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Avion 1987-09-23

Embry-Riddle Aeronautical University

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Eagles start on the road to victory See Sports, page 8



An Award-Winning College Newspaper

Volume 57, Issue 2

Embry-Riddle Aeronautical University, Daytona Beach, Florida

September 23, 1987

Critical Stoplight Project Delayed

By Ray Hatac
Avion Staff Reporter

"Every time I go to school it's a hazard," says student Kriste Hauswirth. "Cars come close enough to me to get my heart pumping!"

Hauswirth is one of many students who must dodge the 40 MPH traffic on Clyde Morris Boulevard to attend classes at the Airway Science Simulation Laboratory (ASSL). The students who must cross describe frightening experiences ranging from almost being hit by an oncoming truck to having cars skidding to an immediate halt in front of them avoid a potential casualty. Currently, thirty-three classes are held at the ASSL.

Though no such casualties have yet been reported, students and faculty members alike say it is inevitable. "It's going to happen," said instructor Frank Wencel. The university recognized that a hazardous situation would indeed exist at the Clyde Morris/Castilla intersection before classes were scheduled at the ASSL. "Well over a year ago, we approached the county and said this is a problem for us, we need a traffic light," commented Robert Rockett, Dean of Student Affairs. However, the traffic light that was supposed to be up by this month did not materialize because of the increased complexity the project has undertaken. The university administration, led by Dan Kelly, Dean of Students, took action when they heard about the delay in August.

To address the immediate problem, Kelly suggested to the county creating a crosswalk and erecting crossing signs. "As soon as we thought about the potential danger, we started to take some action," he stated. Bruce Wendt, state traffic engineer for the Department of Transportation in Daytona, told the Avion that a crosswalk will be painted on the pavement and

crossing signs erected this week. However, plans for turn lanes, a traffic light, and the widening of Clyde Morris Boulevard will not commence until March or April 1988 with an estimated completion date of December 1988. Wendt estimates the cost of the project to be approximately \$85,000 to be paid by the county and state.

Instructors at the ASSL seem to be sympathetic to the problem. They have been lenient on student tardiness and, occasionally, students are dismissed early to ensure adequate time for them to get to their next class. According to William Gruber, Department Chairman for Aeronautical Science, he has received only a handful of complaints from people because of the time element involved; that is, having only ten minutes to get to or from the ASSL. Additionally, he said only two students have dropped classes because of this inconvenience.

Instructor Wencel has said that as soon as the topic on the hazard is addressed, the students respond. "It's not a good situation at all," he admits. "It's like playing Russian Roulette when they (the students) cross."

Pedestrians, however, are not the only ones expressing concern. Car drivers have also become victims of the situation. A small curve in the road south of the parking lot exit sometimes makes it difficult to see the rapidly approaching autos and bicyclists going northbound. Additionally, a drainage dip on the side of the street has caused damage to cars as their owners dart out of the driveway in order to avoid being hit and to go with the flow of traffic.

"It's a somewhat scary situation," expressed Kelly. "Students should take that extra minute to cross the street and not do battle with the cars. The chances of winning are almost nil!"

"What it's going to take is for someone to be killed."



Jeff Guzzetti, former Avion staff member, ex: Aeronautical Engineering Graduate, enjoyed flight

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Armed forces' flight teams inspire many

American Forces Information Service

The gate opens hours before the performance. A huge crowd is already gathered, each person vying for the best spot from which to view the Blue Angels in their new F/A-18 Hornets.

Across the country, thousands of heads tilt skyward as the Thunderbirds push their F-16 Fighting Falcons through an impressive display of acrobatic maneuvers.

In still another location, a crowd oohs and aahs as the Golden Knights free-fall through the sky at speeds reaching 200 miles per hour before deploying their parachutes.

Each year, military aerial demonstration teams wow hundreds of thousands of spectators throughout the United States and abroad.

The Navy's Blue Angels and the Air Force Thunderbirds present aerial maneuvers that demonstrate the capabilities of the military's most advanced jet fighters and the skills of the people who fly and maintain them. With bullet-like precision, they give high-speed performances of loops, rolls and formations flying.

The Army Parachute Team, better known as the Golden Knights, presents an unparalleled demonstration of free-fall parachuting. Starting their show almost 2 1/2 miles above the show site, they free-fall thousands of feet, performing a variety of aerial man-

euvers before deploying their chutes. They land with pinpoint accuracy on a target "X" at center stage.

Millions of people around the world have marveled at the artistry

usually low altitudes, demonstrate the vital ingredients of a strong team: precision, teamwork, coordination, alertness, top physical condition—and more practice.

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So why is it that most pilots and pararescuers would give their eyes to be a member of the Blue Angels, Thunderbirds or Golden Knights?

For Capt. Marcus Bonds, operations officer for the Golden Knights, the thrill comes when he's still in the air and hears the crowd's exclamations below.

"But the greatest reward," he said, comes at the end of a show, when the team members replay their chutes in the middle of the crowd. "People come up and congratulate you. They treat you like a celebrity. Retired World War II soldiers come up and tell you stories about their days on active duty," he said.

"And how much more reward could you ask for than to see a big smile on the face of a little kid who tells you he wants to grow up and be just like you?" he asked.

Team members are well aware that they are more than just entertainers. They're military aviators with a strong sense of mission: to represent the capabilities of the U.S. military abroad, to create good will in the civilian community and to promote pride and esprit de corps among military people.

This requires a special type of team member: an aviator in peacetime skills as technical ones. Before performances, the teams visit hospitals and youth organizations, speak to civic clubs and attend school functions. To promote upcoming performances, they accept media interviews and sometimes even provide orientation flights for media representatives.

After shows, they meet with the audience, shaking hands, signing autographs and sharing stories. "We try to help educate the American public about what its defense dollars are going into, the quality of its military and the sophistication of the talents involved," Knight said.

