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Embry-Riddle Aeronautical University

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This Week

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- ERAU group form new rock band "Distance" page 7

AVION

An Award-Winning Collegiate Newspaper

Volume 54, Issue 9

Embry-Riddle Aeronautical University, Daytona Beach, Florida

November 5, 1980

Former spy reveals world of intrigue

Peter N. James recalls experiences

Peter W. Merlin

Ex-spy and former aerospace engineer, author, speaker, and self-proclaimed adventurer and muckraker, Peter N. James visited the Embry-Riddle Daytona Beach campus last week.

His lecture gave the students an insightful look at the world of espionage. Topics he covered included a look at the Soviet military-industrial complex, Soviet space program, international espionage, and an eye-opening study of terrorism.

James shared anecdotes of his personal experiences with the Central Intelligence Agency (CIA), U.S. Air Force Intelligence agents, and foreign operatives. His slide show included many of his personal photographs of top Soviet scientists and engineers, KGB spies, and Russian-built submarines in Cuba.

Peter James graduated from Case Institute of Technology, Cleveland, Ohio in 1962 with physics degree. He started working for Pratt & Whitney Aircraft as a rocket engineer and the firm's foreign technology expert at Pratt & Whitney's West Palm Beach, Florida facility.

James was first approached by the CIA in 1965, while he was planning a trip to Athens, Greece to attend an international scientific conference. The CIA was interested because James, then 25, would be rubbing elbows with top scientists and engineers from the Eastern Bloc nations. With Pratt & Whitney paying his salary, he attended many such conferences where he acquired information and photographs for U.S. intelligence analysts.

While traveling to numerous exotic locations such as Belgrade, Venice, Paris, Dubrovnik, Marseilles, and Brussels, James met hundreds of high-level scientists and spies. Among the more notable ones were Academician Leonid Sedov, "Father of the Sputnik", and Soviet master spy, Nikolai Belousov.

James authored a secret 800-page report to U.S. Air Force Intelligence and the Executive Office of the President. This was the first intelligence assessment to conclude that the Soviets were capable of reloading their Intercontinental Ballistic Missiles after a launch, indicating a planned "first strike" capability. His report was also the first detailed documentation of the Soviet space shuttle program.

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James is an avid student of the Soviet space program. The Soviet program is "conservative, methodical, and heavily funded," James said. "They rely on U.S. technology to a great extent." Soviet space doctrine concentrates on getting the job done, according to James.

During the Reagan administration, Peter James has made three trips to Cuba and two to Central America to research his newest program, *The Castro Connection*. During a recent trip to Central America he met with Nicaraguan nationalist leader Commandante Eden Pastora and his advisers.



ERAU hosts national flight meet

**By Steve Cagle
Avion Staff Reporter**

Beginning Thursday evening and continuing through Saturday afternoon, the Embry-Riddle Precision Flight Demonstration Team will host the National Intercollegiate Flying Association (NIFA) Region IX Safety Convention (SAFCON). This marks the first time since 1976 that Riddle will host the regional contest.

Flight teams from Guilford Tech, Florida Institute of Technology, Middle Tennessee State University, Broward Community College, Miami Dade North, and Embry-Riddle will be competing against each other in flying and ground events that test student's knowledge in flight procedures, regulations, aircraft identification, as well as their flying skill.

The flying events include power on and power off precision landings in which the pilot must land as close as possible to a target line within a 300 foot long box on the runway. Two points are deducted for each foot short of the line and one point for each foot past the line. Landing out side of the box results in a disqualification.

Judges on the ground closely observe the pilots who are not allowed to deviate from a "perfect pattern." If they do, the pilots could be penalized points or disqualified from the competition. Pilots may use maneuvers such as slips, or "playing the turn" in order to reach the mark.

Another flying event is the message drop which simulates dropping a message to a downed pilot.

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Up, up and away...
The Brandon Balloon Festival, one of the Florida State Fairgrounds this past weekend. See story on page six.

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Another flying event is the message drop which simulates dropping a message to a downed pilot.

See NIFA page 7

Hijacking ordeal draws to a close

**By Clarence Maloney
Special to the Avion**

Editor's note: The story of Pan Am Flight 031 concludes with Clarence Maloney's description of the aftermath of the hijacking and some comments. The Avion wishes to thank Mr. Maloney and his daughter, Rani, for recounting his adventure.

I saw many other wounded people there, some with horribly mangled feet, presumably from the hand grenades, and others with bullet wounds in the head and body. The doctors there and in other hospitals had worked through the night. Other doctors who were on the plane said later that these Pakistani doctors did an excellent job and gave them high praise for their skill and devotion to helping the wounded.

Among the 19 who died was the head stewardess, a brave

from all over the world. Newsmen from many countries immediately converged on Karachi, with their television equipment and many of us gave our observations in the bright lights before leaving the sky, the morning after the hijacking, a U.S. Air Force plane flew out the critically wounded to Frankfurt.

Pakistan and U.S. security people kept control of the ill-fated airplane throughout most of the day after the hijacking so nobody could recover any pos-

On the second day, Sept. 7, we were taken to the airport and by early afternoon the passengers who were proceeding on had recovered their possessions and completed formalities. Quite a few of the Indian passengers returned to Bombay on a special Indian Airline flight. Some were injured, but a number of the Indians had no heart to proceed on their journey and decided to return home first. This included some university students on their first trip outside India; their families had insisted that they return home first.

"The Hijackers accomplished nothing for their

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Avion photo by Pete Martin

Ex-By Peter N. James spoke on the intricacies of the espionage business. He also detailed developments in the Soviet space program, and gave his views on terrorism.



Avion photo by Mark Glenn Montagna

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The Brandon Balloon Festival, one of the the Florida State Fairgrounds this past largest balloon meets in the U.S. was held at weekend. See story on page six.

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In Karachi and Onward

About midnight we were taken from the airport to two hotels — Midway house and the Sheraton — in hotel buses. Now television people came and photographed us — there was a brief scene of me, which my brother in the U.S. saw, and he knew that I was safe. Pan Am arranged the hotel accommodation. That night another officer from the U.S. Consulate came and sought my observations on events. It was 3 a.m. before I managed to get to sleep.

The next morning I went down town to Jinnah Hospital, where I knew that my acquaintance, Pradip Mehendiratta, had been admitted. He was Representative of the American Institute of Indian Studies in Delhi for many years and I had come across him in the Bombay Airport lounge, traveling on the same plane. I had no idea of his condition, but found that he was all right, except for a broken foot which had been put in a cast.

I saw many other wounded people there, some with horribly mangled feet, presumably from the hand grenades, and others with bullet wounds in the head and body. The doctors there and in other hospitals had worked through the night. Other doctors who were on the plane said later that these Pakistani doctors did an excellent job and gave them high praise for their skill and devotion to helping the wounded.

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Pakistan and U.S. security people kept control of the ill-fated airplane throughout; most of the day after the hijacking so nobody could recover any posses-

"The Hijackers accomplished nothing for their cause. In fact, none of the recent hijackings have accomplished anything that the hijackers anticipated."

lady, and one ground security person shot at when the hijackers first appeared. About 130 were seriously wounded. Out of 389 passengers in the airplane, most escaped unhurt; it could have been worse.

I stayed in the Midway House hotel near the airport for two nights. Meals provided. The phone lines were kept busy by incoming calls inquiring of passengers' welfare, especially from Italy. The Italians had much concern about their kin on the hijacked airplane and kept the phone lines tied up for hours.

Whenever lines became free, they were occupied by newsmen

But, that night, Pan Am people were able to bring out everything — hundreds of pairs of shoes, many glasses, cameras, books, cosmetics and assorted items of apparel. All these were arranged on the airport floor, some bloody and damaged. Most passengers had left their shoes in the airplane, having taken them off during the 16 hour ordeal. We had gone around the city barefoot that day, but some people bought items such as sandals and toothbrushes, or clothes if the ones they had on were too bloody. Pan Am took the unaccompanied children downtown and bought them sets of clothes.

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For those proceeding, a special Boeing 747 was ready, which Pan Am had flown in empty from Europe. It had three doctors and two medics and there were two U.S. appointed counselors for people having emotional problems. There were a number of injured on the plane, including one wounded woman in a constant state of shock.

We arrived in Frankfurt about 7 p.m. and the ambulances were ready. Those of us disembarking there were taken to a room with German cakes and coffee. I was given an escort to arrange my ticket and baggage for my flight to Munich. There were about 130 newsmen there trying to photograph and interview the disembarking passengers. The next day, I gave an interview in the ABC studios in Munich. The

See HIJACK page 13

Editorial

Words, words and more words

"I looked through the Avion and was compelled to get out my red pen and give it a score. As you can see, it was 33 percent (out of 100).
Good Luck on the Collegiate Newspaper competition coming up!"

The quote is from a letter, written by Phyllis A. Salmons, Assistant Professor of Physics at ERAU Dayton, Beach. It was received by the Avion during the last week of October and reflected her opinion of the Oct. 22, 1986 issue. Enclosed with the letter was a copy of that issue containing corrections of spelling and grammatical errors plus comments on how we can improve the quality of the Avion. While we hope that Ms. Salmons' intentions are to help the Avion and inspire the staff to improve the quality of the newspaper, it is unfortunate that her efforts have fostered, within the staff, a feeling of animosity towards her. This animosity has been formed, not by what she is doing, but by the manner in which she is doing it.

Ms. Salmons, are you really trying to "help" us, as you claim in your recent letter (see "Helper," in the Letters to the Editor section of this issue)? Your comment "Two words spelled wrong but entire paragraph sucks," in reference to a club article in the Oct. 22 issue, did not contain anything the Avion could use to improve the newspaper. If it was an attempt at levity, Ms. Salmons, you missed the mark.

We freely admit that the quality of the newspaper has dropped this last trimester. We are a young staff and our mistakes are many. While we strive for improvement we have fallen short in many areas. Nobody wants to see a perfect issue of the Avion more than the small group of students that volunteer many hours a week writing, taking pictures and laying out the newspaper. Every Wednesday we review the recently published issue and circles, cross out, scribble on and in other ways note the errors that have occurred. We find many more mistakes than our recent critics do, however it is one thing to find the mistakes, it is another to change the environment that creates them.

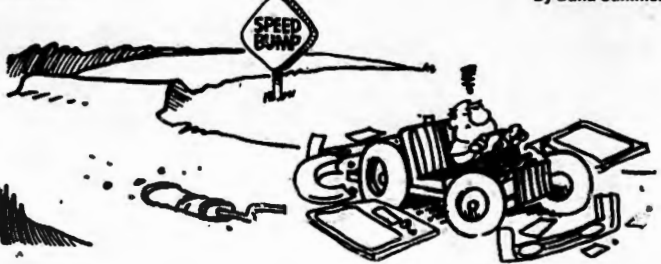
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The Management and Staff of the Avion is trying to make the best of its resources and will continue to strive to improve the newspaper. Anyone who wishes to help us in our endeavors is welcome to come to the Avion office on the second floor in the University Center and pitch in, we need the help!

