

10-22-1986

Avion 1986-10-22

Embry-Riddle Aeronautical University

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Making par...

Riddle's golf team tees-off in intercollegiate journey. Feature, page 14.

1926 1986

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WICHT

An Award-Winning Collegiate Newspaper

Volume 54, Issue 7

Embry-Riddle Aeronautical University, Daytona Beach, Florida

October 22, 1985

University highlights student employees

By Carolyn Smith
Avion Staff Reporter

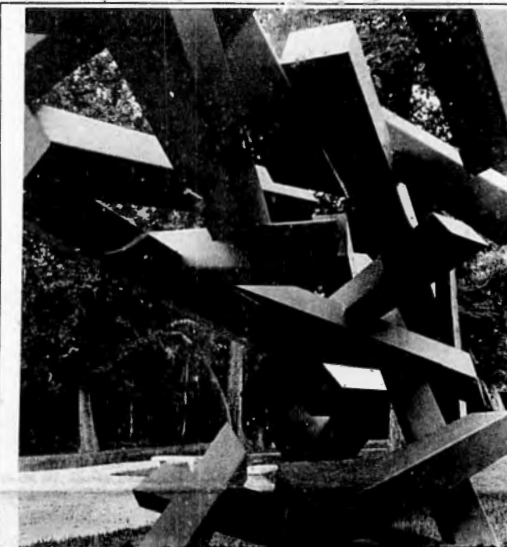
They can be found in just about any corner of ERAU's campus, from the cafeteria, the library to the financial-aid office and even in establishments off-campus. Who are these people? They are the dedicated student workers of and from the university.

The week of October 27-31 is going to be recognized here at ERAU as "student employee recognition week." The idea of this week was first introduced a few years ago and now, realizing the importance of the recognition to the students, there is a rebirth taking place that will become an annual event.

ERAU student employees are beneficial to the university as a whole. Both the student workers and the university benefit. The Daytona Beach campus chancellor, Eric Doten, explained how "it's one of those win-win situations. It's good for the students because it provides them with an income and the university prospers because they get motivated workers who understand how the institution functions." Furthermore, the student establishes credible work experience for his/her resume as well as developing skills while receiving a high-quality education. The university would prefer to employ students whenever possible to hold down jobs because it saves tuition costs by eliminating the need for hiring a full-time staff member.

Phillip Ledbetter, director of financial-aid, explained how one particular student who worked for the financial-aid office for two and one-half years was hired by a company upon graduating partially because of his work experience, Ledbetter stated, "What impressed the company most was that he had stability and good department references."

There are between 500-600 student employees during the fall and spring semesters and 300-400 student employees during the summer. As many as 2000 students go through this program yearly due to the availability of temporary positions, and graduating students which means that virtually one-half of the ERAU students benefit from student employment. There are a wide variety of jobs available including day and night shifts as well as weekends.



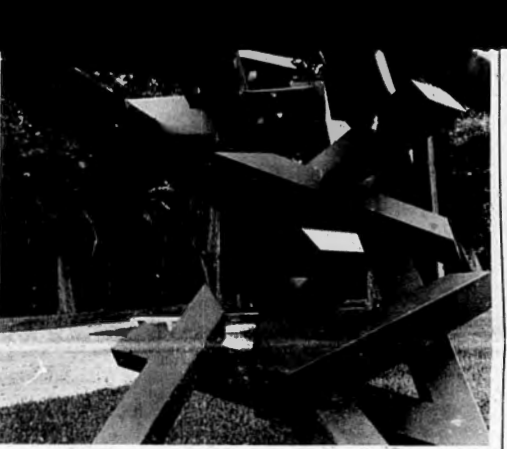
FAA rates flight line top notch

By Steve Cagle
Avion staff reporter

Phase checks of "Prog Checks" are something that flight students face regularly (usually with a certain amount of apprehension) when taking flight courses, but the tables were turned recently when the Flight Department underwent a "Prog Check" at the hands of FAA inspectors.

A group of seven inspectors from various FAA field offices led by Tim Neal of the Orlando office inspected the Flight Department for compliance with FAA part 141 certification as a flight training school. The inspection began Sept. 22 and continued for several days as the FAA team examined student training records, aircraft maintenance logs, instructor standardization records, as well as spot checking student and instructor's certificates on the flight line.

Inspectors also rode along on phase checks to assure that Embry-Riddle check pilots were conducting the flights properly and evaluating the students' certificates.



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This sculpture expresses many different meanings to the human eye, due to its interesting shape, and its different proportions in depth of field and shades. Perhaps, when

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McDeffer added that the FAA examiners had come to Riddle expecting to find at least one error because of the size and scope of the Flight Department. The FAA inspectors noted it was extremely unusual for a flight operation the size of Riddle's not to have any errors in their paper work or procedures. McDeffer noted that nothing special was done by the Flight Department to prepare for the inspection. He felt the FAA should see "business as usual."

The University had a compliance manual prepared which outlined the course curriculum, completion standards, and other aspects of the program. The FAA examined this manual to determine if the University was following and interpreting the Federal Aviation Regulations (FAR's) correctly.

This was the second occasion the University has received a perfect inspection score from the FAA. The last time was in March, 1982.

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Positions range from the computer lab, tutorial instruction, ground help, student mechanics to student flight instructors. There are job opportunities available in almost every task area around campus.

To qualify, a student must be enrolled at least half-time, maintain a 2.0 G.P.A., and be completing at least 66 percent of all credit hours attempted. If these requirements are not being met, depending on how badly out of academic standing the student is, he/she will receive a warning to improve the grades or be terminated from the job.

Possible solutions to campus parking problems

By Mark Stern-Montagny

(this is the second of two articles)
Other factors have also influenced the decision of the parking lot removal, such as: it is more financially feasible to remove the parking lot now while the equipment is on campus. Chancellor Eric Doten said, "the deteriorated parking lot would cost too much money to repair" to keep it operational at this time. Tentative plans are to have a library extension and another building constructed on the former parking space, in four to five years, an undisclosed

university source said. This would require the heavy equipment to come back on campus and remove the soil that is going to be placed there, in order for these buildings to be erected.

The Aviation Maintenance Technology (AMT) students seemed to have been the bunt of the parking lot removal by having to carry their tool boxes, books and lockers to a greater distance. A memorandum dated Oct. 11, 1986 from Mr. Fountain stated that 45 additional tool boxes lockers should be ordered. The purchase of tool box storage lockers has been directed towards

the office of Vice Chancellor of Academic Affairs and to have the lockers installed immediately by Physical Plant. The memorandum also stated that funds for constructing permanent bicycle parking areas convenient to all major centers of activity should be provided immediately. It further stated that, Concrete pads with overhead shelter will encourage bicycle use." This action has been directed towards the Director of Physical Plant to start construction immediately.

Students are also asking why they have to leave campus when they are going to the other side?

For example: Again, this has been done for the safety of the pedestrians by routing away vehicular activity from them, and thus making it a walking campus.

Also, budgetary restraints preclude the construction of a connecting road between dorm and the old Catalina entrance. This road would eliminate campus traffic from unnecessarily entering the Catalina Street and Clyde Morris Boulevard intersection and having the university portion Volusia County for a traffic light practically study at the Clyde Morris-Catalina intersection. According to Charles

Fountain, there will be no connecting road between the main entrance and dorm. In a late interview with Chancellor Doten, Doten stated that there still is the possibility of a connecting road. This road would alleviate the very dangerous situation of entering and exiting traffic at dorm. Perhaps if there was a traffic light installed at Catalina and Clyde Morris it would lessen the potential for accidents at dorm.

A general amnesty will be appropriate for most parking citations issued for the period ending

Embry-Riddle to service FAA center in Palm Beach

PALM COAST, FL — Donald D. Engen, administrator of the Federal Aviation Administration, broke ground for the agency's new \$7.5 million Management Training School last Thursday.

The facility promises to be a project of pride for Florida and all of us who have been involved in the process. The Management Training School has been



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The ceremony marks the end of a long selection process and the start of construction on a project that will train between 3000 and 4000 FAA managers annually and contribute more than \$300 million to the regional economy over the next 20 years.

ERAU was selected from ten competitive bidders to provide the facility and other services. In support of the successful ERAU proposal, ITT Community Development Corporation, planners and developers of Palm Coast, will provide the 10.5 acre site and oversee design and construction of the 113,000 square-foot facility.

"The selection of Embry-Riddle and Palm Coast is a tremendous boost to the region," noted President Kenneth Tallman. He continued, "Perhaps just as significant in the long term is the confidence shown by a key federal agency in Embry-Riddle, ITT-CDC, the community of Palm Coast, and the

state. The facility promises to be a project of pride for Florida and all of us who have been involved in the process."

The Management Training School has been located at Cameron University in Lawton, Oklahoma since 1971. Its purpose, according to Engen, is "to improve aviation for the future, by improving the ways in which we manage people — the human resources who provide the vital links between every technical element."

The facility, scheduled to be completed in October 1987, will include dormitories, classrooms, dining rooms, administrative areas, recreation areas, a library, and other support facilities. FAA managers and supervisors training at the school — approximately 200 at each session, ranging from three days to three weeks — will study and live at the school in a secluded environment.

"The excellence of the location, the availability of other supporting facilities, and the commitment to excellence in aviation education from Embry-Riddle all contributed to the awarding of this contract," Engen remarked.



Aviation photo by Mark Stern-Montagny

Donald D. Engen, Administrator of the Federal Aviation Administration, shakes hands with President Kenneth Tallman. Engen attended

the ground breaking for the agency's \$7.5 million Management Training School last Thursday, Oct. 16, in Palm Beach.