"And wherever we go, we try to represent the ideals of aviation."

ASSL toured by Senator Chiles

ENAU Press Release

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The visiting group, headed by U.S. Senator La-Don Chiles, viewed some of the equipment that will be used to train students in the "fall mission" laboratory which simulates the various elements of the National Airspace System, including Air Traffic Control, pilot simulators, traffic flow control, weather information, airports, airways, pilot and aircraft performance.

Senator Chiles, who earlier in the day received and Honorary Doctorate Degree during the Embry-Riddle graduation ceremony,

also received a briefing, along with the other visitors, on the status of the Daytona Beach Applied Research Consortium and a mini-research park concept which was initiated by the Florida State Legislature with the support of Representatives Samuel P. Bell and T.K. Weibrecht.

The Consortium is comprised of the four local four-year institutions — the University of Central Florida, Embry-Riddle Aeronautical University, Bethune-Cookman College and Stetson University — which will focus on research and education-oriented high-technology disciplines. This, in turn, will attract public and industry support, according to University officials.

An architectural management study of the 21 acres where the laboratory is situated, was described to the visitors. Dr. L.W. Absolut, Embry-Riddle Vice President, is Executive Director of the Consortium. Dr. Frank Joyce, University of Central Florida, is Secretary.

New radar researched

By Tom Joyce
Armed Forces Info Services

Each year, twisters and other severe forms of weather kill and injure thousands of people and cause millions of dollars in property damage. In addition to protecting people and property from these acts of nature, research in recent years has been directed at more accurately forecasting destructive weather patterns.

The Department of Defense has been working closely with the Departments of Commerce and Transportation to field a completely new weather radar system to detect destructive weather events early in their formation. Called the "Next Generation Radar" or NEXRAD, it will enable forecasters to more accurately predict potential hazardous weather conditions over the coun-

Federal Aviation Administration and the National Weather Service are becoming outdated and don't provide forecasters enough information.

"Current radar systems don't detect tornadoes or other hazardous wind events," said Air Force Maj. Gen. D. Wittman, acquisition manager for weather systems development at the Pentagon. "The NEXRAD system will allow us to better detect and assess a storm's severity, improve our warning accuracy and increase our warning lead time."

Tests conducted in Oklahoma, using Doppler technology, showed that the lead time for identifying tornadoes before touchdown increased, on the average, from no time at all to 20 minutes. Wittman said. This improved prediction capability is of great importance to the pub-



Aerial photo by Paul Winbeck

of the pilots and pararescuers who make up the Defense Department's aerial demonstration teams. Their maneuvers, many performed in extremely close formation and in un-

Senior Master Sgt. Bill Knight of the Thunderbirds ran down the schedule that keeps the team in top form: 12- to 15-hour days, often seven days a week, and as many as 230 a day on the road. It's demanding, he admitted, and can be particularly difficult for married team members.

"I've always been enthralled with what the Blue Angels could do with an airplane," he said. "But my experience with the (Blue Angels) pilots and the squadron has given me a brand new appreciation of their abilities as a whole."

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Yet, skilled as these teams may be, Lt. Cmdr. Doug Hocking of the blue Angels pointed out that they represent the caliber of aviators in the U.S. armed forces.

"I've always been enthralled with what the Blue Angels could do with an airplane," he said. "But my experience with the (Blue Angels) pilots and the squadron has given me a brand new appreciation of fleet aviators as a whole.

"The Blue Angels might do their maneuvers a little closer, a little lower or a little slower than most naval aviators, but they're doing

the same maneuvers every naval aviator learns," he said.

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"And how much more reward could you ask for than to see a big smile on the face of a little kid who tells you he wants to grow up and be just like you?" agreed Hocking.

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"And wherever we go, we try to represent the ideals of military service," Bonds added. "We try to make people feel good about the military and good about wearing the uniform."

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This improved prediction capability is of great importance to the military services, which have expensive combat assets to protect during se-

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Editorial

Private Ticket Won't Fly at ERAU.

All of us have come to ERAU for an aviation education of one kind or another, and many will specifically include flight training. If you want a career as a pilot, whether it be commercial, corporate, or military, ERAU is regarded as the best way to start it off. That's what the industry supports, the school says, and the students tell each other.

But what if you were involved in aviation before you attended ERAU and already had flight experience? Then where do you begin? Unbelievably you must start right back at the very beginning!

How's this, you say? But I've got my private and lots of hours! Sorry. It's FA 104 for you. Then surely it'll just be a quick check ride and on to FA 205. Nope. Back through the mail.

Paul McDuffee, Chief Flight Instructor, tells us that if we already have our commercial rating, we will be reviewed for advanced standing, but if not, it's back to FA 104. You must take 104, 105, and 205, and pass all phase checks, regardless of how many hours you have. The only concession is that you needn't perform any cross-country flights. There are no minimum hour requirements for each course, but so far no one has gotten away easy.

Why is ERAU so hard on these people, forcing more hours and dollars out of them? Are they in fact not licensed by the FAA like all other pilots, including ERAU's?

Embry-Riddle is not just another flight school, it is THE flight school, "the Harvard of the skies", leading the way in aviation excellence! So you see, since the flight program here is the finest to be had, we can't have Boonacker Barney's with fresh tickets just step in alongside the others.

The truth of the matter is, that outside flight training isn't always so bad. There are plenty of Part 141 schools with capable programs and equipment.

In fact, there are many ERAU graduates flight instructing at these schools (even across the strip at Eagle). We have some students who were taught to fly at Part 141 schools by ERAU grads using Riddle procedures, obtained their Private Pilots License, and they still had to start with FA 104.