LUG NUTS



By Dana Summer

Letters to the Editor

HELPER

To the Editor:
I suspect the letter in the Oct. 29 edition of the Avion titled "Critical" was meant for me. Never-the-less, it certainly applies to me. In a very well written letter, you ask those of us who are displeased with the Avion and Phoenix to join the staff to become more aware of the amount of work you do.
As you realize, it is not possible for all of us to join the Avion staff. That does not mean we do not care. I have many times written letters to the Editor and the Faculty Advisor, Dr. Osterholm, about the mistakes in the Avion. Some corrections were made, apologies were given and before long everything was forgotten.
This term, however, I have decided to try to "help" the Avion in my own way. We

be a nuisance to you at this time, but you are reacting. My criticism has not been directed at any person on the staff and is not meant to make fun of the newspaper. It is an attempt to make more people aware of what is happening and to get the Avion staff to work hard to change the frequency of spelling and grammar errors which occur all too often in a University newspaper.
Mr. Rovka, I am sure producing the Avion on a weekly basis is a hard job. But, having a hard job is not an excuse for allowing the performance to drop below a certain level. If I spend approximately two hours a week thoroughly reading the Avion, then someone on the staff could too. Each editor should double check each article, letter or ad under his area before the paper goes to print.
I want to see the Avion do a

ARTWORK FLIGHT

To the Editor:
The last issue of our campus newspaper advertised a Halloween concert by featuring the most juvenile of art work I have seen in a college newspaper. I was amazed to find that this was sponsored by the ERAU Entertainment Committee.
What's even worse is that the posters of this infamously were stuck on the bathroom and hallway walls all over this campus.
I noticed in "H" building that one courageous soul had written on one of the posters, "I think this is a sexist picture." I want to personally congratulate this individual who had the guts to do this. Whoever you are I would like to say that the sentiments of many other people at this university are with you. I think you are a champion in the

To the Editor:
Sir, I would like to voice my opinion to Mr. Grounded (Letter to the Editor, Oct. 29 issue of the Avion) and any other student that may agree with him.
I came to ERAU in Sept. 1984 with no flight hours and the same dream for flying. Even back in 1984 there was a backlog and I was not assigned a flight instructor on the day I arrived. I was told, just like you, that I may not start until the spring. I too was disappointed. But by having patience and being a little more mature than you obviously are, I soon found myself starting FA 102.
I learned very quickly that, by helping the Flight Department out with their problems (by being patient instead of complaining), made my transition from one flight course to the next very easy and quick.
In April of this year, I completed FA 315 giving me a Commercial M/E & S/E Iaid instrument certificate - 163 ERAU flight hours and 55 simulator hours. I am now enrolled in FA 9

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Klyde Morris

TODAY WE WILL BE EXPLORING FOUNTAIN'S LAW...

... P = 1/5E

IN OTHER WORDS, TOTAL PARKING SPACES ARE INDIRECTLY RELATED TO THE NUMBER OF SPEED-BUMPS...

...SQUARED

THAT'S IT, HIGH NOON. LET'S GO.

COUNT DOWN EMPTY PARKING SPACES.

RIGHT, LOCK AND LOAD.

WE ONLY HAVE UNTIL 3:00 PM.

RIGHT, AND REMEMBER...

...NO PRISONERS!

Wes Oleszewski

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AVION

Funded by the Students of Embry-Riddle
1988 the Avion Newspaper

Editor-in-Chief
Mark Stern-Montagony

<p>News Editor John Gelsy</p> <p>Space Technology Editor Peter Merrill</p> <p>Announcements Editor Briant Nicklas</p> <p>Photography Editor Rich Clarke</p> <p>Copy Editor Paul Novacek</p> <p>Sports Editor Allen Berg</p>	<p>Production Manager Bill Fisher</p> <p>Business Manager Richard Calvert</p> <p>Advertising Manager John Trombly</p> <p>Directions Editor Lisa Milligan</p> <p>Lab Technician Rich Gray</p> <p>Avion Adviser Dr. Roger Osterholm</p>
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This week's staff: Steve Cagle, Pat Belpoit, Ron McCann, Dabbling Harwar

The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the University, the staff of the Avion, or the members of the student body.

Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not libelous, obscene, or defamatory. Letters shall appear in the Avion on a single topic and letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Mark Stern-Montagony, Editor-in-Chief; John Gelsy, News Editor; Peter Merrill, Space Technology Editor; Briant Nicklas, Announcements Editor; Rich Clarke, Photography Editor; Paul Novacek, Copy Editor; Allen Berg, Sports Editor; Bill Fisher, Production Manager; Richard Calvert, Business Manager; John Trombly, Advertising Manager; Lisa Milligan, Directions Editor; Rich Gray, Lab Technician; Dr. Roger Osterholm, Avion Adviser.

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check each article, letter or ad under his area before the paper goes to print. I want to see the *Avion* do a better job. Increasing awareness about the good letters and articles as well as the mistakes is the method I have chosen as an attempt to get that job done.

Phyllis A. Salmons
Mathematics and Physical Science

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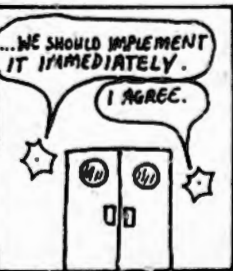
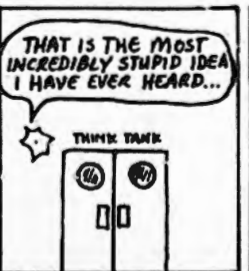
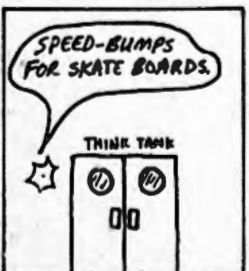
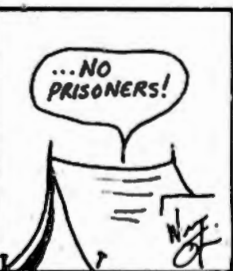
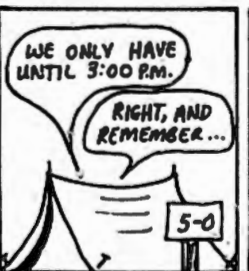
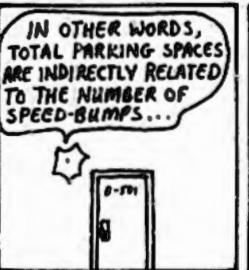
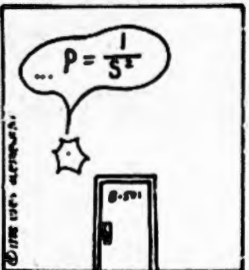
In April of this year, I completed FA 315 giving me a Commercial M/E & S/E land instrument certificate — 163 ERAU flight hours and 35 simulator hours. I am now enrolled in FA

Name withheld upon request

See LETTERS, page 9

Klyde Morris

Wes Oleszewski



AVION

Funded by the Students of Embry-Riddle
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The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university or the staff of the *Avion*, or the members of the student body.

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The Avion Editorial Board members are Mark Stern-Montagny, Bill Fisher, Allen Berg, Richard Calvert, Brian Nicklas, John Getsy, Pete Merlin, and Rich Clarke.

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Student Forum

The Avion asks:
Do you find it easy to study in our library?



Eric Williams - "I find it easy to study in the library about fifty-percent of the time. The rest of the time it's all chatter."



Kelly Yamashita - "The noise isn't a problem for me, finding a seat is though."



Jesse Wisan - "It's hard to find a seat and it's too noisy"



Charlie Cooper - "No, they need to expand the library and maybe put in some group session rooms."



Chris Seehring - "No, because it's too noisy and there's too many people"



David Poloscheck - "No, it's just like the U.C., it's just a place to socialize."

BLOOM COUNTY

by Berke Breathed



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Soviet space shuttle program progress observed at Tyuratam

Efforts include flight tests of unmanned lifting body, approach and landing tests, booster development

By Peter Marlin

Engineers in the Soviet Union are currently preparing a large space shuttle vehicle for launch from their spaceport at Tyuratam.

Facilities at Tyuratam have been recently expanded to support two orbiters, similar in size to the U.S. Space Shuttle, and the associated booster systems. A French imaging satellite called SPOT revealed construction of a vehicle assembly building, booster storage facility, and a 3.5 mile long runway similar to the Shuttle Landing Facility at Kennedy Space Center, Florida.

The Soviets have developed two types of reusable shuttle vehicles. The heavy space shuttle resembles the U.S. Space Shuttle in most respects. It is slightly

smaller than its American counterpart and has its main engines mounted on the external tank. The effect of mounting the engines on the tank is a reduced orbiter weight and greater cargo capacity. This weight savings may be offset if the Soviets add two "pop out" jet engines for powered landings.

Lifting body

A smaller vehicle, the Raketoplane or spaceplane, is also being developed by the Soviets. The spaceplane bears a close resemblance to the experimental lifting body craft which NASA flew during the 1960s and 1970s. NASA's wingless lifting body derived their aerodynamic stability and lift from the shape of the fuselage. They were used as preliminary designs for the

Space Shuttle.

An unmanned subscale prototype of the Soviet spaceplane has flown several times. It has been launched atop a booster rocket and recovered in the Indian Ocean after reentry. Recovery operations were moved to the Black Sea after the crew of a Royal Australian Air Force P-3 Orion photographed the recovery of a spaceplane prototype.

These tests are similar to the PRIME and ASSET programs which were conducted by the United States in the 1960s. The U.S. tests also included launch and reentry of unmanned subscale lifting bodies. NASA wind tunnel tests of a model of the Soviet spaceplane indicate that the vehicle reenters the atmosphere within its own bowshock. This has the effect of reducing the overall reentry temperatures.

U.S. Department of Defense analysts believe that the small spaceplane may have military applications.

Heavy orbiter

Two large space shuttle vehicles have been observed at the Ramenskoye Flight Test Center east of Moscow. In 1983, one of these vehicles was placed atop a modified Myasishin Mya-4 Bison Bomber for approach and landing tests similar to those performed with the U.S. Space Shuttle Enterprise in 1977. The Soviet tests were delayed when the carrier aircraft and its piggyback shuttle slid off the runway at Ramenskoye, damaging the carrier.

By the end of 1983, the large shuttle was once again prepared for drop tests. Modifications to the orbiter for approach and landing tests include an aerodynamic tail

cone. The vertical tail of the carrier aircraft was removed to accommodate the orbiter's tailcone, and was replaced with two outward vertical fins on the horizontal tail surfaces.

Booster systems

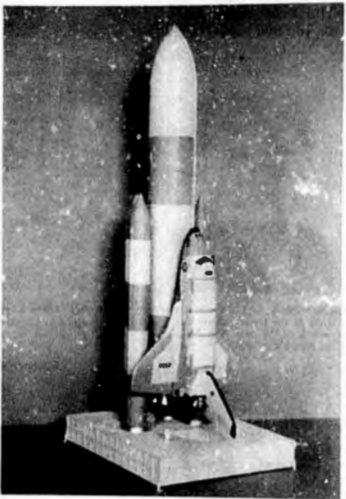
The large Soviet orbiters will be boosted piggyback on a powered external tank which is about 223 feet tall. Additional thrust will come from four strap-on liquid fuel boosters designated SL-X-16.