Your turn at bat

At this point in time it is obvious that this campus has been the victim of progress, at the sacrifice of practically. This fact has been pointed out continuously by the students since the recent on-campus construction began. The Administration has been justly accused of short-sightedness and the lack of a solid long-range plan with the students as a primary concern. So you ask where do we go from here?

Unlike school policy, concrete and asphalt cannot be eliminated or changed by voting for or against it. The parking situation, it seems, is here to stay. Therefore, instead of trying to change the administration's way of doing things why not change ours.

On a typical morning you may arrive on campus five minutes before your class starts. In an effort not to be late to class, you try to park as close to your classroom as possible. Unable to find a space, you take a few laps around the lot, still without any success. By this time you are late for class and decide to park in the grass or other illegal spot. When you return to your car after class and find the ticket, who do you blame, yourself, security, the Administration?

There are some ways to solve this problem without relying on the Administration. One solution is to leave for class fifteen minutes earlier than usual and try parking in the lot out by Clyde Morris Blvd., or at the far end of the new parking lot. Contrary to popular belief there are spaces to be had there at most times of the day. From the far reaches of both parking lots it takes only about five minutes to walk to the library, which is centrally located on campus.

In addition, have patience with your fellow students. They are driving in the same parking lot as you, and unfortunately, are probably upset about the parking situation as well. Courtesy can help ease the situation somewhat, if everyone recognizes its necessity.

Receiving a parking ticket can be a trying experience in itself, but arriving at your vehicle while ERAU security is making the citation can often prompt even the most reserved individual to act unwisely. Try to remember that this individual is only an employee who is following orders dictated by the administration. No, pleasant conversation may not be in order, but at times, silence is the wisest alternative.

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GOOD NEWS, SENATOR! YOUR URINALYSIS CAME OUT POSITIVE AND NEGATIVE.



Letters to the Editor

Open Letter

Dear Mr. Schindler:

It is my great pleasure to commend you for your actions as the pilot-in-command of our aircraft on Oct. 4, 1986. While returning to the Daytona Beach airport you experienced a loss of two way radio communications and took appropriate action to prevent a bad situation from getting worse.

During many hours of training we drill on many different procedures that pertain to normal and emergency operations. We never hope that we really have to apply them. Keeping them organized in our minds is the

made the excellent decision to land at one of the designated outlying fields. After a brief wait while the Flight Supervisor made the necessary arrangements with the Daytona Beach Control Tower, you were on your way home.

The action you took is an excellent example to all of us who fly. Congratulations for a job well done.

John W. Hopper
Training Manager

Iceland Irony

To the Editor:

In Iceland.

The Soviet and American officials arrived at Hofdi House with such high hopes of an arms agreement. These same officials left with a disgusted look of bitter enemies on their faces. What happened?

The viewpoint I received for the several newscasters on the subject was that SDI was a major bargaining point of the summit. SDI, Reagan's Strategic Defense Initiative, will rely on space based laser weaponry to destroy incoming Soviet warheads.

However, the American scientists working on the SDI project at Lawrence Livermore Laboratories

I wish I could understand this administration's mentality. Why throw away the Soviet's most enticing offer of arms control so the fantasy of SDI can remain a dream longer? Reagan's decision has not only effected the American-Soviet relations, but also American-European relations. I say to you President Reagan, please leave Rambo out of international politics.

Kirk Fornes
Box 7388

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Clyde Morris Wes Oleszewski



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Funded by the Students of Embury-Riddle
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Avion Advisor
Dr. Roger Osterholm

this week's staff: Steve Cagle, Pat Ullport Larry Silver, Rich Gray, and John Gately

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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.

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: (904) 252-6561 Ext. 1-302.

Student Forum

The Avon asks:

Would you be willing to carpool in order to help alleviate the current parking lot congestion?



Stacy Kishpaugh - "Yes, I think it's a very good idea. I already do carpool."



Mike Furey - "I'm willing to carpool except my schedule is too unflexible to coordinate with anyone else."



Mark Thomas - "I would not be willing to carpool because I think it's the administrations attempt to compensate for the lack of parking."



Doug Paul - "If I could get a ride in, I would. I would rather carpool than drive in everyday."



Stephen Law - "I already carpool, but I think people are going to have to carpool because there isn't enough parking."



Jesse Walter - "I would be willing to carpool if people lived in my area."

BLOOM COUNTY by Berke Breathed



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LETTER

(continued from page 2)

problems with the parking and the need for more lockers in the AMT complex. If it were not for Mr. Taylor and other people at the university like him, I do not believe that I would be preparing for further enrollment in the school.

I would like to remind the administration that we the students, are not only just students, but also customers that need to be satisfied with the value of the dollar that we are investing in this "company," and if not satisfied, we might just surprise you and take our business elsewhere.

Riddle's reputation is why I came here, but if it changes, I just might be the reason that I leave!

Douglas S. Gordon
Box E218

Jack the Clipper

To the Editor:

I know this space is normally set aside for words to the editor, but I figure that you, Jack, will notice this much more readily here.

I really appreciate you dicing up the magazines in the library so that you can have pretty pictures of airplanes on your bedroom wall. (I imagine that they are nice photos, your actions have prevented me or anyone else from

seeing them.)

I and everyone else have spent too much money at this University to keep your personal collection of photos growing. I'm sick and tired of finding holes in the backside of articles, entire missing articles, photo features on aircraft that have disappeared, and books that either have chapters missing or that the library has absolutely no record of.

You are the most despicable type, Mr. Ripper, as you could care less about the research that your fellow students must accomplish without resources that are theirs as well as yours. If I catch you at work, no tree will be tall enough.

Sherlock Holmes

Placement Pains

To the Editor:

This letter is in response to the paper's recent decision to place an article of importance to all students in the club letters section of the Oct. 15 issue of the Avion. Silver Wings submitted an article concerned with the announcing of a \$250 scholarship to be awarded this trimester.

When I submitted the article last week, I specifically stated to the staff member at the front desk that I did not want the arti-

cle printed under the club letters section. The staff member instructed me to write "article" at the top of the page and place it in the submittals box. The word "article" was typed at the top of the page and then placed in the box. A week later, much to my dismay, I found the article printed in the club letters section.

The reason for wanting the article published in a more prominent area of the paper is simple—a \$250 scholarship is of importance to all students at ERAU. Featuring the article elsewhere than in the club section of the paper would expose the scholarship to more of the students.

I realize there is not always enough room for all of the articles featuring the availability of financial aid to help students meet the high costs of an education here at ERAU would certainly seem to deserve some priority.

I and the other members of the Silver Wings organization hope that the Avion will remedy this situation as soon as possible.

Peter A. Markle
Silver Wings

Editor's note: Unfortunately, a communications problem did exist in this matter. We regret any inconvenience or ailing from the incident.

As a side note, we ask that all special article requests be directed to the Avion News Editor.



Engine Out....

Lab Assistant Peter Kim directs students as hangar. Students perform run-ups during they return an AvcoLycoming O-320 to "O" troubleshooting drills for AMT-213.

Avion photo by Ruth Clarke




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** deadline October 29, 1986 **

Steroids present risks to users

By Dr. Ernest Cook
Health Services

As a physician with a considerable knowledge of sports, I am frequently asked to express my opinion regarding the usage of drugs in general and steroids in particular.

Within the medical community there exists much controversy regarding this issue. Proponents of steroid usage, such as Dr. Robert Kerr defend the prescription of these products on the grounds that whether you, or I, agree with people taking anabolic steroids — It really doesn't matter, the important factor is that they're going to take them anyway. People like Dr. Kerr believe that if athletes are going to take these drugs anyway, then physicians should play a role in guiding them "in the right direction," advising the athlete on appropriate use of the drugs and watching for signs of side-effects. In this regard, this argument is analogous to that offered by the British in their policy of dispens-

ing to add monitoring users of heroin rather than forcing the addict to "deal" with a criminal source of supply.

From the opposite perspective are those physicians who perhaps overstate the risks associated with steroid usage and ignore their benefit in an attempt to deter athletes from using these drugs.

My position on this issue denies either perspective as a realistic approach to this problem. The former is an ignorance of the facts which recognize the significant potential risk of anabolic steroid usage and the latter is an ignorance of the uniqueness of the athletic psyche which emphasizes in many ways that "winning isn't everything — it is the only thing."

I believe that it is impossible to assert that no benefit accrues from the usage of anabolic steroids, having been the unfortunate victim of more than a few snafus, salivating "Dianabol junkies" during my days as a collegiate running back. The anabolic effects of these drugs

encourage some athletes to train harder and results in increases in maximal voluntary and static strength as well as aggressiveness.

But as a physician, I am accustomed to evaluating drug therapy not from the singular perspective of efficacy, but from the twin vistas of risk and benefit. This forces me to consider not just whether Anavar, Deca, Max or Primo work but at what cost. I remain appalled at the dosages that some athletes use, such as 100 mg. of Dianabol per day — 20 times the normal post surgical recovery use. I submit that such usage on one endocrine system is risky business and I strongly disagree with those who would have you believe that it is possible to build a "Better Body Thru Chemistry."

Moral and ethical questions aside — which are not that easily discarded — the list of complications certainly has to tilt the objective observer in the direction of the risk-benefit ratio as disproportionately on the side of the risk.



Riddle Run-Around

This view of the newly constructed circle in shows some of the more pleasant effects of front of the Jack Hunt Memorial Library, the recent construction here at ERAU.

F-4 violates Air Force One

WASHINGTON (AP)—President Reagan's plane had to change its course over western Pennsylvania on Friday after a military jet came closer than five miles and did not turn away as instructed, an official said.

At no time was Air Force One endangered in the incident, which occurred about 10 a.m. at the plane was flying to North Dakota for a political appearance, said Stephen Hayes, a Federal Aviation Administration spokesman.