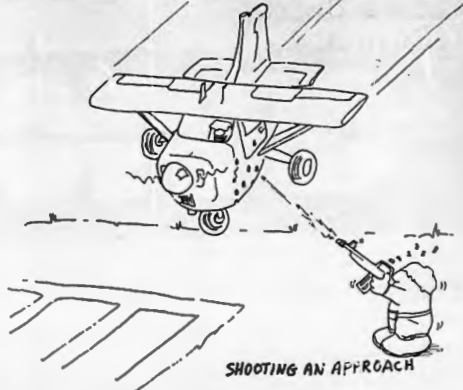
New students with prior experience shouldn't be subjected to such redundant and expensive requirements. The Flight Department should look into replacing their current policy with something more fair; a course consisting of about three flights, specifically designed to review one's proficiency, and verse the student in Riddle's procedures. This would be more economical for the student and free up many aircraft for those looking to advance their pilot skills.

This, certainly, could not hinder any of the already existing flight courses; a different course would essentially mean less back-log in the preliminary courses. Additionally, pilots with such advanced training would not have the, somewhat, degrading, costing, and needless over-preparation for Riddle Flight.

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From a school which claims aviation excellence, a careless policy to simply gain profits is an inappropriate, reckless and inexpedient one. A policy with greater care and concern for student situations is one more expected from a university with the professionalism and integrity such as ours.



Letters to the Editor

Charge It!

To the Editor:

It's funny. There was a time when Piggy banks, savings institutions and savings bonds were ways to save money, to build up funds in order to purchase those big ticket items you moped and desired.

Unfortunately though, small plastic cards with holographic imprints of doves, impressive gold cards (everyone who is anyone needs one), or just any small plastic credit card has replaced this savings plan. Now we can just buy those big cost items by signing our names... and paying 18-22 percent interest the month to pay for these products or services.

It's so easy to do-spontaneous purchasing, no thought to the cost. Just CHARGE IT! All these thoughts came to mind, when the Student Government As-

those important things... that stereo or boom-box, those accessories for the car (stereo radios, seat covers, chrome wheel hubcaps). Use the credit on \$100 worth of clothes, \$300 worth of entertainment. No problem, just charge it.

There has been little to nothing said either by the SGA or the school, in conjunction to signing up for credit cards, regarding responsible money management. The sad result is that many a student becomes indebted quickly, and insidiously, the bills add up and interest charges do not get any lower.

It becomes even more frightening when this plan for payment is coupled with the myriad of other credit cards that flood your mail, upon graduation, and that are so easy to sign up for at every department store in the country.

Money, recognizable green paper, and coins are real, have substance and when handled properly can also pay for those things you need, without overextending your credit line. If you don't have the money to buy something, do all in your power not to buy it. Leave home without it!



Aerial photo by Richard Clarke

Say goodbye to summer...the Autumnal Equinox signals the end of summer, and the start of cool nights and short days.

by Jean Snyder

card has replaced this savings plan. Now we can just buy those big cost items by signing our names... and paying 18-22 percent interest the month to pay for these products or services.

It's so easy to do-spontaneous purchasing, no thought to the cost. Just CHARGE IT! All these thoughts came to mind, when the Student Government Association's sponsored Citicorp's MasterCard and Visa Card registration representative, was once again on campus this last week. I see students, many of whom scrape by with just enough to pay for rent and books, now have instant credit for

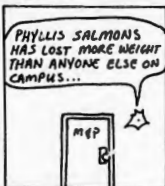
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Klyde Morris

Wes Oleszewski



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This week's staff: Wes Oleszewski, Ray Hatac, Jeff Guzzetti, Patrick W. McCarthy, Renee Blinck, Tom Jullian, Michael Rechin, Rick Ovsue, Ed Fulop, David Rivka.

The opinions expressed in the Editorial 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. Opinions expressed elsewhere are those of the writer, who is identified.

Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not libelous, obscene, or libelous. Letter writers shall continue themselves to a single topic. All 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: Paul Novacek, Brian Modsell, Richard Tom Jullian, Chris Lovgrod, Rob Watt, and Teresa Anderson. The Avion is an Associated Press member newspaper, and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advisors, and the Associated Collegiate Press.

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ED's Corner Beverage & Deli

Not the real thing, but an incredible simulation

Howdy all you Riddle-Raz. Since this is my first article, I guess I'll start introducing myself. My name's Ed Falop. My room-mates call me "Thugs" (something about being excitedly violent, I guess) but my girlfriend calls me "Eddie," call me anything. Anyway, right about now you are probably saying to yourself, "Self, what's this knob writing about? Get to the point, homehead!" How'd I know? Well... I just did it. It's beautiful here at the Avion, and my own column to find out what's rotting everyone's shorts 'n' campus. If you see, hear, or smell anything on these rolling hills and greens of the Embry-Riddle Aeronautical Country Club that you don't understand or just think is plain stupid, give me a line and I'll give you either a pretty good reason for it, or a damn good lie. My address is: Ed Falop, Answer Man, Falop, ERAU, Avion, Daytona Beach, FL 32014.

Anyway, if you ain't seen it before, I'm writing you about it, or I'm out on this luxurious job and all it's fringe benefits. Thanks for listening. I'm out of here.

- 1. list of things that irk my friends and me in the hallowed halls of Dom II.
- 2. The lack of fumes.
- 3. Why the rackaball courts are being renovated to look exactly the way they did before.
- 4. The empty smoke alarm siren in Dom I.
- 4a. Epicure.
- 5. Dom II, also known as the Roach Motel.
- 6. Freshmen not being able to fly.
- 7. Who is Jack R. Hunt and why is the library named after him?
- 8. The beautiful circle drive in front of the U.C. and Spruance that you can't use to get anywhere on campus.
- 9. The lovely Tise W. Davis swimming pool with the water at a cool 88 degrees.
- 10. The kind, courteous, and giving staff of the Embry-Riddle Administration, famous for carrying out a cruel and unusual form of punishment known as "the Riddle run-around."
- 11. Well, that's all I've got for this week, so all you write me, or I'm out on this luxurious job and all it's fringe benefits. Thanks for listening. I'm out of here.