Liquid strap-on boosters will be safer than solid rocket boosters because they can be shut down in the event of emergency. There is no indication that the Soviets chose this system because of knowledge of design inadequacies in the U.S. Shuttle's solid rocket motors. Analysts believe the Soviets are further behind the U.S. in solid propellant technology.

The heavy Soviet orbiter has not yet been mated to an external tank. An external tank has been observed mated to four strap-on boosters. The stack has been repeatedly moved to a launch pad at Tyuratam and removed, indicating problems with the system.

A few other differences between the U.S. and Soviet shuttle systems concern the external tank and main engine group.

The Soviet main engines are not reusable since they are mounted on the external tank, which is destroyed on reentry. Also, U.S. intelligence reports suggest that the Soviets may choose to use "slush hydrogen" instead of liquid hydrogen. The former has a denser consistency like that of snow. This would allow for a greater volume of



This model of the large Soviet space shuttle shows the spacecraft's similarity to its U.S. counterpart. Note, however, that the vehicle's main engines are mounted on the external tank, and that there are four strap-on liquid fuel boosters.

hydrogen fuel to be placed in the vehicle's tanks.

Undoubtedly, the Soviets will profit from U.S. experience with the Space Transportation

System. Intelligence analysts believe that, pending further systems tests, the Soviets are planning to launch their heavy shuttle in late 1986 or 1987.



A Soviet small, unmanned lifting body "space plane" flew into space several times on top of a D-1 standard booster. The spacecraft was recovered after splashdown in the Indian Ocean.

Comet Rendezvous - Asteroid Flyby mission planned

National Aeronautics and Space Administration

NASA has selected 38 possible sites for the Comet

The scientific goal of comet and asteroid research is to advance man's understanding of the early solar system history by studying those objects believed to have undergone little change since the solar system's formation.

will carry five instruments: a gamma-ray spectrometer to measure the elemental composition of both ice and non-volatile material; an accelerometer to measure the strength and structure of the surface;



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The spacecraft's propulsion subsystem, planned to be provided by the Federal Republic of Germany, will slow the spacecraft and place it in the same orbit as Tempel-2. The spacecraft will fly in close formation with the comet for 3 years, first observing its quiet phase when distant from the sun and then observing the formation of the coma, dust and plasma tails as the comet nears the sun and becomes active. In 1997, the spacecraft will target and release an instrumented probe to penetrate the surface of the comet's nucleus and to make direct measurements of its composition, temperature and surface structure.

Tempel-2 is a short-period comet that circles the sun once every 3 1/2 years, from near the orbit of Mars out to the orbit of Jupiter. If, for some reason, the CRAF mission cannot be launched in time for the planned Tempel-2 rendezvous, other suitable target comets and asteroids have been identified.

The penetrator is a pointed, spear-like projectile designed to penetrate the comet's nucleus to a depth of up to 1 meter. It

Dr. William Quaide, Chief Scientist, Solar System Exploration Division, said "clearly, the most exciting aspect of this mission is the penetrator package. No one has ever sent a projectile to the nucleus of a comet."

Comets are thought to be the most primitive and unaltered samples of the early solar system, and many scientists believe comets may contain remnants of the primordial matter from which the solar system formed.

The most accepted model of a comet nucleus is the "dirty snowball" model, a mixture of ices, silicate minerals and possibly metals. The ices are solid, frozen substances that usually are liquids or gases under more familiar conditions. These may include water, methane, carbon dioxide, ammonia and more exotic species.

Observations of Comet Halley earlier this year indicated that the surface of its nucleus is almost black, suggesting the presence of carbon compounds and perhaps complex organic molecules. Asteroids are small rocky objects orbiting the sun between Mars and Jupiter. They also are believed to be remnants of early solar system material, some maybe fragments of larger objects broken apart by collisions.

CRAF mission development and operations will be conducted by NASA's Jet Propulsion Laboratory, Pasadena, Calif. □

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Driving examiners hang tough

SOUTH CHARLESTON, W.Va. (AP) — All things considered, it isn't surprising that state police Sgt. P.E. Gyke's worst place is called a "test range" more than one aspiring motorist has hurtled across it like a missile.

A sense of adventure and a vein of humor are both essential for the brave souls who administer driving tests, says Gyke, who directs the state's 41-member civilian examiner force.

"Those barrels out there look like they've been through a war," he said, gesturing to the South Charleston test range. "Applicants are always crashing into them. They put furrows in our lawn. They drive through our hurricane fence."

Mary Toney, a white-haired grandmother who has been testing drivers for more than nine years, has seen a lot of drivers come and go some of 'em faster than others.

"People forget to stop," she said. "I've been through the fence five times."

One of her most memorable trips was with a foreign-born doctor. She had asked him to test the brake.

"He'd borrowed his friend's car, a beautiful new Pontiac," Toney said. "Instead of hitting the brake, he slammed on the gas. The car went halfway through the fence. The whole front end was torn up. The friend was standing there watching. I thought, 'Oh that poor, poor man!'"

Driving tester Rita Speece once took an unexpected trip up a hill with a confused pedal pusher in Ripley.

"I tried to get her to stop. She hit the gas instead of the brake and took us up a hill and over a hillside," Speece said. After a struggle for control of the car, they smashed into a telephone pole, breaking it in half.

"She begged me to pass her," Speece said. "She said she didn't drive like that all the time."

Gyke recalled a similar ride. "It was time to parallel park," he said. "She put the car in reverse and started backing in at a rather high rate of speed. Before I could get her slowed down we'd gone across the curb with all four wheels and were heading backward toward Kenna Homes."

He put a stop to the deteriorating situation 40 feet to a field.

"She put tracks in that field you could've planted a couple rows of corn in," he said. "Before I could calm her down enough to get things back on track, she put the car in drive and we were heading the other way about the same rate of speed with all four wheels across the curb again."

Gyke says he kept his composure, right up to the point where she posed the big question.

"She turned to me and said, 'Did I fail?'" He was spared the difficulty of handling the question.

See EXAMINER, page 11



Let there be light...

This week, students may have noticed the new "planning" amidst the construction, the installation is complete, the university actually, the poles support the light fixtures

for Embry-Riddle's new athletic building. When the installation is complete, the university will have a genuine lighted softball field.

Staff photo by Richard Clarke

Crops seeded from the air

PORT HURON, Mich. (AP) Some farmers in the Thumb area, determined to plant winter wheat on fields muddied by recent flooding in Michigan, have paid pilots to drop seed from airplanes.

"This is something brand new and we will learn a lot this year," said Thomas Kreiner, branch manager of an elevator owned by Berger & Co. in Crowell. "If the weather treats us good, I believe it will work."

Pilots are dropping wheat seed from the air on about 1,400 acres of farmland in Sanilac, Lapeer and St. Clair counties, Kreiner said.

A month of heavy daily rain in September swamped many fields,

and some farmers were trying the aerial plantings out of desperation, he said.

The seeds are being dropped by A1's Aerial Spraying of Ovid, Kreiner said. About three bushels of seeds are needed to cover an acre of farmland prepared for wheat before the September rains.

But even if they succeed, the plantings may still be too late. Winter wheat normally is planted from Sept. 15 to early October.

The aerial planting could work if the soil is wet, and tests have shown that leaves help wheat seeds dropped in soybean fields germinate, said Mark Hansen, director of the St. Clair County Cooperative Extension Service.

"But on a bare, dry field, we are not encouraging it," Hansen said. "The farmer will be taking his chances."

Farmers also are dropping wheat seeds on bean fields that were just harvested or waiting for harvest.

"Farmers are planning to wait until the ground is frozen before going in and clipping the tops of the bean plants," Kreiner said. "That way they won't disturb the wheat."

But farmers who wait on bean harvest are taking a chance on early frosts, he said, and if snow, which is expected in the weeks ahead, the bean crops could be lost.

Duster loses engine on take-off

GLEN ALLAN, Miss. (AP) Veteran crop duster Philip Lewis said Thursday that "falling like a rock" has taken on a whole new meaning after the engine of his plane sputtered at 100 feet, sending it crashing into a moe, a light pole and pine trees.

"My wing broke the light pole in half and a transformer on top dropped down by me in the cockpit," said an uninjured Lewis, who has been dusting crops and spreading seeds from the air for 30 years. "It was about that time that I wondered whether God was trying to tell me something."

The 5 p.m. Wednesday crash, Lewis' second of the year, occurred as he lifted off a small airstrip in the Mississippi Delta to spread wheat seeds on a nearby field.

"I was taking off with my first load, about 2,400 pounds, and was about 100 feet up and making my turn when the engine just quit," Lewis said. "Gosh, it felt just like a rock and was going down right at the house trailer and some houses."

"I was able to move the plane around a bit but the only thing I could do was go in at the trees and the power lines. My wing did take the kitchen area off the house trailer but thank God no one was hurt."

The only fire came from power lines that became entangled in the pine trees, he said. Lewis said

his plane, a 1972 Agyes Thrush Commander with a new engine, was a total loss. "We had just changed the plugs and everything and the engine had checked out real good," he said.

Earlier this year, he said, he got caught in a wind shear on takeoff from another Delta airstrip and "totaled the plane. The wind blew me across a ditch sideways and backwards."

He said insurance would cover his losses and that he was overseeing repairs to the house trailer.

"I've got a third plane and I'd be using it if I now," he said. "I'm not worried about going up again, I'm just thankful that no one was hurt."

LA PALOMA FITNESS CENTER

director of the St. Clair County Cooperative Extension Service.

...the ground frozen, the bean crops could be lost.

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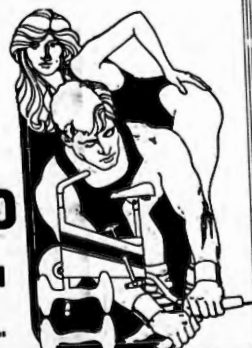
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**National Aeronautics
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Several comets and asteroids have been considered as possible targets for the CRAF mission. The baseline plan calls for the CRAF spacecraft to be launched in late 1992 into an orbit about the sun.

After making observations during a flyby of the asteroid Maltura in mid-1993, the spacecraft will swing by the Earth again and a gravity-assist maneuver will boost the spacecraft to the orbit of comet Tempel-2. Following a flyby of asteroid Hestia, rendezvous with the comet will occur in late 1996 near the orbit of Jupiter.

The spacecraft's propulsion subsystem, planned to be provided by the Federal Republic of Germany, will slow the spacecraft and place it in the same orbit as Tempel-2. The spacecraft will fly in close formation with the comet for 3 years, first observing its quiet phase when distant from the sun and then observing the formation of the coma, dust and plasma tails as the comet nears the sun and becomes active. In 1997, the spacecraft will target and release an instrumented probe to penetrate the surface of the comet's nucleus and to make direct measurements of its composition, temperature and surface structure.

Tempel-2 is a short-period comet that circles the sun once every 5 1/2 years, from near the orbit of Mars out to the orbit of Jupiter. If, for some reason, the CRAF mission cannot be launched in time for the planned Tempel-2 rendezvous, other suitable target comets and asteroids have been identified.