According to Hayes, Air Force One was flying at about 31,000 feet, headed west, near Pittsburgh. A U.S. F-4 jet was north of the president's plane and flying at about the same altitude, headed south.

FAA regulations require aircraft at high altitudes to maintain

a distance of five miles or more from each other. Hayes said an air traffic controller based in Cleveland, Ohio, observed that the path of both planes would take them closer than regulations allow.

Hayes said the controller directed the pilot of the F-4 to turn to his left, or in a easterly direction, but the pilot "did not acknowledge that transmission and did not make the turn."

"The air traffic controller again made that direction and the plane again did not turn," Hayes said. "At that point, the controller contacted the pilot of Air Force One and directed him to turn left, which in his case would have been south or southwest and to descend to another altitude. Air Force One did that."

aircraft came to each other was 4.4 miles.

"In no instance was there any danger here," he said. "We did lose the separation that we try to maintain, which is five miles, but it was certainly not a close call. It was not dangerous."

Hayes said the FAA was investigating why the F-4 pilot failed to follow the controller's direction.

Dan Donohue, chief of public affairs for the U.S. National Guard, said the F-4 jet was from the 107th fighter intercept group at the Air National Guard unit in Niagara Falls, N.Y.

He said he had no information on why the pilot did not respond to the air controller's instructions and referred all other questions to the FAA.

Faulty gear causes emergency

ANCHORAGE (AP)—A mechanical problem caused the emergency landing of a Boeing 727, investigators said Thursday, praising the skill of the pilot who landed the plane safely on a foamed runway.

The plane, leased by Arco Alaska Inc. and carrying 115 people, landed Wednesday with its nose wheel up at the Anchorage International Airport.

A National Transportation Safety Board investigation revealed that two broken links in a mechanism known as the drag brace prevented the front wheel assembly from dropping down

and locking into place.

"In this case it failed in the locked-up position," said Paul Steucke, spokesman for the Federal Aviation Administration. "If it had failed in the down position, the wheel assembly would have remained locked and been safe to land on."

A warning light in the cockpit alerted the pilot, Patrick Bowen, to the problem long before landing, Steucke said.

Bowen called air traffic controllers, who used binoculars to confirm that the front wheels were not down as the plane flew by the tower. Emergency crews sprayed foam on the runway, and

Bowen landed the plane, touching down first with the back wheels, then lowering the jet's nose onto the runway and sliding to a stop.

No injuries were reported, and the NTSB classified the case as an "incident" rather than an "accident."

"He did a great job of bringing it down, no doubt about it," Steucke said.

"It was one of the prettiest jobs I've seen," said George Kobelnyk, NTSB investigator. Passengers agreed, extending the praise to the rest of the flight crew.

"Collegians" Make a date at

A mechanical problem as the drag brace prevented the front wheel assembly from dropping down

by the tower. Emergency crews sprayed foam on the runway, and

the praise to the rest of the flight crew.

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Rescue satellite saves four in first day

Search and rescue equipment locates signal from downed airmen

National Aeronautics and Space Administration

WASHINGTON (FNS) — Only 6 days after launch and less than 24 hours after being put into operation, the Search and Rescue Satellite Aided Tracking equipment (SARSAT) on board the NOAA-10 satellite, picked up the first distress signal from a downed aircraft leading to the rescue of four Canadians who crashed in a remote area of Ontario.

The RCA-built spacecraft was launched Sept. 17 from Vandenberg Air Force Base, Calif., by a General Dynamics/U.S. Air Force Atlas E launch vehicle. The Canadian/French-built search and rescue equipment on board the NOAA-10 satellite was activated on Sept. 22, according to officials at NASA's Goddard Space Flight Center, Greenbelt, Md., where the SARSAT program is managed.

verified by Goddard officials whose engineers are performing final checks on satellite equipment prior to turning over NOAA-10 control to the National Oceanic and Atmospheric Administration.

The SARSAT equipment permits the satellite to pick up distress signals from aircraft or ships and to relay these signals to ground processing facilities which then dispatch rescue forces.

The equipment was activated at 7:40 p.m. EDT during its 76th orbit of the Earth. The next day at 7:28 p.m., during the 90th revolution, SARSAT "heard" a distress signal over Canada and relayed it to Canadian rescue forces in Trenton. The signal was the first indication that someone was in trouble.

A Soviet satellite - also equipped with search and rescue equipment - verified the distress signal coming from the Ontario area. The NOAA-10 picked up the emergency signal again on its

next orbit.

The combination of reports from the American and Soviet satellites and from the pilot of a private plane, caused Canadian officials to alert rescue units in Edmonton, Alberta, which dispatched a four-engine C-130 Hercules with paramedics on board.

Poor weather that evening prevented the C-130 crew from spotting the downed aircraft. However, the rescue crew returned the next morning, when the fog lifted, and parachuted two medical technicians into the area to provide first aid.

Because of the accuracy of the satellite's coordinates, the C-130 crew picked up the Cessna's distress signal at the exact location indicated by the satellite system. The distress signals are sent by an emergency locator transmitter designed to activate automatically upon aircraft impact.

The pilot of the downed aircraft, Roy Johnston, reported

losing power on takeoff, forcing him to try an emergency landing on a lake. The plane crashed and sank nose down in about 6 to 8 feet of water. Johnston, suffering from facial cuts, a badly bruised shoulder and a dislocated wrist, swam 200 yards to shore, where he found a canoe, paddled out to his sunken craft and brought his injured passengers ashore. After receiving first aid, all four were flown to an airstrip at Sachigo Lake, transferred to another aircraft and taken to Winnipeg, Manitoba, where they were hospitalized.

The search and rescue program, known as COSPAS/SARSAT, is an international cooperative program in which the major partners are Canada, France, the Soviet Union and the United States. The U.S. currently has two SARSAT satellites in operation while the Soviets have three. Since the program's inception in 1982, the satellites have contributed to saving more than 600 lives.

NASA announces construction of second test stand for solid boosters

National Aeronautics and Space Administration

WASHINGTON (FNS) — NASA today announced that it will proceed with the construction of a second horizontal test stand for redesign and certification of the Space Shuttle Solid Rocket Motor at the Morton Thiokol, Inc. (MTI), Wasatch facility in Utah. The foundation of the test stand will be financed and owned by MTI, but the removable test equipment completing the test stand will be owned by NASA and will be available for use at another site after the SRM redesign and recertification process. The new test stand will be

designed to simulate, more closely than the existing SRM test stand, the stresses on the SRM during an actual Shuttle launch and ascent. In addition, the second test stand will provide the capability for additional testing prior to resumption of Shuttle flight and redundancy in the event of a contingency with the existing stand.

The decision to construct a new test stand was made in conjunction with the selection of the horizontal attitude for SRM full-scale testing, and was supported by the National Research Council (NRC) panel overseeing the SRM redesign in its second interim report to the NASA Administrator.

Solid booster will be fired horizontally

National Aeronautics and Space Administration

WASHINGTON (FNS) — After an intensive study, NASA has determined that the redesigned Space Shuttle Solid Rocket Motor (SRM) will be tested first in a horizontal attitude. This test attitude best simulates the critical conditions on the field joint which failed during the STS 51-L mission.

NASA also will conduct extensive component tests, full-segment joint environmental simulation tests (with loads applied) and full-scale motor static tests to verify and certify the redesigned motor for flight. Also being considered at this time is the construction of a second horizontal test stand with the

capability of simulating launch and flight loads on the motor during static test. This second horizontal test facility, which should be ready for use in about 12 months at a location still to be determined, would provide additional test capability and redundancy in case of the loss of the only test facility now available to NASA.

The Presidential Commission investigating the STS 51-L accident recommended that NASA consider the vertical attitude for the motor firings and duplicate the actual flight conditions as closely as possible. It is NASA's belief that testing in the horizontal attitude is the most demanding test of the redesigned joint for pressure and flight-induced

loads and thus best satisfies the Commission's intent.

These findings were reviewed within NASA's technical community, with the Shuttle management's formal review system, an SRM Design overview committee composed of NASA and industry experts, and the U.S. Air Force team which is responsible for returning the Titan launch vehicle to flight status. They also were presented to the independent SRM design review panel of experts established under the auspices of the National Research Council.

NASA believes that the test plan being implemented will provide the correct basis for flight verification of the redesigned SRM.



Illustration: Thiokol, Inc. photo

The redesigned Solid Rocket Motor will be test fired in a horizontal attitude. This test attitude is considered the most rigorous and

best simulates conditions on the field joint which failed during Mission STS 51-L. Pictured is a test of a graphite-epoxy Filament Wound SRM

The redesigned Solid Rocket Motor will be test fired during Mission STS 51-L. This test attitude is considered the most rigorous and

best simulates conditions on the field joint which failed during Mission STS 51-L. Pictured is a test of a graphite-epoxy Filament Wound SRM

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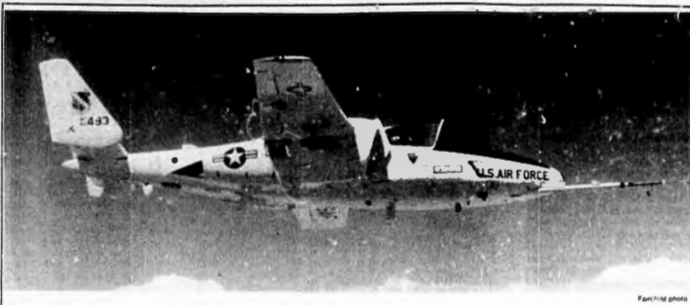
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The second prototype T-46A trainer has joined the first airframe in the T-46 test program at Edwards AFB, Calif.