By Mike O'Kielke College Press Service

Campus fashions are changing radically this fall, but one is sure if it means students are becoming as radical as their clothes.

"I don't know if it's a political statement," said Valerie Cretney of Minneapolis' Haute Stuff boutique, a shop popular among University of Minnesota students. "But it is a statement."

"It's the return of the '60s," asserted Larry Schatzman of the Unique Clothing Warehouse, a Greenwich Village store frequented by New York University students. "Whatever it is, America's college students are melting out their wardrobes this fall: tie-dyes, jeans and mini skirts are in, and the pressed, preppy look is out, various fashion observers agree.

"Even sorority girls aren't wearing very preppy clothes this fall," Carrier reported.

"Students are dressing the way they're thinking," Carrier said. "They're not sitting at home and planning their outfits for an hour."

"When I was a freshman I really didn't care," recalled Tim Lum, a Boston College senior. "The campus was really into the preppy stuff, and I really felt out of place. I feel a lot more comfortable now. I could never wear those preppy things."

At NYU, students are going crazy over acid-washed (pre-faded) jeans. And tie-dye has come back in a very big way. Leather jackets and pants are also popular, especially if they have a distressed look.

Another old style is returning. "Mini skirts are very big right now," explained Nancy Cooley of the Ritz, just north of the University of Colorado campus. "Short skirts are hot."

Also big among college students are silk skirts and shirts, '60s pressed parkas and slinky dresses.

"Women," Carrier added, "are wearing big hoop earrings, thick belts and chunky jewelry. Anyone who hung onto that stuff now has a real treasure."

Owners of stores on or near campuses say things like Army surplus pants, Guatemalan wrist bands, oversized sweaters and jackets are selling quickly, while rich, traditional colors like plum and forest green are in.

Out are tom-neck T-shirts, turquoise of old jewelry, mump pants, designer jeans, polyester and big tune boots.

Schatzman counsels that, although '80s students are interested in '60s fashions, they may not be interested in "serious" issues.

His store stocks dozens of goofy toys ranging from water pistols to plastic dinosaurs to paddle balls. "We sell an awful lot of yo-yos," Schatzman said. "It's fun. It's an '80s mentality."

The mentality also apparently includes a year for a bargain, or at least a University of Colorado student government leader Perry Dino calls it, "value shopping."

Dino forecasts trendy "vintage clothing" shops for Salvation Army outlets, Goodwill stores and Disabled American Veterans shops. "I'm talkin' values here," Dino cracked.

"People who spend huge coin on designer names think they're lookin' real sweet, but it's really sad. If you buy a Polo shirt for \$30, that's a huge coin spent on symbolism. Now, if you spend that much, you better have five or six items to show for it."

Dino wore his second-hand threads everywhere. "When I showed up at the last regents' meeting," Dino said, "the kid was lookin' good."

Dino believes that change in fashion reflects a change in student attitudes. Like their '60s counterparts, the '80s students are interested in political and social activism.

"I think a lot of people are ready to sign the Post Huron statement again," Dino said, referring to the manifesto that the college signed for the Democratic Society, one of the most important student leftist groups.

He mentioned there are similarities between the Vietnam War and the Reagan administration's Central American policies, and that students are more interested in environmental movements, civil rights and other issues.

But musical tastes also influence fashion trends, as Ed Falop, a student organizer of Ona's, a used clothing store near the Yale campus in New Haven, Conn.

U2 lead singer Bono's leather fringe jacket spurred sales of similar jackets, while the Grateful Dead's latest tour sparked interest in tie-dyes, flared jeans and other hippie relics.

But Boston College's Lum figures the whole thing is just a trend that will pass in the near future. "It's a reaction against the preppy thing."

Ripped jeans it's trendy but to be combined with clothes. At B.C., right jeans are really big. People are even ripping their jeans on purpose. These are the kids who two years ago were wearing the plaid shirts."

Open Forum

Why Riddle eagle won't fly

By Larry Smith

As a messenger of information, the logo plays an important role. It must, either subliminally or consciously, convey the attitude and personality of the product or service it represents. Only then is the valuable association between name and image forged which distinguishes the product or service of one business from that of another. Education is a business too, and the same rule applies. The logo currently used at Embry-Riddle Aeronautical University, is failing in its role and reveals

Navy Fliers Need That Special Touch

Landing a jet trainer on that postage stamp in the sea isn't easy.

By Jeff Guzzetti Special to the Avion

You're on the downwind leg now, and your heartbeat rises slightly. It's time to make your downwind call. "Navy, Nighthawk, I'm abeam. One-two, three, four, five, two-zero three-oh-five."

You roll your T-2 Buckeye jet into a five-to ten line up for the approach, scanning your instruments just one last time before focusing your attention outside the cockpit at a small grey blob floating in a sea of blue. This is the day you'll make your first aircraft carrier landing, and it's a scary cry from your days at Cessna pilot.

At an altitude of 325 feet and an airspeed of 130 knots, you roll "into the go-overs," the final approach to landing on the small grey blob. For the next 20 seconds you will be a loyal slave to a small red guy, each light known as the "meatball" mounted on the side of the carrier.

"Navy Niner-five" Buckeye has the ball, you transmit, though you're listening like an astronaut as you struggle to line up the elusive red ball of light on the flat top. "Roger ball," replies the Landing Safety Officer, the man who will determine whether you're

good enough to land on his deck. "You're high... work it down," he advises. "You're high for final up... and some power."

You're at about 200 feet above the water now, dropping out of the line, nearly ten feet per second. You feel your right hand adjust the stick between your legs to control your airspeed. It's like an intense video game that requires phenomenal hand-eye coordination, except it's not a game at all.

Then, all of a sudden your main landing gear impacts with the deck of the ship at 100 knots of forward airspeed. WILLIAM! You slide towards the edge of the boat... instinctively you shove the throttle to full power in case your tail hook fails to catch one of the four cables stretched across the deck. But a split second later your body lurches forward into the seat straps as a reaction to the massive deceleration. The tail hook caught.

