The ongoing projects during the Fall include a traffic circle to be located where the parking lot in front of the library is now. There are also plans for a new and improved lighted baseball field to be located opposite the retention pond that is now in its place.

The blueprints of these changes will be available for viewing in the SGA office. We ask for your patience and cooperation during the construction.

To allow for safety and swift completion of these projects, we ask that all students refrain from walking across the construction site. All pedestrians, to and from the flight line, are to walk on the grass strip that parallels the library and AMT parking lot.

We would like to announce that we are considering restarting Happy Hour in the University Center. Communications are taking place through the proper channels which are necessary to initiate this project. We welcome any thoughts and comments.

A letter-quality-printer has been purchased from the funds collected from Lost and Found Sales. This printer, which will be located in the library, is available for use by all students.

You may be receiving a letter this trimester or next that asks you to come in to the SGA office and talk with the President and Vice-President about your perceptions of the school and how we can help improve your college career here. These letters will be sent out randomly and will ask you to make an appointment with the SGA Secretary; that will fit your schedule. We hope that this will increase communication with the students and encourage you to take advantage of this opportunity to express your opinions.

Finally, we have recently appointed new SGA Representatives, Court Justice, and a Court Chief Justice: Steve Cagle, Keith Fitzgerald, and Pete Savata were selected as the SGA Representatives. Alan Williams, Willis Hunter, Matt Jewett, Kevin Proodian, and Edward Bryan are the Court Justices who will work with Deryk Nicholson, the new Court Chief Justice. We welcome these new additions to the SGA and look forward to working with them.

NOTICES

Graduating Seniors

Just a reminder....

If a prospective employer requests an official transcript for a job interview, we must have a written request from you before information can be released. For your convenience, be sure to complete a Transcript Request form before leaving campus.

In accordance with University policy as stated in the Graduation Requirements section of the Embury-Riddle Aeronautical University Catalog, effective immediately all students will be required to have successfully completed all of their required courses and financial obligations before they will be allowed to participate in graduation ceremonies. This includes all degree required flight courses. A student's last flight course must be completed prior to the date and time that senior grades are due in the Office of Registration and Records in order for that student to participate in that graduation ceremony. Students completing any required courses (flight or academic) after that time will be eligible to participate in the next graduation, i.e. students completing courses after the due date and time for senior grades in the spring trimester will be eligible for participation in the summer graduation in August, etc.

Attention All August Graduates

The last meeting for all August graduates will be held in the University Center on Wednesday, August 6, 1986 at 7:30 p.m. Specific graduation information will be reviewed at that time. Elections for the Outstanding Faculty Award will take place. There is no re-grad for Graduation, so it is very important for you to attend. If for some reason you cannot make it, please contact the Student Activities Office at extension 1049.

Airport Radar Service Area

The Daytona Beach Regional Airport control tower will sponsor a follow-up meeting on July 23 at 7:30 p.m. to discuss the Daytona Airport Radar Service Area (ARSA). The meeting will be held at the Daytona Beach Community College conference Center, Administration building 6, 1320 Volusia Ave. All interested parties are invited to attend the discussion.

Registration for Fall 1986

Registration for the Fall 1986 term may be done in the Office of Registration and Records Monday through Friday, from 8:30 a.m. to 4:30 p.m. till August 15, 1986. Completed registration form with advisor's signature (if required) and cashiers clearance should be brought.

Golf Tournament

There will be a golf tournament Saturday, August 9th at 10:00 a.m. at the Daytona Beach Golf and Country Club. The cost is \$13.10 for 18 holes and cart rental. Sign up now in the recreation office.

Students Anticipating December '86 Graduation

December graduation applications are now being accepted in the Registration and Records Office for those students anticipating December degree completion. Each student will be given a preliminary evaluation in order to help prepare for a smooth completion. Any adjustment to one's registration can be done during the open regular add/drop period.

THANKS

(continued from page 1)

Dorm Supervisor; and Brenda Ford, Resident Counselor.

It is the efforts of people like these that make the future of today's youths so promising. Thank you!

Also thank you all very much to the fine Embury-Riddle students and staff who share the dining room.