Although the program's future is in doubt, testing continues to evaluate it's possible selection to replace the T-37.

MD-11 saves fuel

McDonnell Douglas

Long Beach, Calif. — Recent wind tunnel tests have shown that the proposed new McDonnell Douglas MD-11 advanced wide-cabin tri-jet will deliver the increased range and fuel efficiency engineers have predicted.

More than 300 hours of such tests have confirmed that the aircraft's aerodynamics improvements alone will reduce the MD-11's fuel burn level by seven percent compared to the smaller DC-10.

Company engineers say the MD-11 twin-aisle transport will be able to carry as many as 405 passengers over ranges up to 8,000 statute miles (12,900 kilometers) at costs substantially below competitive airliners.

Two series of wind tunnel tests were performed at NASA's Ames Research Center in Mountain View, California.

Nearly 500 hours of tests were conducted in the Ames 12-foot (3.6 meter) low-speed wind tunnel with an instrumented 4.7 percent scale model of the MD-11.

These tests completely evaluated the aircraft's landing and takeoff aerodynamics characteristics.

Besides verifying engineers' performance predictions, the results also provided aerodynamics data needed for structural loads analysis.

About 230 more hours of tests were conducted simultaneously in the Ames 11-foot (3.3 meter) high-speed wind tunnel using a 3.25 percent MD-11 scale model.

'X-Wing' craft to test system for high-speed flight

National Aeronautics and Space Administration

An unusual looking vehicle developed to test a revolutionary new hybrid rotor/fixed wing concept called X-Wing has now been delivered to NASA's Ames-Dryden Flight Research Facility, Edwards, Calif.

The vehicle, the RSRA/X-Wing, is a combination of the NASA/Army Rotor Systems Research Aircraft (RSRA) and the DARPA/NASA developed X-Wing. It is scheduled to begin flight tests later this fall at Ames-Dryden.

The RSRA/X-Wing program is a joint NASA/Defense Advanced Research Projects Agency (DARPA) effort, with technical support from the U.S. Navy.

NASA's Ames Research Center, Moffett Field, Calif., is responsible for overall project management of the RSRA/X-Wing flight investigation program, with flight tests at Ames-Dryden, Sikorsky Aircraft, the

manufacturer, will conduct the flight test program under the direction of Ames.

The RSRA/X-Wing flight investigations are a major step in the development of an eventual X-Wing vehicle which could provide an efficient combination of the vertical lift characteristics of conventional helicopters with the high subsonic cruise speed of fixed-wing aircraft.

The X-Wing uses a four-bladed helicopter-like rotor system that rotates for takeoffs, landings, and low speed flight. The rotor system is stopped in flight at approximately 175 to 230 mph to act as a fixed X-shaped wing for high speed flight.

In the X-shape, two blades will be swept forward at 45 degree angles, and two swept rear at the same angles.

Successful demonstration in flight of conversion of the rotor/wing system from fixed to rotating and back again is the prime objective of this program. Since testing will be conducted on

the RSRA, the top speed during this program will not exceed approximately 290 mph.

The test bed used for these tests is one of two RSRA's originally built by Sikorsky for use by NASA and the U.S. Army as "flying wind tunnels" for evaluating new rotor designs under actual flight conditions. The RSRA has a variable-incidence fixed wing in addition to the rotor system.

The RSRA/X-Wing aircraft will first be flown without the rotor and then with the X-Wing installed in a fixed position. Rotary tests will be next, followed by conversion tests which will complete the program.

Circulation control, an air blowing system, is used to provide lift. It will be used first with the X-Wing nonrotating, then rotating. As testing proceeds, rotor turning and circulation control development will enable researchers to gradually achieve more lift with the rotor rather than depending on the aircraft

fixed wing.

The air circulation control system consists of a compressor, a plenum air chamber with 48 control valves, a duct system and slots in the blades. The compressor feeds air into the chamber, located around the rotor hub. This air is directed by valves through rotating receiver ducts which feed the air through the hollow blades to slots in the leading and trailing edges of the blades. Twenty-four of the valves provide air circulation for the leading edges, and 24 for the trailing edges.

The computer-controlled air circulation control system is most critical during conversion. During the approximately 30 seconds it takes for conversion, air velocity around the blades is reversed. The pressurized air blown through blade leading and/or trailing edges during this critical period maintains equal lift and keeps the aircraft flying smoothly through conversion.

Key to the air circulation

system is the Coanda principle, which holds that air forced over a curved aerodynamic surface will follow the curve and trap the surrounding air, which produces lift. This lift can be controlled by varying the amount and pressure of the air being supplied by the blowing system.

Advanced composite materials are used in the four rotor/wing blades which each have a 28.8-foot radius and a 3-foot chord measurements and consist of a hollow sleeve bonded to a graphite I-shaped rigid beam.

Both sleeve and I-beam are clamped in position to a titanium hub. The composites make possible greater rigidity which is required because of the dual requirements of rotor and fixed operations and also have the ability to withstand heat generated by the circulation control system. The I-beam, while rigid, has enough flexibility to be mechanically adjusted to help provide collective pitch control.

The RSRA/X-wing digital fly-

wire flight control system, which also controls the air circulation control system and the RSRA fixed-wing control surfaces, is quad-redundant. Each of the four computers contain primary and backup software necessary for safe flight.

Since the entire system comprises more than a normal flight control system, it is referred to as a vehicle management system and also includes the systems that engage and stop the X-wing blades and control the pneumatic compressor.

The vehicle is powered by four General Electric engines. Two TF-34 turbofans provide thrust for RSRA fixed-wing flight and two T-58 turboshaft engines power the X-wing rotary blade system and provide power to the tail rotor and pneumatic compressor.

A civil version could eventually provide high-speed passenger transportation with city-center takeoff and land capability.

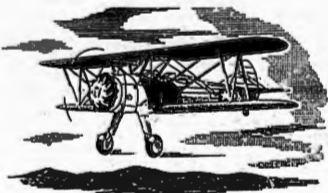
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Management of the RSRA/X-Wing flight investigation program, with flight tests at Ames-Dryden, Sikorsky Aircraft, the rotor/wing system from fixed to rotating and back again is the prime objective of this program. Since testing will be conducted on rotor development will enable researchers to gradually achieve more lift with the rotor rather than depending on the aircraft period maintains equal lift and keeps the aircraft flying smoothly through conversion. Key to the air circulation system is the Coanda principle, which holds that air forced over a curved aerodynamic surface will follow the curve and trap the surrounding air, which produces lift. This lift can be controlled by varying the amount and pressure of the air being supplied by the blowing system. Advanced composite materials are used in the four rotor/wing blades which each have a 28.8-foot radius and a 3-foot chord measurements and consist of a hollow sleeve bonded to a graphite I-shaped rigid beam. Both sleeve and I-beam are clamped in position to a titanium hub. The composites make possible greater rigidity which is required because of the dual requirements of rotor and fixed operations and also have the ability to withstand heat generated by the circulation control system. The I-beam, while rigid, has enough flexibility to be mechanically adjusted to help provide collective pitch control. The RSRA/X-wing digital fly-

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NAVAL Aviation Club

By Kelly Childs Club Writer

On Wednesday, Oct. 8, the Naval Aviation Club invited Lieutenant Robert Mize, an F/A-18 Hornet pilot, to speak to the club. Lieutenant Mize graduated from ETRU in 1982. After receiving no return from the 62 resumes he sent out, Lieutenant Mize decided to join the Navy. He had just duty aboard the U.S.S. Eisenhower, the third nuclear powered aircraft carrier in the fleet, and is now going through a transition phase into the F/A-18 Hornet.

The club was able to view an informative film that touched on topics like AOC's (Aviation Officer Candidate School); ships; aircraft; duties and responsibilities of the Navy; and carrier life. He stepped step by step the channel taken by a Naval

Aviator. First, an officer candidate goes through AOC's, an intensely demanding physical and mental training period that transitions civilian into Naval Aviation Officers. After graduation from AOC's, the officer becomes commissioned as an Ensign. The officer then moves on to Primary Flight Training which is performed in T-34C, or "bugchairs" as Lieutenant Mize referred. After primary, the officer is then channeled to training in either jets, props or helos. The choice is based first on the needs of the Navy and second on the individual's preference. Upon completion of this phase the officer receives his or her naval aviator wings, the naval aviator is stationed either on shore or at sea, unless she is a woman whereby she will always be stationed on shore. Lieutenant Mize described life aboard an "Aircraft," as referred to as "mother," as an on-

call, 24 hour a day, 7 days a week job. There were plenty of drawbacks discussed - including flying quarters, long work days and strain on family life. But one plus was that aviators at sea fly much more than their counterparts on shore.

The Naval Aviation Club appreciates Lieutenant Mize's informative and hopefully he will be able to join us again.

For club news: those members still owing dues please see Capt. Lawrence and those interested in T-shirts please contact Bub O'Donnell. The club would like to congratulate Steve Emonaudd, who just finished his last log flight and will start AOC's on Nov. 2. Also, congratulations to James Grunwald who will graduate in April and start AOC's on May 10, 1987. Both are recipients of Naval flight slots.



This F/A-18A is similar to the Navy version of the aircraft. Presently transitioning into the jet, Lt. Robert Mize, an ERAU alumnus, spoke to the Naval Aviation Club several weeks ago.

AAAE American Association of Airport Executives

By Cheryl Roy Publications Officer

These past weeks have been very busy. Club members have been attending conferences and lectures. The next week will also be busy. We will be holding a fundraiser on Friday, October 24. Our next meeting will be held on Thursday, October 23 at 6 p.m. in Room A109. Our speaker will be Mr. Seward Ford, General Product Manager at Crouse-Hinds Lighting. The subject will be Airport Lighting. A social will be held after the meeting. We encourage anyone who is interested to attend.