"My God...I've done it!" you think to yourself. A rush of

aircraft pulses throughout your body as you pull the bleeding throats back to life. You realize that you've made your very first carrier landing.

Carrier landings. The very phrase evokes a sense of awe among civilian pilots and aviation enthusiasts. How are landings made that precise? How difficult are they? What kind of training do these fledgling pilots endure before they give up their carrier virginity?

The Avion recently sought answers to these questions at Meridian Naval Air Station, home of training Squadron VT-9. Located amongst the woodlands of Meridian, Mississippi, Meridian NAS is one of three airbases that provide training to those fortunate enough to be chosen to fly Navy jets.

away from people and property for fledgling aviators to practice. "Whatever the case may be, Meridian, along with Kingsville and Beaulieu in Texas, are the birthplaces of many jet aviators.

"You could be a student pilot of efort to be assigned to one of these bases. One must endure an intense pre-test process in order to be allowed to even begin jet training. There are several ways to get here. You could be accepted to Annapolis and choose jets, or graduate from a Navy ROTC unit, or join the Marine Corps PLC (Pilot-in-Command Class).

Won't fly

By Larry Smith

As a messenger of information, the logo plays an important role. It must, either subliminally or consciously, convey the attitude and personality of the product or service it represents. Only then is the valuable association between name and image forged which distinguishes the product or service of one business from that of another. Education is a business too, and the same rule applies. The logo currently used at Embry-Riddle Aeronautical University, is failing in its role, and reveals nothing about our attitude or personality. If we want the world to know that we are operating on the leading edge of the latest aviation and aerospace technology, our graphic identity should reflect this; unfortunately, it does not.

The use of using an eagle as a design element graphically symbolic of flight, is typical, but logical. Many aviation related businesses use the eagle, in one form or another, as their trademark. After all, in addition to flight it also represents strength, wisdom, and even honesty. The Eagle is logical, because so many of us already associate it with flight, as well as all the other good, patriotic things that help to achieve national symbol status. The real problem is that Embry-Riddle's Eagle could be anyone's eagle, and is. I can think of many places where eagles nearly identical to our own can be seen proudly symbolizing a variety of products and services ranging from cigarettes to trucking. I sometimes feel that our weary, old mascot would be more at home perched on the head of some high school marching band's drum, than embuzzed on the tail of a shiny new airframe. What we need is a shiny new eagle.

Special to the Avion

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Further complicating this matter is the unwarranted fear of change. It's not as though the ERAU logo is a time honored symbol of our heritage. In fact, our logo has changed many times since the early days, unlike those of Harvard, Princeton, or Yale. Their logos ARE time honored and have remained the same over the years. The important visual familiarity of their symbols is part of their status which took a long time to achieve. Status is weakened by change, so their time honored logos stay the same. Sumbachy once called Embry-Riddle "Harvard of the Skies" and suddenly we started comparing ourselves to "Classie" universities. What a mistake. In doing so, we lose the important attitude and personality of our aviation oriented curriculum, a quality which makes us unique in the education business. It is this uniqueness which should be reflected in our graphic identity.

Our newest logo is supposed to represent "A bold step forward in the future"; but it actually is the same old eagle telling the same boring story. I believe it's time we would to see us fly. What we need is a logo that tells the exciting story of Em.-y-Riddle, a university as progressive and dynamic as the world of aviation itself; not some stuffy ivy league institution, not just a technical school, and not just an aeronautical university, but THE Aeronautical University! We can say all these things with the right logo, but not until we solve the identity crisis by designing a new logo, really new. A logo that makes us proud, a statement about what goes on here, who we are, and where we're going. A bold new eagle to carry us swiftly into the future.



USS Lexington...

The student pilot's ultimate challenge; facing short runways and light seas.

OCOS

But the most prevalent path to become a naval aviator is through the Aviation Officer Candidate School (AOCS) in Pensacola, Florida. This is how most Embry-Riddle graduates make their first step towards a flying career with the Navy. AOCS is an intensive 15-week program involving rigorous physical and military training, coupled with crash courses in Aerodynamics, Navigation, Engines, and other aviation-related courses. Drill instructors and competitive exams provide significant hurdles to weed out those that do not have the skill or motivation to fly by the book.

Upon successful completion of AOCS, the student is sent to Primary Flight Training, and the weed-out process continues. Here, the two-week flight instruction in the T-34C Mentor, a single-engine turboprop. The 16-week program introduces the fledgling aviator to basic flight work, instrument flying and formation flying.

The student is watched closely during a period of training. If he does not progress at the designed rate, he will receive a "down" for a flight. One down means a "jacket" period in which your progress is reviewed by a board of officers to see what your problem is. Two downs means you are subject to possible dismissal from the program, as you are given a chance to proceed your case in front of a board of officers. Obviously not a very pleasant prospect. Three downs and your out; kind of like a baseball game with the future career of a young man hanging in the balance.

FLIGHT TEAM

J.P. Walsh
Public Relations Officer

Judging from the tremendous response at C&O Day, the Regional Championship ERAU Precision Flight Demonstration Team expects a fantastic turnout for our September 27 briefing for interested new member candidates.

Because of our immediate need for a large pool of hard-working, dedicated new members, the selection process will be quite rapid this semester. The deadline for picking up and returning applications is Sept. 29. From Sept. 30 to Oct. 6, interviews will be conducted by the executive board, faculty advisors, and team coaches. By Oct. 8, a pool of new members will be selected and briefed at a special meeting, and they will attend their first general meeting on Oct. 13. The pace is almost exhausting, but the rewards will be well worth it.

The new members can look forward to much hard work, but

also a lot of fun in preparing for the 1988 National SAFECON to be held at Northeast Louisiana University in the Spring.