Venus "Mom" Grindle
Dining Room Supervisor

It's the Pitts

To the Editor:

It is my pleasure to have been involved in the project of hanging the Pitts Special in the University Center. I feel very proud for the contribution that we all made to our university.

I would like to take this oppor-

tunity to personally thank all of the wonderful people who helped us accomplish this very big task.

Brenda Demski and John Barrett for their guidance and dedication. Tom Connolly of the physical plant who was just the best. Pete Savata our ceiling man and chief cable swager. John Anderson, Mary Dudeck, Ken Stienhart, Pablo Baggas, and David Fleckenstein for their outstanding work on the

airplane, and my right-hand-man Keith Fitzgerald.

And to all you other people who pulled and tugged and everything else, a big, big thank you.

You all were a pleasure to work with.

William R. Kessel
Box 2264

your writing. Thank you for your patience and cooperation during the construction.

welcome these new additions to the SGA and look forward to working with them.

Venus "Mom" Grindle
Dining Room Supervisor

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MORE ADVENTURE THAN A BLIND DATE.



Can you picture yourself swinging down a cliff? Or shooting the rapids? Or crossing a river using only a rope and your own two hands? You'll have a chance to do all this and more in Army ROTC. Adventure training like this helps you develop many of the qualities you'll need as an Army officer. Qualities like self-confidence. Stamina. And the ability to perform under pressure.

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STUDENTS



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you won't live more than a few days without water. Water plays an important part in body function. It flows in all body fluids, including blood and tears, lubricates joints, aids in digestion and the removal of body wastes and regulates body temperature. Just how much does your body need to keep in balance? Thirst is a useful signal, but it isn't always enough. Even if you are not very active, you need 2 1/2 to 3 quarts of water a day to replace the amount lost in sweat, urine, moisture from lungs, etc. The body itself must supply the rest from diet.

What is more important to your body than vitamins, protein, iron and even the food you eat? Chances are you take water for granted and don't think too much about it until it isn't there. You don't have to be out on the desert to suffer from dehydration. It is much more common than most people realize. You can survive a month, or maybe more, without food, but

body. The body's water needs also rise in hot, dry weather and physical exercise in hot weather increases the demand for water even more. Extra water is essential in any weather for someone who is exercising strenuously. In addition to the regular 6 to 8 glasses a day, it is recommended that 2 cups be taken about 15 minutes before exercise, at least one cup every 15 to 30 minutes during exercise or competition and 2 cups beyond the requirement of thirst after exercise. Something as valuable to you, yet as inexpensive and available as water, shouldn't be overlooked. Treat your body as well as you do your houseplants — water it regularly!

15

Aerospace Society

This past week has been a lot of fun for many followers of the space program. We celebrated several anniversaries which have helped to remind us of the great things we have already done, and inspire us to do better things in the future. July 15 through July 24 is recognized nationally as Space Week — a time to commemorate the flight of Apollo 11 which first landed men on the moon. This year groups all over the nation are celebrating the tenth anniversary of the landing of Viking 1 on the planet Mars. Several events have taken place this past week throughout Florida in honor of this special week, including several in the malls around town. In the past, the LS Aerospace Society has on campus have tried to hold a Space Week but

often met with little success because there just wasn't much time or interest during the summer months at ERAU. With that in mind I began holding Space Week in the Fall to celebrate NASA's birthday on October 1. Last Fall students went to the planetarium, launched model rockets, bought laser prints, visited the Cape, watched space-related films, and even ate free birthday cake for desert courtesy of LS and Eplure. These events and a whole lot more are planned for this Fall. Space Week '88 will happen Sept. 29 to Oct. 4. Plan on enjoying a lot of surprises. LS Aerospace Society is a student organization that exists to educate the Embury-Riddle community about the past, present, and future activities in space. The group is open to anyone who has an interest in the future of space.

By Jim Banish
LS President

With the summer over I can safely say that we are on our way to having one of the best summers for our group in the history of LS. It has also been one of the easiest as all we've done is get together and watch movies every week. That pattern will continue for the rest of our meetings, although we are running out of the standard science-fiction/fantasy blockbusters. Tonight, July 23, we will meet at the LS "Prez Rez" at 6 p.m. to watch a movie and then see the recently released sequel to that movie which is now playing at the Volusia Mall. Everyone is welcome to join us at the theatre for the 9 p.m. showing.