The penetrator is a pointed, spear-like projectile designed to penetrate the comet's nucleus to a depth of up to 1 meter. It

will carry five instruments: a gamma-ray spectrometer to measure the elemental composition of both ice and non-volatile material; an accelerometer to measure the strength and structure of the surface; thermometers to measure the temperature profile with depth and thermal conductivity; a calorimeter to detect phase changes as an ice sample is heated; and a gas chromatograph to determine the amounts and types of gaseous molecules released from the ice sample.

Dr. William Quaide, Chief Scientist, Solar System Exploration Division, said "clearly, the most exciting aspect of this mission is the penetrator package. No one has ever sent a projectile into the nucleus of a comet."

Comets are thought to be the most pristine and unaltered samples of the early solar system, and many scientists believe comets may contain remnants of the primordial matter from which the solar system formed.

The most accepted model of a comet nucleus is the "dirty snowball" model, a mixture of ices, silicate minerals and possibly metals. The ices are solid, frozen substances that usually are liquids or gases under more familiar conditions. These may include water, methane, carbon dioxide, ammonia and more exotic species.

Observations of Comet Halley earlier this year indicated that the surface of its nucleus is almost black, suggesting the presence of carbon compounds and perhaps complex organic molecules. Asteroids are small rocky objects orbiting the sun between Mars and Jupiter. They also are believed to be remnants of early solar system material, some maybe fragments of larger objects broken apart by collisions.

CRAF mission development and operations will be conducted by NASA's Jet Propulsion Laboratory, Pasadena, Calif.

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Air events cross the state drawing all ages

By Brian Nicklas

Halloween weekend was not blessed by perfect airshow weather, but that did not stop two aerial events in Central Florida.

In Bradon, on the West side of the state, was the Brandon Balloon Festival, while a little closer to Daytona was the Florida State Air Fair in Kissimmee. Both events are favorites with the public as well as aviation enthusiasts and have been for several years.

The Balloon Festival involved over 50 balloons, ranging from multi-colored rainbows to delicate, more sedate designs with sponsor names and logos emblazoned across their envelopes.

The competitors at the event varied as well, rookies with new "tickets" competing against veterans with not only hundreds of flights to their credit, but also

many trophies in their homes. The Festival consisted of two types of events, Hare and Hound Races and the CNT (Convergent Navigational Task Return) event. The top finishers of the races received points and the top point team is then declared winner. With 5,000 dollars in prize money, the competitiveness displayed by the balloonists was fierce.

Although a balloon carries only two or three people, a bulky object like a balloon demands a large ground crew. The aeromats tend to be crews comprised of families, close-knit friends or both.

In addition to the balloon most teams also seem to be equipped with a stretched van and trailer in which to chase and carry the balloon. The van carries the envelope, the burner and crew while the basket is carried on the trailer. Some teams forgo the

trailer and use a tailboard at the rear of the van for the basket, while at least one team had a hydraulic shell at the rear of the vehicle which scooped up and closed around the gear, simplifying the loading process.

The weather on Saturday was not very conducive to ballooning, with fog postponing the morning races, while thunderstorms around the launch area canceled the evening flights.

While attempting to wait out the evening weather, the teams laid out their envelopes, checked and rechecked their baskets, burners and propane supplies.

The public continued to enjoy the festivities surrounding the event, which included a chili cook-off, a carnival, concerts and a craft show. At times it seemed as though most of the crowd didn't realize that hot-air balloons were present.

The Saturday morning results:

had Jan Bem as the winner of the Hare and Hound event, coming 11 feet 10 1/2 inches to the target. While not so close as a skydiving competition, this was very close for a balloon, as the tenth place finisher came in a 95 feet 10 inches. The CNT winner did even better, as Rob Andersen came to two feet five and one-half inches. Tenth in this event was John Geders whose mark was 138 feet 5 1/2 inches. These numbers show how dependent the balloonists are on the wind, and how a little change can really throw them off.

The Hare and Hound race is so fast that one balloon (the hare) takes off ten minutes before the rest, and tracks out a curve that hopefully the rest will have a hard time following. The rest of the aeromats give chase, and drop "beanbags" to a target that the

See EVENTS, page 10



Avion photo by Mark Storm-Montagry



Avion photo by Brian Nicklas

The French Connection aerobatic team performs under a low ceiling at last Sunday's State Air Fair darning above Jim Franklin's Waco JMF-7 (top left), while in Brandon, John Geders bar'et awaits inflation of it's envelope before beginning another hot air adventure at the Brandon Balloon Festival (left). Out of all the Warbirds at the Florida State Air Fair, Tom Reilly's B-17 'Nine-O-Nine' drew many onlookers, who not only appreciated the quality of the restoration, but also the shade provided by the massive WWII Boeing 'Flying Fortress' bomber. Bristling with machine guns, Nine-O-Nine was open for tours throughout the day.



Avion photo by Mark Storm-Montagry

LIGHTEN UP!

Avion photo by Brian Nicklas

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Riddle Students create rock band

By Paul Novacek

An encouraging event occurred this past weekend at apartment complex II. A group of students got together to watch a new student band called *Distance*!

About a month ago, four students with some musical abili-

ty and a little determination started jammin' together to break away from the rush-rush world of school. Lead vocal, Kevin Wood along with drummer, Dave Severn, bass guitarist Eric Yoskowitz and lead guitarist Isaac Foster played about ten songs last Saturday night. A mix of their own and current popular

songs. They call themselves *Distance* which describes some of their own songs. With titles such as Long Way To Rock, Highway Run, and Death Cold Reality! *Distance* seems appropriate. Although a four member band, the leading force is Kevin Wood

"We're just jammin' a little now, with a combination of rock and reggae."

Kevin and drummer Dave Severn, looked for musicians to start a jam session. They did not plan to play for an audience but they decided to give it a try

NIFA

(continued from page 1)

aircraft or other people on the ground. A team consisting of a pilot and a dropmaster fly a normal traffic pattern, descend to 200 feet and fly at cruise power over the airfield. The dropmaster drops two small message containers at 55 gallon oil drums situated at opposite ends of the runway.

This year, for the first time at Embry-Riddle, there will be a VFR (Visual Flight Rules) Navigation event. Staged from New Smyrna Beach Airport, the competitors have to plan a cross-country flight of 70 to 100 miles long in which they fly over checkpoints identified by latitude and longitude. The pilots are judged on how close their estimated arrival times over checkpoints are to their actual times.

The ground events include aircraft recognition and cross-country flight planning. Using the University's AST 300 flight simulator, the Simulator Event pits the pilot against himself in a flight, analyzed by a computer that deducts points for each foot of altitude not airspeed, and degree of heading error the pilot is away from his assignment. In the preflight event, the students are given 15 minutes to find up to 40 discrepancies on a specially prepared aircraft.

According to Flight Team President Buck Wyndham, the team has not been very active for several years, but last year, the team began building to become a major competitor. A great emphasis is being placed on Embry-Riddle having a top flight team to further enhance the school's excellent reputation.

The Flight Team is made up of a competition side — which represents the University in NIFA competitions — and a non-

competition side. The non-competition side's major responsibility is to represent the University at high schools, community colleges, shopping malls, and various recruiting activities for the Admissions Department. Team members go on an average of three of these "rips each week, and their work for the University is compensated by allowing the team to practice in Riddle aircraft.

The competition team is selected from the team's general membership by the coaching staff. Flight Training Manager Mike Wiggins is the head coach for the team and is assisted by instructor Pilot John Siaterechuk. According to Wyndham, they are preparing for training and preparing the team for competition.

Joe Elm, IP, is the safety liaison officer for the team and is responsible for maintaining the Flight Team's safety notebook, a compilation of all the safety procedures the Flight Team adheres. Part of the compilation includes a safety review in which the team's safety practices are examined by the judges.

Team members Colin Asekun and Doug "Sluggo" Trent noted that being on the team is like taking another Aeronautical Science course. The amount of extra studying and work involved in preparing for a flight meet can be as much as eight hours a day.

Unfortunately, due to safety concerns there will be no facilities for spectators, other than participants, at the flight events and the ground events do not lend themselves to spectator involvement. Flight Team members said that even though spectator involvement is not possible they welcome and appreciate moral support from the student body.



Members of the band *Distance* strut their stuff recently at Embry-Riddle Aeronautical University in Daytona Beach. The

band is made up of Riddle students and its members are Kevin Wood, Dave Severn, Eric Yoskowitz and Isaac Foster.

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DINO'S • GREATEST SUBS • FAST DELIVERY • DINO'S PIZZA • FAST DELIVERY

AAAE American Association of Airport Executives

By Cheryl Roy Publications Officer

The last meeting of the AAAE was a very interesting and informative meeting. Our speaker was Mr. Seward Ford, General Product Manager at Crouse-Hinds Lighting. He has specialized in the field of Airport Lighting for the past 24 years.

The first night landing occurred in the 1920's and Crouse-Hinds supplied the lights. Early airport lighting consisted of a bank of search lights that provided a floodlight effect. Today, Crouse-Hinds is a world-leader in airport lighting. They play a major role in improving the safety and efficiency of air travel.

All of Crouse-Hinds products are FAA approved and comply with the recommended practices of ICAO. The

FAA has cooperated with Crouse-Hinds in the testing and calibration of all of their airport lighting products. The high standards are necessary to ensure energy efficiency and aviation safety.

Today, the fastest growing market is helicopter, and Crouse-Hinds has participated in conjunction with the FAA in setting standards for this growing market. Each helicopter and each airport is unique; therefore, the Crouse-Hinds customize the lighting system to meet the very strict standards of the FAA and ICAO and to ensure the most efficient lighting system is installed.

Seminars are sponsored by Crouse-Hinds for the users of airport lighting. The recommended use and application of lighting are topics for consultants and engineers. Seminars are also given for the maintenance of the equipment.

AAAE was pleased to have members of the Florida Institute of Technology student chapter of the AAAE and several faculty members of IAU at our guest. Club members of the AAAE would like to extend a thank you to Mr. Seward Ford and Crouse-Hinds Lighting for the very informative presentation.

The next meeting will be held Thursday, Nov. 6 at 6 p.m. The speaker will be Mr. Robert Wagner, Commandant of the assistant city manager of Fort Lauderdale and is the AAAE Academic Chair person. He will be discussing the National AAAE.

We will be touring Jacksonville Airport on Nov. 7. Details of the trip will be discussed at the meeting Thursday.

If you need more information concerning the meeting or the trip, please leave a note in the AAAE box in Student Activities.



Shining bird...

This restored Mitchell B-25 rumbles down the taxi-way at the Kissimmee airshow this past weekend. B-25's were used extensively as

bombers in WW II and it was in this type of aircraft that Doolittle's raiders executed the first attack on the Japanese homeland.

ARMY ROTC Army Reserve Officer Training Corps

By Cdt. Capt. Laura L. Skamra Army ROTC

Few people get the opportunity to visit this nation's capital on a first class trip, compliments of Uncle Sam. Cdt. Cpt. Anne Goghly (MS IV Distinguished Military Student) represented ERAU Army ROTC in the 1986 Annual Meeting of the Association of the United States Army (AUSA) held in Washington, D.C. Oct. 12-15. Cdt. Cpt. Goghly was one of twelve cadets in the Sunshine Chapter (UCF, UNF, University of Florida, University of Miami, Stetson, USF, FSU, ERAU) that flew to the meeting in Gen. Ensslin's U.S. Air Force C-131.