Nationals, however, is a long way off. Of immediate concern to the members and coaching staff is preparing to defend our Regional Championship at Auburn University in November.

Tryouts for the events are almost over, and team members are already spending weeknights and full weekends preparing for the eighth National Intercollegiate Flying Association (NIFA)-sanctioned ground and flying events.

On weeknights, team members are hitting the books, charts, and computers practicing their navigation, aircraft recognition, preflighting, and basic airfield/uninstrument flying skills, while weekends are devoted to power-off and short-field accuracy landings, practical air navigation, and message drops.

With less than two months left until we all pack our bags and head for Auburn, the practice schedule is demanding and rigorous. However, the students and faculty of Embury-Riddle all know that we're the best Aviation University in the Nation, and the Flight Team is determined to prove it.

At the team's Sept. 15 meeting, the executive board accepted nominations for persons to fill the Vice Presidential seat being vacated by Greg Barkop.

Members nominated were: Steve Caple, Lance Coleman, Patty Leon, and Kris Nicholson. The members will have a four-hour time selecting a new Vice President from these very fine individuals.

Preparations were discussed for the Flight Team sponsored presentation to be made by Dr. Richard Q. Rinchard, M.D. on Nov. 5 & 6. More information on Dr. Rinchard's visit will be released in future Flight Team Columns. Go Riddle!

BROTHERS Brothers of the Wind

Earl Stephens, Jr.
Public Affairs Officer

Welcome Back! To all of our members we haven't seen in four months, greetings. I hope everyone has had an enjoyable and prosperous summer. Even though the school is less active during the summer, we were able to re-group the attending members and get a lot accomplished. We worked the 1987 SKYFEST and earned \$8000! That was more than any other club, organization or fraternity there!! This effort is what enabled us to purchase T-shirts for our members. It goes to show, together we aspire—together we achieve. (Our club motto).

We had our welcome back barbecue on Friday the 11th and the turnout was phenomenal! All continuing members received their club T-shirts, and rosters were started for

our intramural sports teams. Everyone enjoyed the expertise of Ricks (Vice Pres.). Bar-b-que cooking and the latest up-to-date music.

To all who are unfamiliar with the purpose of our club, here's a little helpful information. Brothers of the Wind is mainly concerned with the welfare of the minority student body here at Embury-Riddle. We also promote brotherhood and comradeship among our membership.

Through the various school and community activities we sponsor and participate in, the club has become a strong force in our local community. To all freshmen students interested in joining our club, the next meeting will be held Friday, Sept. 25 in E-609 at 1:30 p.m. Please attend, sign up and find out what we're about. We're giving the 100 percent freshman participation.

Remember all club members who didn't receive a T-shirt can sign up for one at the next meeting (Friday). To those who have a T-shirt the president has requested (demanded) that you wear them on Fridays to show your support. If not, you will be dealt with severely! This year has gotten off to a great start with our Bar-B-que and welcome back party. Let's support our club and make this our best year ever.

Remember our motto together we aspire—together we achieve. So let's get it done!!! Our Club officers for the fall 87 semester are:

President: Rene C. Epstein
Vice President: Emerick Martin
Secretary: Rajan Bey
Treasurer: Vanessa McLary
Public Affairs: Earl Stephens Jr.
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AXA Lambda Chi Alpha

Michael Tynman
Fraternity Officer

After a long, refreshing summer (or educational for the brothers that stayed at school), the brothers of Lambda Chi Alpha are all set to replace the 18 who have graduated or transferred.

This past weekend's first annual Lambda Chi Alpha Chow-Down and the beach party on Saturday helped in our quest to introduce many prospects to our fraternity.

The Chow-Down, a brain child of

Social Chairman Tom Blong and his two assistants Johnny-O and Mutty-B, was a big, if not messy success. The beach party helped us work off all of the calories put on during the previous night's festivities.

Both activities were, dry, just following the precedent set by many past, successful ones.

If you feel you qualify to take part in the Hometown friendship of Lambda Chi Alpha, just talk to a brother in the Purple, Green and Gold shirt, or stop by one of our fraternity meetings Monday at 7:30 in A-109.

Credit Criminals

Each year criminals charge more than \$200 million on stolen credit cards. But who's responsible for paying it all back?

If your credit cards are lost or stolen, a federal law holds you accountable for the first \$50 charged on the card, providing you report the loss within a "reasonable" time. Some companies will allow up to three days to report the missing card. After that time, you risk paying a greater amount of the entire balance.

Slightly off campus, not ours

Wrong Name on Building

University of Texas officials for a while ago, 2000 constituents and some technical help to others.

The SIU race now draws about 2000 constituents and 20,000 viewers to the Carbonblee campus each year.

The Alumni Association is seeking a \$500 annual rights fee plus a \$250 consulting fee from Crystal Lake.

Migration Patterns

At Illinois State University, Prof. Michael Sublett's geography class studied campus migration patterns, and found the school's faculty members walked 6,184.79 miles just between their offices and their classrooms during the fall of 1985.

Sublett blames a classroom shortage for all the walking, which is about the distance between the North Pole and the Equator.

L.A. Law

The tv show "L.A. Law" has won "a cult status among young lawyers and law school students."

University of Maryland law Dean Michael J. Kelly reported in an Aug. 7 seminar at the American

board and participants win prizes for "most spectacular sinking"—in 1974, SIU bought a copyright on the idea in 1986, and now licenses it and some technical help to others.

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Both Kelly and New York University law Prof. Stephen Gilster said the show's popularity was so bad for law students because of the episodes often concerned legal ethics.

Summer Stress

A record number of students sought help during the summer at the University of Florida's campus counseling center, center Director James Archer says.

Archer thinks it was because summer school students tend to be older and closer to making career decisions, meaning they're under a lot of stress.

Reappearing Bust

An early homecoming bust of former University of Oklahoma official Roy Gutinger—a 1902 UO grad—mysteriously reappeared in a campus restroom August 26, 20 years after it was stolen.