Mr. Dennis McGee spoke to the club at the last meeting. Mr. McGee is an ERAU Graduate and is presently the Airport Manager at Daytona Beach Regional Airport. The Master Plan and the

ANLUCS Study for the airport were discussed. Mr. McGee asked for the AAAE's continued support of the Chamber of Commerce sub-committee and our help with a Community Project.

Sue Mulvihill represented ERAU at the National AAAE Conference held in Dallas earlier this month. ERAU and the National AAAE co-sponsored this conference. Our faculty adviser, Mr. Trebe, attended. Mr. John Gannon and Karla Marchione also attended. Karla served as an officer of the AAAE and Mr. Gannon served as the AAAE advisor. Mr. Gannon's Assistant in ERAU's new Professional Program Office.

With proceeds from the AAAE fund raisers, the club members sponsored 2 members to the Fourth Annual South Eastern

Airport Manager's Association Conference. The four day event was packed with interesting topics and speakers. Jerry Barclay and I learned a lot and we enjoyed the cooler weather of Pinhurst, NC.

Topics that were most controversial were Liability Insurance, Airport Safety and Security, and the Changing Environment of Commercial Airline Services.

During the conference we gathered information from various companies that specialize in aviation products and from consulting firms. Pamphlets and information packets from the FAA Safety Commission, consulting firms and the companies will be filed in the AAAE club library.

Don't forget the meeting on Thursday!

GDAC Grateful Dead Appreciation Club

By Lisa Doyle Secretary

Hey now! Since our last enjoyable meeting/parties. The former, held at Andy Linden's house, was informal with beverage supplied. We generated several ideas for fund raising - since we do not collect dues. Committees were formed for donut sales at AMT and we're in the process of setting up a burger stand there too.

Did I mention that the Grateful Dead Appreciation Club won the "best represented club" honor at CAO Day? We also had the most number of signatures for membership! Pretty ironic eh?

The latter meeting, held last Friday, was at the lovely River Point Clubhouse. Not a whole lot of people come considering we distributed 85 notices. I hope it wasn't that B.Y.O.B. phrase.

Anyway, we discussed putting together a possible school-wide gig for November since the university is not having an Octoberfest. Are there any other clubs interested in aiding us in this effort? If so, please leave a note in our box in Student Activities.

Everyone filled out an index card with information on what they can contribute to the club. For example, some people have huge tape collections, tie-dye experience, are good cooks, have nice yards, play musical instruments, have nice tape decks for taping, etc. The file is very interesting with a wide range of suggestions. If you haven't filled one out yet, please come to the next meeting with things in mind...anything.

We also would like to plan a caravan to see one of these Dead bands that supposedly play in Orlando and Gainesville. If anyone has more information on where these places are, please

come to the next meeting, leave a note in Student Activities or call me at 252-9882. Here's something else you might want to think about before the next meeting. Now be creative. We'd like everyone to write down their most (pleasantly) memorable experience at a show. Once the orders are in, we'll decide which ones are the best and offer a prize. Now, think way back...

We are pleased to announce that the gray-haired, frumpy guitar witz and his band, The Jerry Garcia Band, are back on stage as of two weeks ago. This may even mean New Year's shows.

So ripple down to our next meeting. Date, time, and location to be found in your mailboxes, probably Friday, Oct. 24. If you don't get a notice, search neighboring bulletin boards or leave your name and number, box and phone, in our box in Student Activities.

Publication Officer

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NINES Ninety Nines

By Nines Club Writer

Come spend an afternoon with the legendary Mr. Paul Riddle sponsored by the Ninety-Nines ERAU. Mr. Riddle will be talking to students and answering your most pressing questions! Ever wonder why we say ERAU instead of REAU? Well, also, the short film "Glimpse" of great moments in Embury-Riddle history will be shown continuously from three until five o'clock this afternoon. Everyone is heading for room A109 today for the event.

Recently the Ninety-Nines went to the Sanford Fly-In and FAA Safety Seminar and are standing on the active runway and judging precision landings, most members signed up for the FAA's "Wings" program. The ERAU chapter of the International

Ninety-Nines actively seeking women pilots to join them in other fun flying feats. If you are curious or wish to join, the next meeting is 7 P.M. on Thursday, Oct. 23 at Mr. Gatlin. Come to the Flight Lounge at 6:30 if you need a ride.

The Ninety-Nines November calendar is full of aero-activities. The competition at Lake Wales Airport will give the group a chance to judge and answer with the U.S. Precision Flight Team. In the same month Daytona Beach's own National Intercollegiate Flying Association's (NIFA) competition, and a possible field trip to Kennedy Space Center. Future activities will include the regular inventory needed for the WINGS program and the traditional Poker Run in February. Care to fly with us!

RIDDLE RIDERS ΣΧ Chi

By Flick Fingers President

The Riddle Riders participated in the American Cancer Society's "Bidding for Bachelors" fund raising event last Friday night. The crew which raised about \$10,000 for the Cancer Society, involved about 1,000 women with cash, checks and credit cards. An auctioneer and 35 bachelors. An honorable mention is due to: Eric Woolie, Mike Withers, Scott Latham, Art Rodriguez and Allen for their participation and studliness.

The weekend ride was to Kennerly Beach Center by way of The Canaveral National Seashore Drive. Mr. Clean centered the long stretch of highway which cuts through a wildlife refuge, on his bike bringing up the rear of the pack with B.H. and Dunlap. When the three trailing Riders pulled up with the pack, Mr. Clean's bike sounded like a diesel

truck. That's what happens when you blow an exhaust valve. He will return the Missing Link Award for that one.

The club viewed the interesting displays inside the Space Center as the clouds filled up most of the bikes with cool refreshing rain water.

Sid Man also displayed his studliness by having lunch with an attractive ex-acquaintance. The whole club was impressed with his shooing performance.

B.H. is back in town for an all-trimester, drop a note in the Riddle Riders box in the Student Activities Office. Ride aware - show your care.

Sigma Chi

By Steve Avahin Chapter Advisor

Sigma Chi Rush was a great success for the fall trimester and the Brothers of the Eta Iota chapter are very pleased with the trimester, especially the goal of becoming a Brother in Sigma Chi.

Through the guidance of their Big Brothers, we are confident that each member of the pledge class will be very productive and strive to attain all of the goals; they have set for themselves this trimester, especially the goal of becoming a Brother in Sigma Chi.

As Mrs. Chi's Little Sister Rush was also a success with the recent installation of a very fine group

of young ladies into our Little Sister Program.

We are confident that these ambitious young ladies will put forth great effort in achieving their goal of becoming Little Sigmas as well as in giving the Brothers support in the running of the chapter and in the community service projects undertaken.

The Brothers hope that everyone had a great time during Greek Week. It was a lot of fun for us!

Remember to watch for the Sigma Chi Red Cross blood drive on Oct. 30 and 31 to donate blood. Everyone we appreciate you for your kind donation.

REPUBLICANS ΣΠ Pi

By Ed Bailey Secretary

Attention all seriously party-minded students and club officers: this school needs a pi-ny!

this November with live bands and refreshments. If "student apathy" bothers you, this is your chance to do something about it.

We need as much participation as possible to make this a really big event to bring students together. If you are interested, drop a note in the Student Activities Office.

Sigma Pi

By Doug Brooks Sigma Pi Herald

We're rolling into week seven, and things continue to be hip hop happening around Sigma Pi

did not get to go, but I have it on good authority that there was plenty of rudeness, crudeness, and obscenities at the Sigma Pi house. Way to go guys, I wish I'd been there.

Gregg wick also got geared

Public Affairs Staff

Congratulations are in order to our entire cadet corps! The Air Training Command announced that Det 157 is once again one of the top detachments in the nation. Last year we were ranked number three. This year, who knows.

Plans have been finalized! The second annual POC/OMC Golf tournament will be held on Nov. 15.

Air Force Reserve Officer Training Corps

Last year's Skit Night was an enormous success and we'll be doing it again this year on Nov. 14. Talent or no talent, all flight Brothers participating in OTC's interested should ask their chain commanders for details.

Alright! If you are interested in helping with a wall mural for the classroom wall, give your name, telephone number, group and

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REPUBLICANS — $\Sigma\Pi$ Sigma Pi

By Ed Bailey Secretary

Attention all seriously party-minded students and club officers: this school needs a party! The way things stand now, the Cheap Trick concert will be the high point of this trimester. Otherwise, ERAU will be about as exciting as a paperclip convention.

We at the Young Republicans, along with the Grateful Dead Appreciation Club and the Vets Club, are working to organize a Friday afternoon bash on campus

this November with live bands and refreshments. If "student apathy" bothers you, this is your chance to do something about it.

We need as much participation as possible to make this a really big event to bring students together. If you are interested, get in touch with us through our Student Activities box or come to our next meeting, Monday, Oct. 20 at 7:30 p.m. on the Flight Deck.

Remember, Active participation will reflect well on you and your club and is the only thing that will turn this school around.

By Rick Fingers President

The Riddle Riders participated in the American Cancer Society's "Bidding for Bachelors" fund raising event last Friday night. The event, which raised about \$10,000 for the Cancer Society, involved about 1,000 women with cash, checks and credit cards, an auctioneer and 35 bachelors. An honorable mention is due to: Eric Wroolite, Mike Withers, Scott Latham, Ari Rodriguez and Eric Allen for their participation and studliness.

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truck. That's what happens when you blow an exhaust valve. He will retain the Missing Link Award for that one.

The club viewed the interesting displays inside the Space Center as the clouds filled up most of the helmets with cool refreshing rain water.