The cadets arrived in Washington D.C. Sunday, Oct. 12 at 5 p.m. and toured historical sights such as the Vietnam Memorial, Lincoln Memorial, Washington Monument, the White House, and Jefferson Memorial. They returned to the Hyatt Regency where they stayed for the duration of their visit. On Monday morning, Cdt. Cpt. Goghly attended breakfast with the Sunshine Chapter and the Honorable John O. Marsh, Jr., Secretary of the Army as the speaker.

Next on the agenda was a luncheon where the cadets listened to the new choral group of the Army called Coral which was composed of 12 enlisted men and women.

They also heard a speech given by Gen. Lively who Cdt. Cpt. Goghly thought was very troop-oriented. Afterwards, they attended the President's reception where they met John O. Marsh, Jr. and Gen. John A. Wickham, Jr. (Chief of Staff).

On Monday evening, the cadets visited the hospitality rooms where they sampled various foods and drinks. Some of the favorite rooms were the Alaskan room (with exotic foods such as reindeer, moose, bear, Alaskan king crab legs, and salmon), the Hawaiian room and the "Eat-A-Ramy" Europe room in the German section the cadets sampled beer and

summi beers).

On Tuesday, the Sunshine Chapter cadets attended a ROTC workshop where BG Robert E. Wagner, Commanding General gave awards to cadets in recognition of their chapters. The cadets then were given some time to tour the Pentagon with Col. Ballard (retired) as the guide. In the evening there was a Florida V.I.P. reception in the Blue Room at the Shoreham Hotel. The cadets greeted everyone entering the room until Gen. Thurman gave an inspiring speech on how AUSA affected ROTC cadets. This marked the end of Cdt. Cpt. Goghly's unforgettable trip to the District of Columbia.

NAVAL Naval Aviation Club

By Kelly Childs Club Writer

The Naval Aviation Club invited Lieutenant Scott Stanton and Lieutenant Barry Meglade, two S-3S Viking pilot, to speak during the last meeting (22 October). Both were ERAU 1981 graduates. They both went to AOCSS and did primary flight training at Whiting Field in Pensacola. From there Lieutenant Meglade went to Kingsville, TX, and Lieutenant Stanton to Beville, TX to train for jets. After they received their wings they went to San Diego. They were deployed on the U.S.S. Saratoga which cruised the Mediterranean and Indian Ocean during the Libyan crisis.

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Upon departure, Lieutenant Stanton flew around the pattern, did a fly-by 250 feet above the runway going 400 MPH, and then proceeded to do an aileron roll before flying north back to Cecil Field. For Club news: the trip to the U.S.S. Saratoga of 21 October was a success. The club has a tentative date of 14 November for a club party—more information will follow. We are going to purchase a banner and we need ideas for a design. Anybody with an artistic bent or more information will follow. We are going to purchase a banner and we need ideas for a design. Anybody with an artistic bent or more information will follow. We are going to purchase a banner and we need ideas for a design. Anybody with an artistic bent or more information will follow.

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Δ X Delta Chi

By Chris Reilly P.R. Chairman

Now that the term is halfway over, things are running very smoothly. Our pledge class is 21 strong. So far they have been very active both with the brothers and on their own. They, along with the lit-study group, raised over \$400 within 2 weeks of car washes. Now they are working at the Ocean Center at night...

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moving to Indiana and has planned a large going away party for most of the chapter and the chapter at Gainesville.

The regular season ended for football last week and Sigma Pi moved into the play-offs undefeated. Our latest victory was a 13-0 triumph over the Daytona 9ers.

Currently Sigma Pi is working on a special school calendar for next year featuring the Sigma Pi ERAU. If you are interested, or would like more details please contact the student activities office.

Δ X Delta Chi

By Chris Reilly P.R. Chairman

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the term, so keep it up!

Coming up this weekend is our annual try to see everyone knows how fun that is. For those who have been yet, prepare to get wet. And most important, try to see your beer from floating away. Also some parties to look forward to are: The Luau party and our Teaser party. In last week's football game our team was victorious once more. We defeated ANP 8-0. Our starting team is still the top 3, and this week hockey stars. We hope those weeks of training pay off guys.

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RIDDLE RIDERS

By Rick Fingers President

The Riddle Riders ventured out on a historical journey last Sunday, with many first time happenings. It was the first time out to meet with so many bikes. It was the first time that some of the club members were so anxious to go to St. Augustine, they purposefully to turn their clocks back and showed up an hour early.

up the road and eats up car drivers. Her passing and cornering techniques are like nothing you've ever seen. Lizard got into learning a few things from him. Sunday was also the first time the club's designated mechanic, Two Stroke, had a mechanical malfunction. Thanks to Lizard, Savage, Milkman and Mr. Clean everything was taken care of and Two Stroke's two stroke made it home.

The Friday Night Social started at the Pub, went to Ditty's Harry's and ended up at Hood n' Nanny's where Milky and Lizard got into some serious pool. Sunday, Nov. 16 is the Third Annual Riddle Riders Road Rally. This event has been a successful prospect. There will be prizes donated by local dealers, safety presentations, possible state stipends, a sound system and plenty of food and drink. The event is open to anyone at

course here in our community. This Sunday, Nov. 9, Mr. Chuck Speter will be instructing the Better Biking Program for all interested Riddle Riders. The lecture portion of the safety course will be this Thursday, Nov. 6 at 7 p.m. in room E-601. Anyone interested in club membership, the safety course, Road Rally or any other upcoming events, please attend the next meeting which is Thursday, Nov.

Avionics Club

By Miles Diggs Secretary

The avionics club has been established for the '86-87 school year. The club is comprised of those students who wish to investigate aspects of the aviation electronics industry that is not yet covered in the present curriculum. The club is open to all avionics students and staff.

careers. Several of the students in the club have been in or are presently working in the field and they relate the world happenings to the rest of the club. At present the club is preparing to tour the facilities at the Jacksonville Center. The tour will include observation of enroute flight control and the regional radar tracking and maintenance facilities. These field trips are beneficial in aiding the students to decide just what career path they might want to follow. The club recently held it's elections and found that Hans Nostrauz was elected president, Greg Manning-Vice president, Mike Diggs-Secretary and Lisa Doyle a treasurer. The club would like to invite all avionics students to attend it's meetings which are normally held on Friday afternoon.

and ERAU) that flew to the meeting in Gen. Enslin's U.S. Air Force C-131.

...of the 3rd Airborne Group of the Army called Central which was composed of 12 enlisted men and women.

ΣΠ Sigma PI

By Doug Herald
Sigma PI Herald

This past week has been yet another very busy week for the brothers of Sigma Pi, not so much with events, but in making plans for future events.

With Halloween on its way many of the brothers are looking forward to a road trip to Gainsville for a costume party with the brothers there. Others are staying right here with plans to attend the Cheap Trick concert.

The following weekend will also be busy. Our area director is

moving to Indiana and has planned a large going away party for both our chapter and the chapter at Gainsville.

The regular season ended for flag football last week and Sigma Pi moves into the play-offs undefeated. Our latest victory was a 13-0 triumph over the Daytona 69ers.

Currently Sigma Pi is working on a special school calendar for next fall, featuring the girls of ERAU. If you are interested, or would like more details please contact the student activities office.

RIDDLE RIDERS

By Rick Fingers
President

The Riddle Riders ventured out on a historical journey last Sunday, with many first time happenings. It was the first time out this trimester with so many bikes. It was the first time that some of the club members were so anxious to go to St. Augustine, they purposely forgot to turn their clocks back and showed up an hour early.

The club has Sportsters and Interceptors and Ninja's and many more, but this was the first time a Savage rode with the pack. She was on her new Suzuki and earned her name by the way she tears

up the road and eats up car drivers. Her passing and cornering techniques are like nothing seen before. Soon Lizard will be learning a few things from her.

Sunday was also the first time the club's designated mechanic, Two Stroke, had a mechanical malfunction. Thanks to Lizard, Savage, Milkman and Mr. Clean everything was taken care of and Two Stroke's two stroke made it home.

It was decided that Mr. Clean should not be given the Missing Link Award for a mechanical problem; therefore it will be awarded to Milkman for his parking abilities.

FLIGHT TEAM

By Emma-Jane McDonald
Team Captain

There remains only one week until the 1986 NIFA-SAFECON regional. The Flight Team has been busy with the final preparations.

The competing members have been practicing every

afternoon and weekend with the coaches and other team members. Their long hours of hard work is sure to pay off next weekend during the meet.

A new safety officer has been appointed by the executive board. Dan Feracielo will be in charge of mak-

ΔΧ Delta Chi

By Chris Reilly
P.R. Chairman

Now that the term is halfway over, things are running very smoothly. Our pledge class is 21 strong. So far they have been very active both with the brothers and on their own. They, along with the little sisters, have raised over \$400 within 2 weeks of car washes. Now they are working at the Ocean Center at several concerts. As far as the Brother's fundraisers go, they worked at the track for the Eastern 3 hours of Daytona. Our fundraisers look great for

The Friday Night Social started at the Pub, went to Dirty Harry's and ended up at Hoot n' Nanny's where Milky and Lizard got into some serious pool.

Sunday, Nov. 16 is the Third Annual Riddle Riders Road Rally. This event has grown to unexpected proportions. There will be prizes donated by local dealers, safety presentations, possible static displays, a sound system and plenty of food and drink. The event is open to anyone at school or in the community. All of the funds raised will be donated to a county Youth Scholarship Fund which will pay for motorcycle riders to take a Motorcycle Foundation Safety

course in our community. This Sunday, Nov. 9, Mr. Chuck Speiser will be instructing the Better Biking Program for all interested Riddle Riders. The lecture portion of the safety course will be this Thursday, Nov. 6 at 7 p.m. in room E-601.

Anyone interested in club membership, the safety course, Road Rally or any other upcoming events, please attend the next meeting which is Thursday, Nov. 13 at 7 p.m. in room E-601 or drop a note in the Riddle Rider's Box in the Student Activities Office.

the term, so keep it up!

Coming up this weekend is our canoe trip and everyone knows how fun that is. For those who haven't been yet, prepare to get wet. And most important try to keep your beer from floating away. Also some parties to look forward to are: The Luau party and our Twister party.

In last weeks football game our team was victorious once more. We defeated AHP 8-0. Our bowling team is still in the top 3, and this week hockey starts. We hope those weeks of training pay off guys.

Recently members of the club traveled to Orlando to observe the operations of a calibrations and standards lab. The function of this lab is to set up test equipment to exacting tolerances for use in the repair of avionics and other electrical equipment.

As a social group the avionics club provides students with the opportunity to trade their knowledge and experiences with others that would like to gain the most insight into their future

Ride aware — show your care.

Saragosa and Indian Ocean during the Libyan crisis.