— BAHAMAS —

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— BAHAMAS —

FOR THE FUN, THE SUN AND THE RUM

Weekend Flights to Freeport in the Bahamas.

Leave Saturday Morning, Return Sunday Evening.

Available Every Weekend

\$179 (Room Included)

Something New For Students

Phoenix East Aviation
904-258-0703

Member, National Air Transport Association

ARMY

Bob Ferretti
Col. 1LT Army ROTC

Army ROTC started the year rolling with their annual barbecue, which was held in front of the Racquetball courts on the 17th of September. With a spread of hotdogs, hamburgers and various munchies, smothered with the Battalion XO's super dip, the event was an extreme success not only in regards to the food, but also in getting to know one another on a social basis.

A grand round of applause to the 53 shops for coordinating the event on minimal notice, and all the volunteers that helped set it up.

One of the big upcoming events this month is the donut sale in the University Center. These donut sales help build the cadet fund which is used to pay for activities like the barbecue last week. For the first round of sales Company A will be out on the floor hawking the fried donuts. The first sales period will be from the 28th of September through the 2nd of October, with two more to follow in late October and the middle of November. Bravo and Charlie Companies, however, will be selling at those respective dates.

Every summer Army ROTC cadets get a chance to attend some

unique and interesting training at Army Posts around the country. These training programs include Basic Camp, Airborne and Air Assault training. This past summer the battalion sent approximately 24 cadets to schools. One of these was Cpt. Mike Calero, a Tac Officer for Alpha Company, who completed Air Assault training at Ft. Campbell in Kentucky. Cpt. Calero agreed to write on his Air Assault experiences. His impressions follow:

Air Assault school can be attended by any cadet who is physically fit, mentally alert and who

has a "CAN DO" attitude. Air Assault is 2 weeks long, and divided into three phases that teach the capabilities of air assault operations. It's Path Finder, slingloading, and rappelling. The physical training is rigorous, and includes runs ranging from 5 to 10 kilometers, road marches in full combat gear starting with 8 kilometers and ending with a 17 kilometer march just before graduation.

Cadets who are interested in attending these schools over the summer should contact their chain of command in the beginning of the spring trimester for more details.



New Eagle Battalion cadets gather around C21t, Jeff Bliver, during a class on the rendering of a hand salute

RIDDLE RIDERS

Erio Allen
Chapter Editor

The Riddle Riders are off again by beginning the season with a ride and canoe trip at Alexander Springs. A total of eight people were on this ride.

The ride which lasted 45 minutes was on Highway 40, Alexander Springs is a favorite spot for the Riders. With the usual sightings of exotic life, there were also a few things of a different kind. One

thing that is always crucial for an outing is the "rver famous Frisbee". Since C&O Day is here, the Riders will have a booth set up with a static display of a new motorcycle and an electronic show that will sure to please everyone.

If anyone wishes to join the Riders, please stop by and feel free to ask any questions to the members. Those interested in participating in the upcoming Road Rally should stop by the booth and get more details.

If you are interested in signing up for the Motorcycle Riders course, we have applications that will give you an almost half off discount on the course. There is also a Better Biker course being offered. In addition, there is also an instruction course for those who are interested in ATV's.

The Riddle Riders believe that motorcycleing should be a fun sport as well as a safe one. Ride aware, show you care.

ΣΧ Sigma Chi

Eric P. Hookman
Chapter Editor

With the end of the First week of Rush behind them, the brothers are eager to continue with all of the festivities. "The Best" on Friday, Sept. 18 was all they expected it to be, a major blowout with over 500 people attending. The brothers look forward to seeing all of you back to "Beat Epicure" on Wednesday Sept.

23 at the school for an outdoor Bar-B-Que at the Baroque pit from 4-7 p.m. For more information, please drop by the house or call 252-2277. The Chapter has started a football team, and a volleyball team for competition in the insurance program, and by the looks of things at their practices over the last two weeks, they will be tough competition.

For everyone who is interested in

Sigma Chi, please sign by a sign up for an interview by Thursday, Sept. 24. For those of you who have already signed up, don't forget your interview.

The brothers would like to thank everyone who has helped to make this year's Rush a success, and if you haven't dropped by to see them yet, please do. It's possible to meet all kinds of people at Sigma Chi, because Sigma Chi takes all kinds

AAAE American Association of Airport Executives

Michael Accomando
AAAE Club Historian

Welcome back to all AAAE members and to all new members. Our chapter here began in 1982. The National AAAE recognized in 1982. As of now we are the largest student chapter of AAAE. This trimester will be a very exciting one. We are planning to tour Orlando and Tampa International Airports. We will also be sending some members to the National

Airport Conference in Dallas, Texas on September 27-30.

C & O Day for us was very successful. We had 53 people who are interested in the club sign up. Our club officers will take place on Oct. 13 at the BBQ Pit, all are welcome.

Elections for President, Vice-Presidents, and Treasurer will be held on Sept. 24. Our meetings are at 4 p.m. in BS13 on Thursday nights.

ΔΧ Delta Chi

John C. Fink
Club Writer

The brothers would like to thank everyone who showed up at our Rush parties last weekend. It's segment of Rush turned out to be a big success especially Saturday night with our famous Toga Party.

This weekend will begin the dry segment of Rush. Friday will be open to all Rushes and Saturday will be by invitation only.

Delta Chi is already showing signs of an even better Greek Week team than last year. The competition will be tough but the brothers believe we will win. Our social calendar looks mighty busy this semester. With a wide variety of sororities coming to the house, Wet-a-Wild, canoe trips, and a Christmas formal.

We are all looking forward to a good sound semester.

ΘΦΑ Theta Phi Alpha

Marina Sabran
Secretary

Rush has begun and already things are looking good. Thanks to Jennifer Poysson, Staci Marcus, Stephanie Lane, and Beth Arthur for their work in getting the back-drop banner done. It looks terrific!