Vets Club

By Lisa Doyle
Vets Club Writer

Two weeks ago we had a tremendous attendance-wise, but several excellent ideas were brought up, discussed, and debated over for handling this year's Riddle Regatta. Also discussed were ways of "soliciting" members to uphold the person power we need to run the Regatta and the club in general. It was a fresh change and we need people to generate ideas like that every week — but more important, to carry them through. And we will! The Regatta is now our number one concern and everyone should do a part! Debbie has volunteered for Regatta chairperson, bless her heart. We still need persons to work in the various departments which are

Finance and Registration, Operations, Food and Entertainment and Publicity. This of course requires the range of planning and preparations and "day of show" involvement. The more people we have pitching in the less work there will be for everyone. Mike Lindsay has designated himself Team Captain of the Vet's vessel — well at least he's a lifeguard and can save everyone when they fall overboard! OK, the softball game is coming up on Saturday, Aug. 9. We're playing new radio station Z-102 for a co-ed, fun game in the sun. All spectators and their families are welcome and, of course, so are players. We need at least 2 women on the field at any one time and Jan and I are going to get tied out there for 15 innings (we expect overtime). Whatever proceeds we can earn will be going to a Veterans'

organization of the club's choice. If you want to play, the sign-up sheet is on the Vet's Club board located at the bottom of the wheelchair ramp behind the Flugs Deck (in the UC). Bob and Debbie have pseudo-secured a meeting place for us to have our meetings (hey!), it's at the quite-nice Ramada Inn on the beach in Daytona Beach Shores. We gather on the 7th floor conference room with those from Tappa Kappa Bru. I'm uncertain as to whether we shall be having a meeting this Friday — check our bulletin board, showcase (across from the bookstore) or your mailbox. Also, we're kicking around doing up a 50's cruise on the new Little Queen paddleboat. Personally, I'm psyched for this. More details later. And as always, thank you for your support.

AAAE

American Association of Airport Executives

By Cheryl Roy
Public Relations

The American Association of Airport Executives will be holding a business meeting Wednesday, July 23 at 4:00 p.m. On Wednesday, July 30, we will be traveling to the Deland Airport. The Airport director will be discussing the Industrial park and give a tour. The monthly comparison of air fares from Daytona and from Orlando was presented to the

Volusia County Commissioners Monday, July 14. The report is compiled by club members each month to monitor any price discrimination in air fares from Daytona Beach Airport. Our last business meeting was held July 9. At the meeting the club members discussed fund raisers and the plans of the First Student Symposium to be held at ERAU. An activity schedule for the 4-day event has been completed and other AAEE student chapters across the United States

have been contacted. We are presently compiling a list of topics to be discussed. We are beginning to contact speakers and vendors in the aviation industry. However, there is a lot of work to be done. All club members are encouraged to participate in the planning and preparing for the symposium to be held in October. Don't forget the meeting to be held Wednesday July 23 at 4:00 p.m.

NOTICE
The last issue of the Avion for the Summer term will appear on August 6. Deadline for all club articles and notices is 5 p.m., July 30. All clubs are encouraged to submit an article for that issue as it will be the copy new students will see as they arrive on campus this Fall.

Wear Glasses

recently released sequel to the movie which is now playing at the Volusia Mall. Everyone is welcome to join us at the theatre for the 9 p.m. showing.

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Wear Glasses And Want To Fly?

Be part of the Navy aviation team—a Naval Flight Officer. As a flight officer, you'll be responsible for controlling complex, on-board weapons and navigation systems on sophisticated Navy aircraft. As a flight officer, you'll be given advanced technical training. You'll gain early responsibility. And you'll have the chance for worldwide travel.

QUALIFICATIONS: Minimum BA/BS degree (summer graduates may inquire). Applicants must be no more than 28 years old and have vision correctable to 20/20. Relocation required. Applicants must pass aptitude and physical examinations and qualify for security clearance. U.S. citizenship required.