The club viewed 'The Cutting Edge', a movie about the S-3A Viking. This anti-submarine warfare (AWS) aircraft gathers acoustical and tactical data from automated buoys in order to precisely locate any enemy submarines. The S-3's radar is capable of spotting targets smaller than a submarines periscope. In addition to long-

AVIONICS Avionics Club

By Mike Diggs
Secretary

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ΛΧΑ Lambda Chi Alpha

By Mark A. Wysocki
Club Writer

The past two weeks have been very busy for the members of Lambda Chi Alpha. Our Laser Light Night and Bowling Night were both big successes. The Lambda Chi football won against Sigma Chi and our volleyball teams are still going strong.

Congratulations to the thirteen associate members who were voted in to become brothers: John Clark, Steve

Cecil Field. For Club news: the trip to the U.S.S. Saratoga of 21 October was a success. The club has a tentative date of 1 November for a club party—more information will follow. We are going to purchase a banner and we need ideas for a design. Anybody with an artistic hand or ideas please contact Bob O'Donnell. We are expecting a P-3 and its crew on 3 November, and we may have a F/A-18 on static display.

careers. Several of the students in the club have been in or are presently working in the field and they relate the world happenings to the rest of the club.

At present the club is preparing to tour the facilities at the Jacksonville Center. The tour will include observation of enroute flight control and the regional radar tracking and maintenance facilities. These field trips are beneficial in aiding the students to decide just what career path they might want to follow.

The club recently held its elections and found that Harry Nostrand was elected president, Greg Manning-Vice president, Mike Diggs-Secretary and Lisa Doyle as treasurer. The club would like to invite all avionics students to attend its meetings which are normally held on Friday afternoon.

Foran, Tommy Ross, Charles Vandenbossche, Howard Mines, Dave Fulton, Doug Nelson, Michael Tayman, Todd Fonte, and Dan Bilodeau.

For anyone interested in Lambda Chi or would like to know more about our alternative to pledging, the associate member program, stop a brother in a green and gold jersey and ask us or visit one of our meetings. They're in room W-306 every Monday at 7:30 p.m.

VETERANS

Veteran's Club

By Lisa Doyle
Club Writer

We had a tremendous Halloween Bash and all were bewitched. Next on the agenda is the Christmas Extravaganza. We attempted to vote on a place to hold this event, but other possibilities arose and are being investigated. The vote will be finalized at the next meeting so please attend.

For those unfamiliar with the Christmas Party, allow me to embellish. This is a formal event,

only in dress) affair with a sit-down dinner and drinks. The topper is the traditional gift exchange. It works like this: those interested in participating buy a generic gift, place it under the tree and receive a playing card. At the end of the evening, the playing cards are read off and when your card is called, you have the choice of selecting a gift from under the tree or you can steal a gift that someone else has chosen. This can be hysterical but also deceiving. When the last gift is distributed, everyone opens what they've chosen. This gathering is Saturday, Dec. 6, 1986.

Football? I believe the Vets lost to the Tailhookers Navy team. Eliminations start next. Good, no Great luck guys!

Since there are no other activities planned this Fall due to lack of funds, we must all join heads and decide on some fund raisers so we can a-a buck to the upcoming new board. We are currently closed.

Elections will be held Nov. 21. Anyone interested in running should contact the present board. The next meeting will be held Friday, Nov. 7 at a time and place to be announced. See you then.

ROA

Reserve Officer's Association

By Jeff Silver
Public Affairs Officer

The ROA has been quite busy the last few weeks. On the weekend of Oct. 25, the ROA set up and helped organize the senior citizen olympics at the "Casements" in Ormond Beach. It was a rewarding experience for those cadres who came out and helped make it work.

ROA cadres performed a fund raiser during the races at the speedway last Sunday. Special thanks are in order to the cadres who showed up on short notice and did a great job. The Tuesday following the races, the ROA finally had "the pizza party." After a short meeting and a death threat to Giuseppe's pizza (from our fearless leader, EJ), the pizza finally arrived. The F-15 and F-16 movies were then shown and I think everybody had a good

time (maybe a keg or two is in order for our next pizza party).

We have quite a few events planned for the upcoming weekends and we really need participation. Saturday, Nov. 8, at 9 a.m., the ROA is going to help out the special olympic with their bowling tournament. We will be keeping score and pinning medals on the winners. It's a great experience to help these kids out, so if you are free that Saturday please get in touch with me. Jeff Silver, box 8341, or phone 255-9547. We need your help.

On Thursday, Nov. 6, Chapter 4 of the ROA will be having a banquet. If you would like to go or just want more information, contact Ed Heemscker in the Entertainment Office. Also, the "Ultimate Game" is still set for the Nov. 16. We still need quite a few good terrorists to get out

there and mutilate group III. If you want to play, please get in touch with Bill Watson SOON!!! His box number is J-215.

Any ROA cadres with some good ideas about future activities please contact Ed, or any other officer you see wandering aimlessly around campus. Finally, I would like to urge all ROA members to be as active on campus and the community as possible. Remember, as a cadet, you are seeking to become an officer. One of the most important attributes of an officer is leadership ability. This isn't something you are born with, you have to go out there and learn it, practice it and live it! By becoming an active individual, (not a dorm dweller who grows roots to the T.V.) you will gain the experience and wisdom you need to become a great officer. Show some spirit, be active!

Σ Sigma Chi

By Steve Avakain
Chapter Editor

The Brothers of Sigma Chi and the Red Cross would like to thank everyone who donated blood last week during the blood drive. Your generous gift is greatly appreciated and it will go to good use helping those who are in need. The Pledge Brothers are

currently working on their community project. This project is of their choice and its purpose is to enable the Pledge Brothers to get to work as a group and get to know each other better while benefiting the community at the same time.

Sigma Chi's Little Sister Program is rapidly coming to a close, and the Brothers are looking forward to installing

these fine young ladies as Little Sigmans. The installation will take place at the annual White Rose Ball to be held on Saturday, November 8. The Brothers will also pick up Sweetheart of Sigma Chi for the coming year, a way in which we honor the most outstanding Little Sister for her dedication and service to the chapter. Good luck to all of these fine ladies.

LETTERS

(continued from page 2)
400 and waiting to start just like you. But I know the flight department is doing its best and I will soon be flying.

As for your complaint regarding unsafe aircraft, my suggestion is for you to refrain from speaking through the end of your body normally used for eliminating waste. You owe the maintenance department an

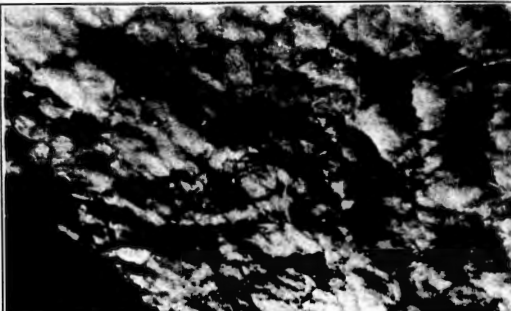
aircraft used for instruction maintained better than ERAU aircraft. You will also meet some of the finest instructors in the business at ERAU. Of course, these are my personal opinions. But then again, I have two years of experience here to base these opinions and my suggestions above.

If you still have the same attitude toward this institution,

maybe the flight department is right in keeping you grounded until you have grown up and can handle the responsibilities of a professional pilot.

I would also like to take this opportunity to congratulate Mr. McDuffy and the entire Flight Department for their excellence in the recent FAA inspection.

Chip Hough
Box 4007



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EVENTS

(continued from page 6)

hairs has laid out. The winner is whoever comes closest to the mark.

In the Convergent Navigational Task race, the balloonists start at any point beyond a three mile radius of the target and try to drop their markers on the target. By starting at the right point, and ascending or descending to take advantage of the winds, an entrant can come very close to the center as Saturday's winner showed.

This was the first year that the event was held at the Florida State Fairgrounds, and although the weather didn't cooperate, the crowds did, so next year's Brandon Balloon Festival should be even more fun.

Over in Kissimmee at the municipal airport, the Florida State Air Fair was drawing record

crowds. This fete is almost identical to Daytona's Skyfest, but closes anyhow season for most performers.

Also more prevalent at Kissimmee are antiques and warbirds as static displays. The Boeing B 17 was a big draw in the static area, and even though the crew was charging a few dollars for a tour through the fuselage, people were lined up all day for a chance to see a crew's eye view of a "Flying Fortress". For the lover of aircraft from the "Golden Age of Aviation", there were several Waco biplanes, a replica Pietenpol Air Camper, a de Havilland Tiger Moth in warpaint and a true classic, a Beech D-17.

The Beech, popularly known as a "Staggerwing" due to the negative stagger to the upper and lower wings was subject to many admiring looks. Although the ex-



J.E. Swart-cut's Beech D-17 was prominently displayed near the flightline at the Kissimmee air show, and found fans among the young and old in the crowd.

ample on display at Kissimmee was 42 years old, it look as if it had just rolled out of the plant in Wichita.

When not admiring the ground-bound aircraft, viewers were entranced by performers such as the Eagles aerobic team, Bob Hoover, Jim Franklin and Johnny Kazian, Leo Lousenlager and The French Connection.

did show his new addition, a Sabreliner executive jet. One could almost expect Hoover to display in a bi-jet, as he seems to strive for the unusual with his aerial antics.

The Eagles had a little extra that may not have been seen before, as the team carries the name AVEMCO across their lower wings in light of their recent sponsor.

A bit of a disappointment for the Sunday crowd was the low

colling over the field, which forced the Thunderbirds to limit their appearance to several flat formation passes over the show area.



Richard Thompson's beautiful DH 89 Tiger Moth had a expertly restored cockpit to match the colorful military paint scheme.

Epicure

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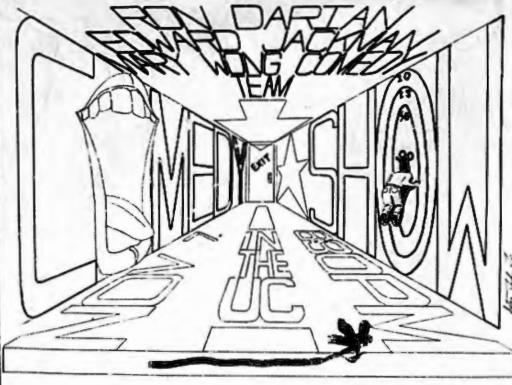
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Foreign Students to hold event

By Helen Riger
Assistant Director of Public Relations

In conjunction with United Nations Day, Embury-Riddle Aeronautical University's International students will host International Day on Saturday, November 8, from noon to 6 p.m. in the University Center.

A parade of nations will kick off the entertainment at 1 p.m. Many countries will be represented as they demonstrate their native costumes, flags and languages. Following the parade will be musical instrument performances, and international folk dances. If you like to travel, you can take a jungle safari trip. Also, films and slides from various countries will be shown in

the Common Purpose Room located on the first floor of the University Center.

Come "Walk Around the World" and visit the booths representing the countries of Argentina, Venezuela, Puerto Rico, Nigeria, Malaysia, Japan, Sri Lanka, Singapore, Indonesia, India, Bangladesh, Jordan, Lebanon, Kuwait, Bahrain, Saudi Arabia, West Indies, United Arab Emirates, Greece, Cyprus, Scandinavia, Columbia, Peru and the United States.