Ski Man also displayed his studliness by having lunch with an attractive new acquaintance. The whole club was impressed with his shmoozing performance.

B.H. is back in town for a while after a long ride from Seattle. Even after a 3,000 mile trip, his bike somehow still managed to look spooly.

The Road Rally/Poker Run will be Sunday, Nov. 9. All motorcycle riders are welcome to participate. If there are any questions, drop a note in the Riddle Riders box in the Student Activities Office.

Ride aware — show you care.

By Doug Brooks Sigma Pi Herald

We're rolling into week seven, and things continue to be hip hop happening around Sigma Pi fraternity.

Last weekend road trip fever struck many a Sigma Pi brother, and Gainesville was the destination. It was Gator Growl for the University of Florida and the entire town was just one big party. I

did not get to go, but I have it on good authority that there was

plenty of rudeness, crudeness, and obnoxiousness at the Sigma Pi house. Way to go guys, I wish I'd been there.

Greek week also got started this week. Sigma Pi however did not get off to the best of starts. Actually we took last place in the opening event, dizzy-bet, thanks mostly, no entirely to pledge, make that ex-pledge Bob Rusnack's truly disgusting performance. Just kidding Bob, maybe.

RIDDLE RIDERS

ΣX Sigma Chi

By Steve Avakin Chapter Editor

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Through the guidance of their Big Brothers, we are confident that each member of the pledge class will be very productive and strive to attain all of the goals they have set for themselves this trimester, especially the goal of becoming a Brother in Sigma Chi.

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Remember to watch for the Sigma Chi Red Cross blood drive on Oct. 30 and 31 to donate blood. Everyone will appreciate you for your kind donation.

AFROTC Air Force Reserve Officer Training Corps

Public Affairs Staff

Congratulations are in order to the entire cadet corps! The Air Training Command announced that Det 157 is once again one of the top detachments in the nation. Last year we were ranked number seven. This year, who knows.

Plans have been finalized! The second annual POC/GMC Golf tournament will be held on Nov. 23. All interested cadets should sign up in the detachment.

Also, a Commander's Call is planned for Oct. 31. It will be a great start for Halloween night. There is also a GMC Commander's Call scheduled for Nov. 7.

Last year's Skit Night was an enormous success and we'll be doing it again this year on Nov. 14. Talent or no talent, all hams are urged to participate! GMC's interested should ask their flight commanders for details.

Artists! If you are interested in helping with a wall mural for the classroom wall, give your name, telephone number, group and flight and ERAU box number to C/2/Lt Peter Flishmann. Drop the note in the Public affairs box at the det.

All juniors interested in ATP, briefings will be on Oct. 24 during your classes.

FELLOWSHIP

Christian Fellowship Club

By Eugene F. De Paolo
President

The tone of this article may sound different than most types of columns. The Bible tells us to "let [our] conversation be as it becometh the gospel of Christ" (Phil. 1:27) Another passage says that "our conversation is in heaven." (Phil. 3:20) In 2 Pet. 3:11 will another scripture tells us to be holy in conversation and even godly. It is for these reasons that whenever you hear a real Christian speak, it may sound as if they have a different vocabulary. Your impression ought not to be that they are "holier" than Thou, "pompous," or "so heavenly minded and no earthly good," but your reaction should be based on the knowledge that a real God

has done supernatural work in that person. From cursing, gossiping and wickedly perverse ideas, coming out of such a person, Jesus has totally changed this man or woman into someone you can't really have a reason to speak against.

Other than the outward reflection of an inward love for Jesus, this person has been given the very spirit of God. It is with this deposit of His spirit, that the new born Christian communicates through prayer, reading the Bible and learning to hear God's voice with the creator of heaven and Earth, even Jesus.

God does not permit a person to be born with this spirit, the Bible clearly states that you must be "born again" to receive this insurance of heaven. Going to church every Sunday doesn't pro-

mise you heaven in the same way that going to McDonald's doesn't make you a hamburger. The Christian Fellowship's prayer is to see all people come to know Jesus as their personal savior and Lord.

We meet every Saturday evening from 6 p.m. to 8 p.m. in the Common Purpose Room of the University Center.

On Nov. 1 at 7:30 p.m. we are sponsoring a Crusade meeting in the University Center. The term Crusade, as we are using it, means "A reforming, enterpris- undertaken with real." Our zeal, love and confidence in the saving power of Jesus will help us preach the "Good News" of salvation. Our guest speaker/evangelist will be ERAU engineering instructor John A. Joyetain. May God richly bless you!

ARMY ROTC

Army Reserve Officer Training Corps

By Cdt. Cpt. Laura Skamra
AROTC Writer

For the past two years, the 4th ROTC Region has sponsored Ranger Challenge. The mission of Ranger Challenge is to test, cadet-to-cadet, and team-to-team rivalry. The small unit competition is designed to promote exciting, challenging training and provide the Army with tough, highly motivated combat officers. The Ranger Challenge has been expanded in '86-87 to include all four ROTC Regions. Embury-Riddle is in the 1st region with 110 other universities.

This year's "g" Challenge will be held on Feb. 21 and 22 at Camp Blanton Embury-Riddle Army ROTC will send an eight man team with three alternates to compete against 21 other schools.

Winners of each area competition will go on to compete at Ft. Bragg, North Carolina at a future date. Following is a summary of the events in this year's 30 hour, non-stop competition.

One-rod bridge water crossing: The team will construct a one-rod bridge and conduct a dry crossing over a simulated water obstacle which is marked as 40 feet from near to far shore.

Military skills testing: Each individual will throw three grenades 20 feet. The individual will go to weapons assembly where he will assemble and disassemble the M-16 rifle, M-60 machine gun and .45 caliber pistol. Also each individual will go on to a tying and first aid.

M-16 marksmanship: Each team member will zero and fire for record with the M-16. During

record fire the M-16 will be fired from a prone unsupported position at a target at a range of 25 meters. The time for record fire is three minutes.

10 mile road march: The team will negotiate a 10 km route over as flat a terrain as possible with full equipment. The time. The fastest team wins the event.

This exciting competition acts as a catalyst for the entire Cadet Battalion. It attracts young people with the "right stuff" to the combat arm. Cadets competing in the Ranger Challenge should remember that "age" and "size" are words which can be used interchangeably. Physical shape and a positive mental attitude. Prepare now for the competition. Good luck!

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Drinking

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Drinking and Driving



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- Our Air.
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- Our Plains.
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- Our Streams.
- Our Dunes.
- Our Lakes.
- Our Tomorrows.

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FINALLY A FREE FLIGHT PLAN JUST FOR STUDENTS. YOU WON'T GET A BREAK LIKE THIS ONCE YOU'RE OUT IN THE REAL WORLD.

INTRODUCING COLLEGIATE FLIGHTBANK, FROM CONTINENTAL AND NEW YORK AIR.

If you're a full-time student at an accredited college or university you can join our Collegiate FlightBank. You'll receive a membership card and number that will allow you to get 10% off Continental and New York Air's already low fares. In addition, you'll get a one-time certificate good for \$25 off any domestic roundtrip flight. Plus, you'll be able to earn trips to places like Florida, Denver, Los Angeles, even London and the South Pacific. Because every time you fly you'll earn mileage towards a free trip. And if you sign up now you'll also receive 3 free issues of BusinessWeek Careers magazine.



This Porsche 924 can be yours if you are the national referral champion.

SIGN UP YOUR FRIENDS AND EARN A PORSCHE.

But what's more, for the 10 students on every campus who enroll the most active student flyers from their college there are some great rewards: 1 free trip wherever Continental or New York Air flies in the mainland U.S., Mexico or Canada.

Or the grand prize, for the number one student referral champion in the nation: a Porsche and one year of unlimited coach air travel.

And how do you get to be the referral champion? Just sign up as many friends as possible, and make sure your membership number is on their application. In order to be eligible for any prize you and your referrals must sign up before 12/31/86 and each referral must fly 3 segments on Continental or New York Air before 6/15/87. And you'll not only get credit for the enrollment, you'll also get 500 bonus miles.

So cut the coupon, and send it in now: Be sure to include your current full time student ID number. That way it'll only cost you \$10 for one year (\$15 after 12/31/86) and \$40 for four years (\$60 after 12/31/86). Your membership kit, including referral forms, will arrive in 3 to 4 weeks. If you have a credit card, you can call us at 1-800-255-4321 and enroll even faster. New more than ever it pays to stay in school.

SEND ME UP NEW! (I have never signed up before) I've signed up before I have 0-12 months remaining on my membership I have 13-24 months remaining on my membership I have 25-36 months remaining on my membership

Name _____ Date of Birth _____
 Student ID # _____
 College _____ Address _____
 City _____ State _____ Zip _____
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If you're a full-time student at an accredited college or university you can join our Collegiate FlightBank.™ You'll receive a membership card and number that will allow you to get 10% off Continental and New York Air's already low fares. In addition, you'll get a one-time certificate good for \$25 off any domestic roundtrip flight. Plus, you'll be able to earn trips to places like Florida, Denver, Los Angeles, even London and the South Pacific. Because every time you fly you'll earn mileage towards a free trip. And if you sign up now you'll also receive 3 free issues of BusinessWeek Careers magazine.



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But what's more, for the 10 students on every campus who enroll the most active student flyers from their college there are some great rewards: 1 free trip wherever Continental or New York Air flies in the mainland U.S., Mexico or Canada.

Or the grand prize, for the number one student referral champion in the nation: a Porsche and one year of unlimited coach air travel.