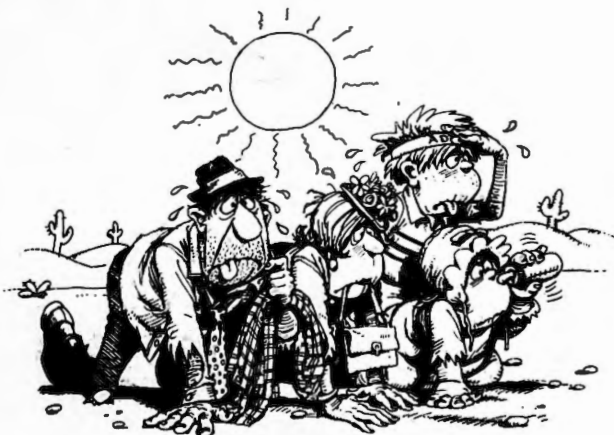
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Senior Class Summer '86 They've got their party and project rolling

By John Getay
Avlon Staff Reporter

With only three weeks left until graduation, the Senior Class Council is busy with a long list of "things to do" before graduation.

Coming up fast, tomorrow in fact, is the Senior Class Roller Skating party. Remember the last time you went roller skating? Well it's about time to try it again this Thursday, July 24th from 8:30 p.m. to 11:00 p.m. at Skate City on South Nova Road. The cost is only \$2.30 per person and includes skate rental. It is sponsored by the Senior Class (ob-

viously) and it's rumored the Council is trying to see if they can get the management to soften the floor. Remember, everyone, not just seniors, can come!

We will be working at three concerts — Steve Nicks, Billy Ocean and Loverboy — at the Ocean Center to raise money for the class project. Also look for the Class of '86 T-shirts on sale in the U.C. and doughnut sales — also in the U.C.

Speaking of money, over the fourth of July weekend, at the Senior class made \$305 for the class project at the Firecracker 400.

Last Monday, the Senior Class Council decided that the project for the Summer '86 class is to provide a glass case for the Challenger Memorial painting given to the university last April by L-3 Aerospace Society and the Class of Spring '86. The painting is scheduled to be hung in the Jack R. Hunt Memorial Library prior to its installation in the new Administration Building. In addition to all this fun stuff, Penrod's Plantation has been reserved for the Senior Class Party on August 14th. This too is open to everyone.

So, if you're interested in these or any other doings of the Summer '86 Senior Class, stop by at the Student Activities Office for more info.

FSP

(continued from page 1)
FSP Saves Tax Money

The Undergraduate Pilot Training (UPT) program costs \$339,000 and this program will help identify the cadet who is afraid of flying, consistently airsick, or unable to learn quickly enough before the Air Force has spent a considerable amount of money training them. According to Isaacson, the average UPT washout costs the Air Force \$67,000. It is obvious that identifying the washouts before they begin UPT can save the taxpayers a lot of money.

Washout Rate

The washout rate for the FSP for the first round of cadets was 23.84 percent or 23 out of the 89 which started the program. Most of those eliminated were for lack of training proficiency (15) with others removed due to fear of fly-

ing, air sickness or leaving on their own.

The preparation for this program on campus began in March as flight instructor Ken Stackpole who is in charge of the flight training portion of the FSP began to adapt Air Force training manuals to the aircraft used by Riddle as well as to local safety rules. Air Force officers arrived in early May and were given "standardization flights" to familiarize them with Daytona Beach Air Traffic Control procedures.

The Riddle instructor pilots (IP) were also given "standardization flights" to show them how the Air Force wanted the maneuvers performed. There were also meetings conducted to standize like the grading systems used by the IP's. The Air Force pilots rode with all of the Riddle IP's and cadets to assure that the training and briefing were stan-

dardized between all of the instructors.

The cadets noted in their evaluation of the program that safety was one of the most stressed items of the entire program. The cadets were happy with the program according to the evaluations and their only complaints were on the quality of food service and the accessibility to barber facilities.

Isaacson said that the Air Force is quite pleased with how the program has gone so far and is happy with the proficiency of the University's staff.

One item the IP's have been particularly impressed with has been the motivation of the cadets and their ability to learn so much information as rapidly as they have. It was suggested by some instructors that as a result of working on the FSP they may begin to expect more from their Embry-Riddle students.