Ethnic arts and craft items such as kites, scarves, photography and drawing will be on display and available for purchase. Also, tasty foods and drinks from the foreign cultures, prepared by the students, will be

available for a nominal price at each location.

"We are looking forward to a successful International Day," said Peggy Lee, Director of Foreign Student Services. "This is a good time to promote a meaningful exchange, to broaden the community's knowledge of other cultures from around the world, and to show support for our international students," she said.

Embry-Riddle's Office of Foreign Student Services works year round with the international students and the Daytona Beach community. The department offers a speaker's bureau for schools and organizations, an emergency language bank and an international friendship exchange program.



I know its here somewhere...

Acorn photo by Paul Newman

As they do every trimester, Sigma Chi sponsored a blood drive in the University Center with the Red Cross. Students volunteered to local supplies which were reportedly near donate blood, despite the fact that the blood minimum levels the time.

EXAMINER

(continued from page 5)

tion one time when he failed a woman before she had even taken the test.

"When she pulled in to park, she hit the accelerator instead of the brake and went right into the

fence," he said. "I sent her home."

Sometimes, however, it's hard for the inspectors to laugh at the comedy of errors. Elderly women in particular tug at the heartstrings when they fail, says ex-

aminer Todd Waddell.

"They all say, 'I'm only going to be driving to church and to the store, and they're both right down the street. I feel so sorry for them.'"

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FORD GRANADA — New brakes, niche tires. Excellent basic transmission. A/c. engine runs great. Call Mike at 253-4500. Also \$1000 takes it in. Contact Michael 673-0003 or box 8950.

'81 BUICK SKYLARK — 3dr., 4cyl., air, 88, sb, no rust, very clean car. Best \$1800 o.b.o. Linda at ext. 1800 or Jim 673-4661.

'79 CHEVY PICK UP — Full size, V6, new tires, P.S., P.B., 63,000 original miles. New tires, rear susp. \$1950 o.b.o. Linda ext. 1800 or Jim 673-4661.

'79 FORD T100 CABOGE VAN — Excellent condition. \$2000 call 253-9633.

'79 PONTIAC LE-MANS — AC, P.R., AM/FM cassette, very clean car, 100k covered. \$1,900 or best offer call 253-4344

'76 FORD GRANADA — 4 door, green, new battery, good car. \$900 or best offer call Mike at 788-4996.

'70 FORD MAVERICK — A1 no rust, AM/FM cassette with beach speakers, one of the best. Best offer call Keith at 756-8165.

'75 RED MG MIDGET — Must Sell! Excellent condition in and out, too much to list. \$2000 Roger 1-407-253-3351 and box 3001.

'80 DODGE OMNI — AC, P.S., AM/FM stereo, sun, engine and body in great shape. \$1950 call George at 767-1457.

'77 INTERNATIONAL SCOUT II — 4WD, inexcusably well maintained, dependable transportation. \$600 call 782-4291.

'81 SUZUKI 180CC — 4 stroke engine, needs a little work on new valve assembly and about \$20 in parts. Best bid \$300 call 253-2277.

'74 HONDA CB 750 — Excellent condition with street quality sidecar, lights and brakes. \$700 call daytime at 761-0077, ask for Steve.

NICE ROC '4 FOR BERT — Lowest 2 miles from va. of the best sidekick hood. None to us, up, fully furnished, available December 15. \$177.50 with a month (over due) including gas 1/2 power bill. Contact Conan at 767-1027 or box 3001.

TWO FEMALE ROOMMATES NEEDED — To share 2 bedrooms, 2 bath condo with pool, sauna, tennis, on Halifax 3rd fl., dock and security guard. Only \$150 1/2 utilities. Deposit required. Fresh at 253-0420 between 6 am - 12 or 12am - 6 am will take message for Mary, Caree, please.

ROOMMATE WANTED — Male or female to share spacious 4 bedroom house with fireplace and porch. Located beach side, one block from Super-X (Drumond) Blvd. be sure. \$140 per month plus 1/2 utilities. Call 767-9497 or leave message at 106 1071.

ROOMMATE WANTED — Our room furnished with desk & queenizer wardrobe (if wanted) located 1 1/2 miles from campus (10 mile walk or 2 mile drive) \$142 per month 1/2 utilities, no deposits needed! Available between Dec. 10-May 1 call 767-2363 or box 4148.

'75 CADILLAC DeVILLE — Good original condition. No rust, white leather interior, loaded, new tires, runs good. \$2200 cash finance or accept trade for motorcycle of equal value. Call anytime after 5 p.m. 674-5614 or box 2176.

'81 NISSAN 200 SX — Sport coupe, AC, 4 speed, stereo cassette, new plastic tires, has 66,000 miles. Very good, economical car. Call 254-6718 after 10:30 p.m. only or leave message at box 8141.

SUPER VAN — '79 white ford, new paint, 8 tires, low mileage, full conversion with 6 speed seas. \$2900 call 253-0499.

OH TOYOTA — '78 blue corolla, good condition with AC, low mileage. \$1300 call 258-0999.

'81 SUZUKI US-500S — one of a kind black and red paint scheme, 4000 miles, 1 owner. Comes with 3 full-face full helmets, and full cover with tank. Asking \$2200 (negot) for more info call John, anytime day or night 257-5610.

'80 KAWASAKI 75 LTD — Run good, minor repair needed. \$500 call ext. 1231 or 256-7782 after 4pm.

'84 HONDA INTERCEPTOR — Clean, always covered, custom bumper and original factory body pan. New rear sport tires. \$500 miles, picture on bulletin board. \$1200 call Paul evenings 677-9737.

AIWA T00 (WALKMAN) — J.M.F.M. stereo radio cassette player. Auto reverse, power, Dolby, multi, sensitive tuner and auto. earphone jacks. Call Lisa at 253-7878.

FOX XR RADAR WARNING SYSTEM — '79 or best offer. Money bought back made 73500 on best offer. Call Dave at 756-3334 or box 7511.

AIRLINE TICKET — Presidential flights, round trip from DAB to Washington D.C. Leaving Jan. 23, 1987, return via afternoon. Rev. \$188 must sell \$175. Contact A.J. at 253-4355 or box 7711.

SMITH CORONA TYPEWRITER — studio quality, 2 years old excellent condition selling for \$30. Contact A.J. 3-26 2173.

PROTECTION FROM POLICE RADAR — B.E.L. MICRO eye KSR-1.8 8.8 4.8 longer range. Run - road and track 1986. Full accessories. Full one year warranty. Cost \$249 selling for \$110 contact A.J. box 2175.

STEREO FOR SALE — Top of the line 1986 Alpine car stereo 7168 digital AM/FM cassette, was only used for 2 months. Paid \$300 new, asking \$225 or best offer. Call John anytime 257-5610.

35MM CAMERA — Mamiya shot 3282L with 35mm and 100 mm lenses. \$100 call Tim at 443-8637 after 6 pm or leave note in box 6536.

TELESCOPE — Sears 300K accessories, good condition. \$50 call 258-1974.

cycles for sale

'85 HONDA XR 330 — Book value \$1,200 asking \$900 or best offer. Includes 2 full face full helmets, must make quick sale. Call Tom at 731-3090.

'80 KAWASAKI 650 CB — 2 helmets with cover. Also \$1100 o.b.o. call 767-3488 or box 4437 ask for Chris.

'84 INTERCEPTOR 500 — 12,000 miles will sacrifice \$1600. Includes helmet and sun padded luggage rack. Contact Ray at box 3111 or call after 9 p.m. at 256-3660.

miscellaneous

17 FOOT AMF 'FORCES' CLASS SAILBOAT — Includes trailer and 94 sq. ft. of sail. Must come down for one year. Asking \$800 o.b.o. If interested call Rick at 767-0599 after 6 pm or box 4598.

FOR SALE — Four 15 1/2 x 18 in. Tri-Arm HoneyComb style aluminum wheels, good condition, includes hub caps asking \$300. If interested call Rick at 767-0499 or box 6598.

'80 KAWASAKI 440 JET SKI — Great shape with vest and free instruction with sale. \$1500 call Chris at 767-3488 or box 4437.

miscellaneous

FLIGHT INSTRUCTION — Private pilot to instrument pilot, multi-engine flight instruction. Biennial flight reviews and high performance check outs. Large selection of aircraft available. Please contact Greg Parris at 767-4633.

EPICOT AND DISNEY SHOWS — 1/2 price, no tricks, Saturdays and Sundays only. Groups of 3 or 4. Contact Don box 3022.

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WANT TO LEARN TO FLY — Professional flight training available immediately. No waiting at a reasonable rate. Call 761-6887 and ask for Tod.

'87 JEEP CJ-5 — V6, 95, new tires, new shock, chrome rim, custom bumper, full stage padded rubber, for extinguishers, stainless steel bed, 280 2. bucket seats, 16k wheel, 3 spd with manual overdrive, tow bar, good top, wheel bearing all replaced. New carpet, towed from Oregon has no rust. Must see to appreciate. All this for \$2,300 call 251-0738 if not home keep trying.

'75 DATSUN 282Z — metallic blue exterior, black interior, 50k original miles, runs great, automatic, very good all around condition. \$1200 contact Shava at 253-4304 or leave message at box 6457.

ALL TERRAIN MOUNTAIN BIKE (ATB) — Ross Mount State Hotel, two months old. Cost \$334 selling for \$300 or best offer. Great bike, has books and life time warranty certificate. Contact A.J. box 2175.

FISHER W/VR MODEL FVH1-711 — 1000 w/remote control, 7 day/2 program timer, 105 channel cable ready, electronic timer with 12 preset channels, new condition, used only to club. New \$399, now \$250 call Paul evenings 677-9737.

Heb! — I called clearance with clearance and received clearance, then as I was climbing through 5000 in a raft rescued. I thought "I'm so happy" this quote is not alone.

Dear Misses! — Hey, Grow up and find a real life!

BIT! — How about a quiet sunset on a secluded, "unspoiled" island? I'm all yours.

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electronic timer with 14 preset channels, new condition, used only to club. New \$399, now \$250 call Paul evenings 677-9737.

'80 KAWASAKI 440 JET SKI — Great shape with vest and free instruction with sale. \$1500 call Chris at 767-3488 or box 4437.

WANT TO LEARN TO FLY — Professional flight training available immediately. No waiting at a reasonable rate. Call 761-6887 and ask for Tod.

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HIJACK

(continued from page 1)

we realized the event had been big news in America.

The Pakistan newspapers at first published highly erroneous reports of the event. They reported that Pakistani commandos had advanced "inch by inch" and "stormed the airplane." Actually, they had been training for it throughout the day of the hijacking and probably they wished that they had been able to storm it.

The night after the shooting, Prime Minister Junjo made a speech on Pakistani television, which I saw, in which he said that because the shooting began, Pakistan forces were compelled to rush in to release the passengers. He must have received accounts from his military people who were over zealous about what they were going to do and reported as if it had been done! None of the escapes saw any commandos anywhere near the airplane when they came down.

A newspaper from India reported that next day that 100 were killed. Well, all these incorrect reports have been set right by

the investigations carried on by the pressmen who went there to cover the event. One is made to appreciate the role of a free press which is not satisfied by hearsay of Government handouts, but which digs for the truth. On the whole though, the Pakistan authorities were extremely cooperative, both throughout the day of captivity and after the shoot-out. The U.S. Government commended them for this.