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PARKING

By Francesca Lewis
Chapter Editor

Last week, the pledge class had their first meeting. They started out by electing pledge officers. Their officers are: Stephanie Lane, President; Christl Heffner, Vice-President; Dana Cooley, Secretary; Michelle Cordell, Treasurer; and the two fund raiser chairmen Yvonne Cero and Traci Thorne. The pledges are also working on their first assignments now.

The sisters are looking forward to taking on Mr. John Paul Riddle in the weeks to come. This should be very interesting!! The sisters are also looking forward to visits from some national officers.

Greck week started out good for Theta Phi Alpha with a good turn out in Dirty Bag. We raged and put up a battle in the tug of war but... we experienced our first loss!! Better luck next time!

(continued from page 1)
October 17. If the citation includes aggravating circumstances, such as damage or destruction to university property, the Student Court should consider those aspects of the citation and act accordingly, states Mr. Fountain. Although the Administration cannot direct the Student Court in how they should dispose of citations, they feel confident that mature judgment will be used in their decision towards the citations. NOTE: Security's current ticket issuing

policy is following orders from the office of Business Affairs. The rumor that security is under a quota of issuing 250 tickets per day is "false", according to Bob Walters, Chief of Security at ERAU. NOTE: If you are a graduating senior and have an outstanding account, graduation will not be possible until your account is cleared.

There are a number of possible solutions available to help the parking problem. The administration has offered the following recommendations to all

of the commuters: 1. Car pooling 2. City transportation 3. Bicycling and walking when safety and distance are advantageous.

At other Universities they permit parking by seniority only. The Seniors are issued parking permits first, then the Juniors and so on, until only a few a lucky freshmen receive them.

Recently, Campus security surveyed 12 major Florida colleges and universities about their parking situation. At the bottom of the range Miami-Dade Community College has 0 percent student parking available compared to the University of North Florida with a 65 percent student and a \$10 per year parking fee. The other 10 schools ranged somewhere in between while Embury-Riddle on the other hand, boasts a 96 percent student parking availability. We've been spoiled.

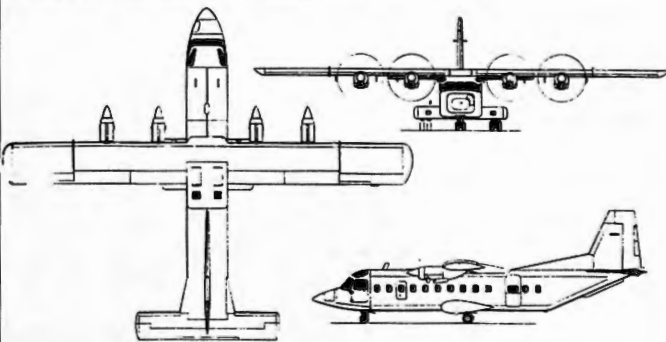
Editors note: If anyone has a viable solution to the parking problem, please feel free to contact the Avion, SGA or the appropriate administrative personnel.

WHERE AM I?



This picture was taken on the Daytona Beach Campus. It is of something or someplace in plain view of the discerning eye. If you think you know what or where it is, you can win a free Subscription to the Avion. Entries must be placed in the contest box in the Avion office, and be received by Friday at 5 p.m. in case of multiple correct answers, a winner will be drawn by the Avion photo editor. Our congratulations go out to this week's winner, Scott W. Mayhew, who correctly guessed the correct location of the where am I photo of last week, which was the fire bell located upstairs in the U.C. above the Avion bulletin board.

AEROPLANE IDENTIFICATION



THE FIRST EXACT ANSWER presented to the AVION of the identification of this aircraft will win a free one trimester subscription of the AVION, sent anywhere they want. The Student Publications staff, previous winners, and their families are not eligible. Our congratulation to last weeks winner, Ken Block who correctly identified the mystery aircraft as a Sikorsky CH-53E Super Stallion. Ken was the first person to correctly identify the aircraft, but thanks to all you others who also submitted your answers.

WE BUY USED

LA PALOMA

Our congratulations go out to this week's winner, Scott W. Mayhew, who correctly guessed the correct location of the where am I photo of last week, which was the fire bell located upstairs in the U.C. above the Avion bulletin board.

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Pan Am flight 073 passenger describes Karachi Hijacking

By Clarence Maloney
Special to the Avon

(Part II in a series of three)

Meanwhile we all got a good look at our captors. The lead man, Mustafa, appeared to be about 25. He was not a unpleasant person. He would occasionally smile, gave bananas to a couple of children, covered someone with a blanket and all the time carried his machine gun. It was tied to his waist with a wide white band which was wrapped around his middle and had a considerable bulge. We wondered what was in that bulge; some of the passengers guessed that it was probably plastic explosives; it

was clear at the end that he was willing to risk his life for his cause. When the hijacking started he unbuttoned his blue shirt and showed his hairy chest and the thick white band around the stomach. Shortly afterwards he took off his shirt and that mysterious white band was glowing prominently. Sometimes he would move up and down the aisle, carefully stepping in the small places not covered by bodies and from time to time he kept to his position at the front end of the economy class on the left aisle. He would move his machine gun this way and that, up and down, but he did not personally threaten anyone sitting there and he did not seem to have the hardness of

the other two gunmen in "security" uniforms.

The other two hijackers in uniform were younger and looked more tense and unpleasant. One had a machine gun and the other had a pistol. Both had grenades. The one with the pistol often stood at the back of the aisle but several times he moved up and down among us with two grenades held aloft in his hands, stepping gingerly where he could because the passengers crouched on the floor. Most of the time he had a grenade pin in his mouth too, so we were always apprehensive that he might stumble! Once when I got up to go to the lavatory in the rear this fellow made a motion that I interpreted

as OK, and I proceeded. Then he pointed his pistol at me and looked mean, I quickly ducked down and slithered back to my position with the others. He stood up to see if I was doing something suspicious. He was always concerned that someone going to the back toilet might try to open one of the outside doors, I suppose, and he frequently checked inside the toilets at the end. Periodically Mustafa would give orders to the others in Arabic.

The other accomplice, in the Panjabi dress, was a younger fellow, more mild, and he did not seem to be as threatening as the others. He was seated at the back end of my aisle most of the morning but as he was a bit lax in his

work the leader replaced him with the other man looking young gunman. This fellow in the Panjabi outfit seemed to not have much heart for the process, but in the end it was he who got wounded in the firing.

The young Englishman, Michael, taken forward in the morning had a ordeal all day, as he narrated to us later. When somebody asked him if he was not here when the shooting broke in the night, he said that all day he had been getting used to the idea that he might get shot. When the stewards called him forward and upstairs, Mustafa asked him, "Are you a soldier?" This was because the English man had a crew haircut. But he

replied, "No, I am a teacher." He was returning from trekking in the Himalayas and in fact had lost his brother in a trekking accident there. He was thinking all morning that his own soul might follow. Mustafa made Michael kneel down before the door and he kept that position for about four hours sometimes touching his head to the floor as in Muslim prayer. He was afraid to change position. Meanwhile the gunmen radioed that if their demands were not met they would begin killing passengers. Michael was kneeling as the door flew which Kamal had been thrown out when he was shot.

Conclusion featured next week.

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personals

FRECKLES. Don't worry about any eyeliner, eyelashes, I always make sure the rubber band is wound up before take off!

TIGGER P.S. I'm really and I love it!

TO THE LADIES OF 2835. Dinner has been good, and the times have been fun. We don't know what we would have... but don't worry the dishes will get done. (11-10-86) Thanks, THE GENTS OF 2835

TO 'LITTLE SIS'. First of all your sister is one of a kind! Right instructor graduate from Riddle for 4 weeks. It's more like I neede Pia. Lastly, you mean with a desire to fulfill the annual... please fill for so do. I EFA PIE MEMBER, ODDO

Thanks for the link in my neck, the bed was a little small but, less do it again. D

TO MS. POPSICLE. Even though you may not know who you are, we and the guys love (love!) the way you eat popcorn. Keep it up. CAPTAIN CRASH

WONKY WOMAN, I love you more than anything in this world. WINKY MAN

REBEL. How "bout this ride Saturday. I don't know "bout you, but I thoroughly enjoyed it! Let's do it again, but this time if we decide to try to down, let's see do it at 6:11! LOVE HALF-PINT

DOLG, DENISE, SARAH, MAM, Thanks for all the good nights of sleep!! I love you all and someday I'll get y'all back!!! KIMBERLY

KIM. Thanks for all the good nights that keep us up late night. It's not our fault if you didn't have anyone with you. ALL OF US

HOT AND BOTHERED I know that you are, I don't know that you want me. Give me a sign if I am to come home. Better yet — that is not "my position." But you can find out — if you really want me. Z14. Misher?

Spines' Kites Happy B-Day!! Wish I was there to give you a big and loud! Everyone misses you, but I miss you the most. Keep your wings warm, careful employment is right around the corner. Darrt Man

Vampire. When we journey into the dark so dark parts of the night — be forewarned...this night. Spectre

Scents initiate bodily reactions

Fragrances can stimulate numerous changes in physiological state

NEW HAVEN, Conn. (AP)—The curative powers of a breath of fresh air may be blown away by the relaxing effects of a whiff of scented apples or the refreshment that a sniff of lavender can supply. Gary Schwartz, a Yale University professor of psychology and psychiatry, has a five-year, \$300,000 research grant from International Flavors and Fragrances Inc., or IFF, of Union Beach, N.J., to study the effects of fragrance. He and his associates have discovered that perfumes may do much more than attract mates. "I think that fragrances have always been associated with romance and mystery," Schwartz said recently. "People are fascinated to learn about the scientific side of how fragrances affect us. "The fascination is also related to a self-help trend in health care."