NOTE TO ADVERTISERS

The last issue of the Avlon is due out August 6th. Deadline for advertising is July 30th. Please be aware that this is the first issue that new and returning students shall see when they come back to school for the Fall term.

Student heads for Europe

Aeronautical Engineer will study in London

By Lisa Doyle
Avlon Staff Reporter

Patti Schumaker, an Aeronautical Engineering student, will be spending her junior year in London studying the Aerospace Engineering program at the City University of London. She expects to be gone from September through July, earning about 30 credits to transfer upon returning to Embry-Riddle to complete her degree.

Schumaker noticed a "Study Overseas" poster which hangs on University bulletin boards. Curious, she sent a letter to Syracuse University for more information. They replied with an application and brochures offering schooling in countries such as Spain, France, Germany, Italy, and England.

The program requires the student to have a 2.0 or better GPA and the student's dean must approve them for the program. Also, the school the student is attending must be approved by an official accreditation board.

Syracuse University works with many accredited universities to provide students with a learning experience in studying abroad. Schumaker chose England in the interest of staying in an English speaking country which is helpful when learning a subject such as Aerospace Engineering.

Movie review

Aliens terrorize space

By Donald Tysor
Avlon Staff Reporter

Very seldom is a movie sequel better than the original, but *Aliens* is the exception to the rule.

Directed by James Cameron and starring Sigourney Weaver, *Aliens* is a movie that will constantly keep you on the edge of your seat.

The movie follows Ripley, played by Sigourney Weaver, the sole survivor of the freighter *Nostromo*—whose crew was totally devoured by an alien. After she is picked up floating in space after 57 years of hibernation, Ripley is talked into going back to do battle with the slimy, metallic creatures who bleed acid. She is accompanied by a bat-

talion of space Marines who have no idea what they are really dealing with. The space colony they have been called to rescue has all the eeriness that you could expect from an alien encampment, devoid of human life except for one lone little girl who miraculously survived.

The special effects create an atmosphere of constant dread as dark gray metal hallways are searched again and again for the ever following creatures.

Yes "there are some places in the universe you shouldn't go alone" and one of them is your local theatre. Take a friend to hold on to. Come Oscar time, you'll be hearing about the movie. It's well worth the price of admission.

IBM

(continued from page 1)

blems. One glass strand the thickness of a human hair will handle all the information from the 30 terminals in the Engineering Department.

During the Spring trimester a 75 page list of necessary options was presented by the Riddle administration to five major computer firms: IBM, Hewlett Packard, Data General Prime and Digital Equipment.

IBM gave Riddle the best deal bringing in their top people and their top of the line equipment for a test drive before the deal was finalized. None of the other four companies could offer so many extras, according to Thorn.

Thorn was very pleased with IBM for a variety of reasons. IBM now leads 56-percent of the

computer market, the 4361 is capable of great growth and expansion, and most of all the students who use this system will be more marketable in today's work place. Also downtime will be minimal and the computer will pay for itself in two years. Thorn would not quote the exact price but hinted the system may cost as much as \$300,000.

Professor Thorn has a dream of building a "super" data base from which students and faculty will be able to tap vast amounts of information.

Faculty members are being encouraged to buy personal computers and there is a plan in the making to give a 32-percent discount on purchase of IBM-PC's for students.

Welcome to Summer B term at Embry-Riddle from

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Welcome to Summer B term at Embry-Riddle from



South

As always, there is NEVER an admission fee for Riddle students!*

Every Sunday Night...
New Age Music!
Guys, if you missed the Bucket, remember...
Dollar Heinekens
Every Wednesday Night (from midnight till close)
701

- MONDAY** - Hawaiian Tropic Mini Skirt Contest (Free Drinks! 9 till 12)
- TUESDAY** - I-100/Nair Legs Contest
- WEDNESDAY** - Dollar Drink Night (all drinks only a buck!)
Ladies' Night (ladies drink free from 9 p.m. - 1:30 a.m.)
- THURSDAY** - Miss 701 South Contest (Free Drinks! 9 till 12)
- FRIDAY** - TGIF Night
- SATURDAY** - 2 for 1 Drinks
- SUNDAY** - 2 for 1 Drinks and Dollar Heinekens

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