Pan Am was also extremely helpful all along by providing us all with hotel for two nights, food, a call home, a special plane to take us to Frankfurt and New York and special representatives to meet us.

I was personally met not only in Frankfurt, but also in Munich airport where my wife and children were waiting. One of my checked bags was lost, and Pan Am made special and frantic efforts to locate it finally finding it in Karachi. I regret that though Pan Am is undergoing great financial difficulties the company is forced to spend so much on security matters. One wonders how these airlines can also per-

form their business of transporting passengers.

Ruminations

The hijackers accomplished nothing for their cause. In fact, none of the recent hijackings have accomplished anything that the hijackers had anticipated. One would think, reasonably, that this should be the last such hijacking and that people would see that such attempts bring nothing except bad feelings and even more antagonism against their cause. But people who commit such acts are not reasonable in the normal sense so in spite of the total failure of this hijacking attempt, we cannot predict that it will not happen again.

The hijackers were contradictory in their thinking. Mustafa said he didn't like Americans and was asking passengers where he was standing if they were Americans because he wanted to shoot them first. But at the same time he captured an American plane because he wanted to use American influence for his cause. But in fact America had nothing to do with the circumstances of

his three colleges kept in jail in Cyprus. He told the airport authorities he did not want any American commandos coming to the plane, yet he wanted American pilots to fly it to Cyprus.

This type of thinking comes from a sense of powerlessness and a great frustration in life. The people who commit these hijackings are mostly raised in a region of the world where as a youth one learns to hate one another and to hate outside people too. Thus, the Palestine problem, the Lebanon problem, the Iraq-Iran problem and other enemies persist year after year. This may not change until children are socialized differently and hate is not so strongly internalized.

This may also depend on greater female roles in public social affairs. Neither these changes in the behavior values, nor in the relative political and economic position of these people is likely to change much within a few decades.

Some people have asked me if this event changes my traveling plans and style. No, not at all.

Flying is still far safer than driving. I shall continue to patronize U.S. airlines because I think the dollars spent should flow back to the U.S. whenever possible.

Others have asked about psychological effects. On the flight from Karachi to Frankfurt most of us were obviously happy and relieved and I think most passengers managed quite well. A few seemed to have been in a bit of a state of shock right after the shooting. I felt specially sorry for the little children traveling alone.

For me, the matter is now history and that's that. However, last night, Sept. 10, I did keep awake for some time with the vivid scene in my mind of the commencement of the shooting. I did not expect at the time that the hijackers would really just shoot into the people, mostly Indians — and none of them with any connection to their "cause." But that is what they did.

That vivid scene, together with the surprise and the disappointment that it was possible for people to behave in such a way shall always remain with me.

Hey Ben,
"Oh, I got to go get my laundry!"
Wasn't you sitting on top of them on the bench?

Love ya,
Half-Fin

My Student Nurses,
No one likes you so why don't you stop harrassing us students and D.D.

Credul

Hey you with the cream Alfa-Romero,
I think that you are the best looking girl on campus. I am the real TOP GUN, ditch the rookie and fly with me.

Love,
N.V.C.

Jan,
Wow!!! What a commert! Core idea huh? You were HOT!!!

Love ya,
Half-Fin

P.S. Thanks for getting me WET!!!

Bonnie Man,
Sunday night was a little painful, but not too bad. I have to say this, but I think I'm falling for you—big time. Just remember...no number or food supplies (yet)!!

Bo Dacious

Dear S.K. & J.W.,
Thanks for being our favorite faces on page 2 of the AVION Oct. 22. When can we start ourpouting?

Love,
All the Oxyers over at AMT

Miss Skippy,
Do you believe we actually did it?? D.C., that is. Top of the tower will never be forgotten. Branch? At the club? Anytime. The Light House and Bonno is closing. It's only just begun. I'm on a boat. Am I alone?

Mr. Skippy

Mr. and Mrs. BIF,
Here's the note you've been awaiting. BIF, thanks again for the pre-viewer advice and info. It's sure helped cure the jitters and give me the inside track. We'll have to figure out some suitable remuneration Mrs. BIF, how does it feel to be flying a plane that is older than you are? I could be seeing you folks soon.

Take care,
Elwood

Vampyr,
The days in the murky waters of the black Atlantic and the white in the Caribbean have

Air Science Department opens previously closed flight course

By Ron McCann
Avion Staff Reporter

Students who entered Embry-Riddle's Aeronautical Science program this trimester were informed that they might not be able to take FA 104, Primary Flight, during the Fall 1986 tri. This was a result of ERAU accepting the largest incoming class for this degree program ever.

Through the efforts of Paul McDuffee, Chairman of Flight Technology, and the rest of the Flight Department, one hundred

flight slots were made available as the students already enrolled in FA 104 completed the course. Of these 100 slots, there are still fourteen available. Students who are interested in starting flight now should contact Pat O'Gara at extension 1340, or in his office D-208.

In order to begin FA 104 mid-term students must be enrolled in AS 150, have at least a 'B' average and three free consecutive hours daily. Paul McDuffee encourages students to begin flight in the

middle of the tri. The course will be carried over to the Spring tri so students will not have to stay and complete the course over the winter break.

Mr. McDuffee also stated that to prevent a "big gulp" of students in the Fall of 1987, he is working with Admissions to put a cap on the number of students allowed to enter the Air Science program. He would also like to develop academic admissions standards rather than take students on a first come first serve basis. F 75, p. 4

Gates Learjet Corp. scholarship fund

The Gates Learjet Corporation has endowed a perpetual scholarship fund at Embry-Riddle in the amount of \$25,000. The Tucson, Arizona firm has stipulated that the fund be named the John Winant Scholarship in honor of the retiring President of the National Business Aircraft Association.

The annual scholarship winner, to be selected from those enrolled in the Aeronautical Science of Aviation Business Administration, will be chosen by the university scholarship com-

mittee. Recipients will be a young man or woman who, in the judgment of the committee, demonstrates financial need and the potential for high academic achievement. The annual scholarship is expected to be about \$2,000.

John Winant was awarded an ERAU doctorate in Aviation Management in 1985 and the University's 1977 Gill Robb Wilson Award for his contributions to aviation education.

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Piper Arrow (IFR, Complex)	\$ 59.00
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★ Minnesota	at Detroit
★ New England	at Indianapolis
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★ Pittsburgh	at Buffalo ✓
★ Seattle	at Kansas City *
★ Washington	at Green Bay
★ LA Raiders	at Dallas
St. Louis	at San Francisco ★✓
San Diego	at Denver ★✓
★ NY Giants	at Philly

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

NAME:
ERAU BOX:

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, Nov. 7, 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 teams points.

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

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

This weeks winner is Bob Ferbeck with 10 out of 13 correct.

ERAU Football

Standings		
"M" League		
Bush Boys	W	L T
Quechers	5	0 0
Sick Fox	4	1 0
Daytona 49ERS	2	2 0
	1	4 0
"A" League		
Bombers	W	L T
Wolf Pack	3	1 0
Windsurfers	4	1 0
Brew Crew	1	3 1
"Q" II's	2	3 0
Tailhookers	2	2 1
"R" League		
Alpha Eta Rho	W	L T
Sigma Pi	5	0 0
Delta Chi	4	1 0
O.F.W's	2	3 0
Sigma Chi	1	2 1
Vets Club	1	4 1
Lambda Chi	1	4 0
"G" League		
P.T. Pumpers	W	L T
Sieve's Stallions	4	1 0
Pine Lakers	3	2 0
Can't Be Stopped	3	1 1
Romero Babies	2	3 0
Nova Nine	1	1 1
The Dogs	2	3 0
12 Faces of Death	0	4 0



The quality and excitement of Embry-Riddle's intramural football continues to increase even though the season is beginning to wind down.

DBCC soccer team downed by Embry-Riddle's club

By Jason Mikulak
Club Writer

The ERAU soccer club recorded its second victory Wednesday, Oct. 22. The Eagles beat Daytona Beach Community College by a score of 7-5.

In the first half the Eagles played a strong defensive game, only allowing DBCC to score once while scoring 5 against them. ERAU controlled the field

with accurate passing and smart play. With a 5-1 second half DBCC mounted a comeback.

scoring 3 quick goals. With center back Brian Mondell now in goal, the Eagle defense seemed to be lost on the field. Soon they regained form and only allowed

DBCC to score once more. The Eagles however, scored 2 more goals to insure the win.

Many scuffles broke out during the game due to dirty play of DBCC. One player, Jason Mikulak was kicked in the face while attempting to head the ball. Other players received smaller injuries. The game was called early to prevent any fights. Despite the dirty play of DBCC, ERAU was able to play well enough and control the ball to win and up their record to 2-wins and 2-losses.

goal for the Eagles.

Many scuffles broke out during the game due to dirty play of DBCC. One player, Jason Mikulak was kicked in the face while attempting to head the ball. Other players received smaller injuries. The game was called early to prevent any fights. Despite the dirty play of DBCC, ERAU was able to play well enough and control the ball to win and up their record to 2-wins and 2-losses.

Many scuffles broke out during the game due to dirty play of DBCC.

ner will be selected by the most... This weeks winner is Bob... only allowing DBCC to score... while scoring 5 against them. ERAU controlled the field... scoring 3 quick goals... With center back Brian Mondell now in goal, the Eagle defense seemed to be lost on the field. Soon they regained form and only allowed... DBCC to score once more. The Eagles however, scored 2 more goals to insure the win. Many scuffles broke out during the game due to dirty play of DBCC. One player, Jason Mikulak was kicked in the face while attempting to head the ball. Other players received smaller injuries. The game was called early to prevent any fights. Despite the dirty play of DBCC, ERAU was able to play well enough and control the ball to win and up their record to 2-wins and 2-losses.

701 South

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

TUESDAY NIGHT IS COLLEGE AND FRATERNITY NIGHT AT 701 SOUTH MAX HEADROOM T-SHIRTS AND 16oz. ERAU BEER MUGS WILL BE GIVEN AWAY COME PARTY 701

MONDAY - ATTENTION DAYTONA'S HOTTEST DANCERS 701 SOUTH IS LOOKING FOR YOU! MONDAY NIGHT IS HAWAIIAN TROPIC DANCE CONTEST NIGHT WITH FREE DRINKS FROM 9PM TO 12AM

TUESDAY - COLLEGE, FRAT AND NEW AGE MUSIC NIGHT! FREE ERAU 16oz BEER MUG AT THE DOOR TO ALL STUDENTS WITH VALID ERAU ID BRING MUG WITH YOU ANY NIGHT AND FILL IT WITH HEINEKEN DRAFT FOR A BUCK!

THURSDAY - HAWAIIAN TROPIC UNKNOWN BIKINI CONTEST! ALL CONTESTANTS RECEIVE FREE HAWAIIAN TROPIC BIKINI 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 MEAN NEW WAVE PROGRESSIVE MUSIC COME DRINK HEINEKENS FOR A BUCK ALWAYS 2 FOR 1 DRINKS AT 701 SOUTH COME PARTY 701

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