Schwartz and his colleagues have developed a computerized system that measures physiological reactions to fragrance. He said they place a bottle of scent under a subject's nose and then measure heart rate, blood pressure, localized brain activity, facial muscle patterns, skin temperature, respiration and sweat gland activity. The researchers also ask the subjects to report their feelings after smelling various fragrances. "We predicted that, if subjects enjoyed a fragrance, they would inhale deep," taking in more oxygen, and "id therefore feel more alert. Our tests showed that wasn't always the case," Schwartz said. Subjects who disliked the lavender scent still reported feeling more alert, although they tried to avoid the smell by breathing less deeply, Schwartz said.

He was scheduled to present his latest findings Friday in Montreal at a meeting of the Society for Psychophysiological Research. Schwartz planned to describe research with 40 Yale students who inhaled concentrated fragrances of lemongrass, lavender, eucalyptus and peppermint. Of the four, lavender was best in helping people remain alert while peppermint was selected as the most enjoyable scent. Lavender also scored highest in making subjects feel tense, he said. Spiced apple is a promising aroma, Schwartz said. It was found to relax people and to lower their blood pressure by a few points, he said. Fragrances such as spiced apple and peach "really help for panic attacks in some people in combination with other relaxation techniques," he said.

Fragrance inhalation has become a part of the treatment of about 50 patients at Yale's Behavioral Medicine Clinic and the Connecticut Center for Behavioral Medicine and Biofeedback in Norwalk, Schwartz said. The therapy has helped at least 25 percent of the patients who have tried it, he said, adding that persons who like fragrances appear to be helped the most, he said. Yale and IFF have applied for a patent for the spiced apple fragrance on the basis of his research, Schwartz said. So far, Schwartz said he has tested about 15 aromas for IFF, one of the world's largest producers of fragrances. Among the scents are apple spice, peach, and floral scents. Close to 500 people have been tested.

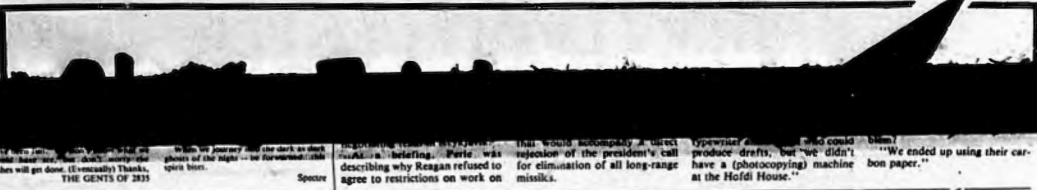
Carbon paper saves super summit

WASHINGTON (AP)—In a weekend summit that ended with the Soviets and Americans agreeing to disagree, there was at least one item in Iceland that found the two sides cooperating: the Soviets let U.S. officials use their carbon paper. The anecdote was related Tuesday by Richard Perle, assistant secretary of defense for international security policy and a member of President Reagan's negotiating team in Reykjavik. "At a briefing, Perle was describing why Reagan refused to agree to restrictions on work on

the Strategic Defense Initiative, his proposed missile defense system, in return for arms control treaties. Perle had explained he thought the Soviets made their demand to limit research on "Star Wars," the anti-missile system, because they knew it would be unacceptable to Reagan, and thus would allow them to avoid the criticism that would accompany a direct rejection of the president's call for elimination of all long-range missiles.

Asked then if such a play involving Star Wars indicated the Soviets really weren't afraid of Western technology, Perle responded, "This is a tricky business, this question of high technology. "When we got inside the negotiations on Saturday night, they began at 8 o'clock and went through until 6:30 the following morning. There was a rather long delay, and the delay was the result of the fact that we had a typewriter and a typist who could produce drafts, but we didn't have a (photocopying) machine at the Hofdi House."

The Soviets, on the other hand, "had a supply of carbon paper," Perle continued. "When they produced a draft they could produce it in 10 copies. We were unable to produce more than a single copy. So we depended on low technology and they had what they needed. We depended on high technology and we didn't. There may be a lesson in that." So what did the American negotiators do to solve the problem? "We ended up using their carbon paper."



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That would accompany a direct rejection of the president's call for elimination of all long-range missiles.

typewriter and a typist who could produce drafts, but we didn't have a (photocopying) machine at the Hofdi House."

We ended up using their carbon paper."

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San Diego	at Philly ★✓
★ San Francisco	at Green Bay
Seattle	at Denver ★
Tampa Bay	at Kansas City ★✓

Dash picks ✓ **The Greek picks** ★

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

NAME:
ERAU BOX:



■ Basketball

Falcons	.....20
Snow Men	.....16
Downtowns	.....20
Knights	.....17
Rebels	.....16
Airforce	.....12
Windsurfers	.....20
White Boys	.....11
Knellers	.....20
Fly Boys	.....16

ERAU golf team goes to collegiate meet

By Paul Novacek.

Led by John Rossi and Phil Halsstead, the ERAU Golf Team began the 86 Fall season with an excellent showing in the Stetson University Intercollegiate Invitational Golf Tournament at Indigo Lakes Golf and Country Club Oct. 6, 7 and 8.

With 18 schools including Purdue, Hardin-Simmons, Southern Mississippi and Southeast Louisiana, this was without question the strongest field against which ERAU has competed in over four years. Coach Dick Bryant commented that he was "proud to be

a part of this team which is by far the best we have had at ERAU."

"Finishing last in a tournament of quality teams such as were competing here is by no means something to be ashamed of," Coach Bryant continued. "Our players can be proud of their play and a similar score of 945 in the State Championship Tournament in November will put us well in the standings."

Three round totals of 230 tied Rossi and Halsstead for the team lead while Tim Walton was close behind with a 236 and Darrin Hyman next with 249. Team totals for each of the three days

were 321, 316 and 308. The 308 was a best ever for a Riddle Team.

Southern Mississippi came in first at Stetson with a score of 875 followed by Purdue, 878, Univ. of Tampa, 892; Rollins College, 904 and College of Boca Raton scoring 907. ERAU came in 18th following Hardin Simmons who scored 938.

This past weekend was the ERAU Intercollegiate Invitational tournament held at Pelican Bay. Twelve teams competed. ERAU placed 8th with a score of 938.

with team totals for the two days of 307, 316 and 315. Terry Burns, the team captain, tied for 11th place in the individuals out of 72 players.

On Nov. 7 and 8 the State Intercollegiate Championship Tournament will be held on the Pelican Bay North Course. There will be at least 20 teams competing including last years winner Miami along with Florida State and the Florida Gators. This Tournament has been won in the past by Andy Bean Gary Koch, Bob Murphy and Steve Melnyk among many other very prominent names in the world of golf.

To enter this weeks Avion football pool, cut out this entry form and circle who you think will win the matchups above.

Deadline for entries will be Friday, Oct. 24th at 3 p.m. Entries can be dropped in the campus mail slot or brought to the Avion Sports Box.

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

listed. For instance, a person who guessed a score of 24-20, would have a total of 44 points. If the game score was 27-24 (a total of 51 points) a difference of 7 points exists. The closest score will be considered the prediction which comes the closest to both team points.

The winner will receive "The Student's Guide to Campus Life" by Bill Myers.

One entry per person. Remember to select a winner for every game.

This weeks winner is Todd Motil with 10 out of 13 correct

ERAU has competed in over four years. Coach Dick Bryant commented that he was "proud to be a part of this team which is by far the best we have had at ERAU." Finishing last in a tournament of quality teams such as were competing here is by no means something to be ashamed of. Our players can be proud of their play and a similar score of 945 in the State Championship Tournament in November will put us well in the standings. Three round totals of 230 tied Rossi and Halsstead for the team lead while Tim Walton was close behind with a 236 and Darrin Hyman next with 249. Team totals for each of the three days were 321, 316 and 308. The 308 was a best ever for a Riddle Team. Southern Mississippi came in first at Stetson with a score of 875 followed by Purdue, 878, Univ. of Tampa, 892; Rollins College, 904 and College of Boca Raton scoring 907. ERAU came in 18th following Hardin Simmons who scored 938. This past weekend was the ERAU Intercollegiate Invitational tournament held at Pelican Bay. Twelve teams competed. ERAU placed 8th with a score of 938. with team totals for the two days of 307, 316 and 315. Terry Burns, the team captain, tied for 11th place in the individuals out of 72 players. On Nov. 7 and 8 the State Intercollegiate Championship Tournament will be held on the Pelican Bay North Course. There will be at least 20 teams competing including last years winner Miami along with Florida State and the Florida Gators. This Tournament has been won in the past by Andy Bean Gary Koch, Bob Murphy and Steve Melnyk among many other very prominent names in the world of golf.

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THURSDAY - HAWAIIAN TROPIC UNKNOWN BIKINI CONTEST! ALL CONTESTANTS RECEIVE FREE HAWAIIAN TROPIC BIKINIS AND THE WINNERS RECEIVE CASH PRIZES!

FRIDAY - DRINK TWO FOR ONE DRINKS AND THROW PIES AT YOUR FAVORITE BAR EMPLOYEE! BUY A PIE FOR 5 BUCKS. PROCEEDS TO HELP BUST MULTIPLE SCLEROSIS

SATURDAY - TWO FOR ONE DRINKS!

SUNDAY - SUNDAY BLOODY SUNDAY: NEW WAVE PROGRESSIVE MUSIC! 2 FOR 1 DRINKS AND HEINEKENS FOR A BUCK!

EVERY SUNDAY COMES

SUNDAY BLOODY SUNDAY

COME HEAR NEW WAVE PROGRESSIVE MUSIC

COME DRINK HEINEKENS FOR A BUCK

ALWAYS 2 FOR 1 DRINKS AT 701 SOUTH

COME PARTY

701

Cleared for the approach

701 South Atlantic Avenue, Daytona Beach

255-8431

*Except for Joint nights