Despite our busy Rush and school schedules, a few Theta Phi Alpha sisters took time to tour the Eastern States facility here in Daytona. We will be helping them to

raise money during the spring as part of our community service. Utilize them, some of the sisters chose to do volunteer work on their own by helping with the kids in special programs.

This has been by far the busiest semester for us but also the most exciting. We are all looking forward to meeting new friends and having a great time at our upcoming rush parties. See you there girls!

AHP Alpha Eta Rho

Kimberly Storer
Club Writer

As always our Rush parties this past weekend were a huge success. Even without the fruits of having a band play, we managed the largest crowd of party animals. Who needs a band when we've got the B05 and Rho "Killer B" w/it! This Friday night starting at 8pm, the Alpha Eta Rho house will host "Mexican Night" as the theme of our dry rush.

Anyone still interested in becoming a part of this great family of professionalism and aviation stop by the Alpha Eta Rho house or talk to the brothers in the Black and Gold jerseys. The first organizational meeting for the Fall pledge class will be held on September 29. Check the AHP bulletin board for specific time and place.

The brothers of AHP have been very busy the past few weeks. Not just in making rush plans or cleaning the house, but with our football team as well. Our football team has

been practicing very hard and shall prove to be very tough on our Sunday market our first bout against the Vets Club. Our new executive board members are striving hard for a great year to come. Board members include: President Geoff Waxman, Vice President Dave Kissell, Secretary Ray Audek, Treasurer Chris Ford, Parliamentarian George Feldad, Pledge Master Ken Brezketz, Alumni Secretary Joe Santa Lucia, Historian Mike Schuster and House Manager Brad Dahm.

Aside from all the business, we still find time for a little R & R. The brothers went skiing two weeks ago at Lake Diaz. Congratulations to brothers Carl for first time skiing, Emma Jane and sister Kim for successfully skiing on one ski. The fraternity is planning another ski trip around the first part of October. This will be the first outing with our new pledge class and will be a great time for getting to know the brothers better.

PHOENIX Phoenix Yearbook

Michael Racine
Phoenix writer

The 1987-88 Phoenix Yearbook appears to be off to a great start! On Thursday, September 17th our first meeting was held. The members of the new Editorial Board are Kelli Young, Managing Editor; Dave Rovka, Production Editor; Tim Haas, Photo Editor and Ron Danstowicz, Business Editor. The new Section Coordinators were also elected at this meeting.

All the people who make things happen here at the yearbook are ready to go. The Section Coordinators each have a part of the yearbook to plan, organize, layout, and type. The Editors are ready to get everything organized for smooth operation.

We can always use any talents you may have so feel free to stop by any time. Photographers, typists,

and writers are especially welcome. If you are interested but don't think there is anything you can do, maybe we can train you in a new skill. The meetings are held on Thursday's at 5:30. We welcome new faces, and certainly don't bite!

The Portrait Coordinator wants to stress the fact that the photographer from Yearbook Associates will be here to take portraits for this year's book on September 28th through October 2nd. Everyone is invited to come and have their picture taken. IT DOESN'T HURT!!!

There will be a workshop held Saturday at 1200 noon in the FSL. We are planning to lay the ground work for this year's yearbook. All are welcome to attend. If you are not presently a member of the Phoenix but would like to join please feel free to stop by the Phoenix office and see what it is all about.

AHP Alpha Eta Rho

Kimberly Storer
Club Writer

As always our Rush parties this past weekend were a huge success. Even without the fruits of having a band play, we managed the largest crowd of party animals. Who needs a band when we've got the B05 and Rho "Killer B" w/it! This Friday night starting at 8pm, the Alpha Eta Rho house will host "Mexican Night" as the theme of our dry rush.

Anyone still interested in becoming a part of this great family of professionalism and aviation stop by the Alpha Eta Rho house or talk to the brothers in the Black and Gold jerseys. The first organizational meeting for the Fall pledge class will be held on September 29. Check the AHP bulletin board for specific time and place.

The brothers of AHP have been very busy the past few weeks. Not just in making rush plans or cleaning the house, but with our football team as well. Our football team has

been practicing very hard and shall prove to be very tough on our Sunday market our first bout against the Vets Club. Our new executive board members are striving hard for a great year to come. Board members include: President Geoff Waxman, Vice President Dave Kissell, Secretary Ray Audek, Treasurer Chris Ford, Parliamentarian George Feldad, Pledge Master Ken Brezketz, Alumni Secretary Joe Santa Lucia, Historian Mike Schuster and House Manager Brad Dahm.

Aside from all the business, we still find time for a little R & R. The brothers went skiing two weeks ago at Lake Diaz. Congratulations to brothers Carl for first time skiing, Emma Jane and sister Kim for successfully skiing on one ski. The fraternity is planning another ski trip around the first part of October. This will be the first outing with our new pledge class and will be a great time for getting to know the brothers better.

PHOENIX Phoenix Yearbook

Michael Racine
Phoenix writer

The 1987-88 Phoenix Yearbook appears to be off to a great start! On Thursday, September 17th our first meeting was held. The members of the new Editorial Board are Kelli Young, Managing Editor; Dave Rovka, Production Editor; Tim Haas, Photo Editor and Ron Danstowicz, Business Editor. The new Section Coordinators were also elected at this meeting.

All the people who make things happen here at the yearbook are ready to go. The Section Coordinators each have a part of the yearbook to plan, organize, layout, and type. The Editors are ready to get everything organized for smooth operation.

We can always use any talents you may have so feel free to stop by any time. Photographers, typists,

and writers are especially welcome. If you are interested but don't think there is anything you can do, maybe we can train you in a new skill. The meetings are held on Thursday's at 5:30. We welcome new faces, and certainly don't bite!

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Americans At Their Best.

New director of KSC has much to accomplish

Special to the Avion
by Patrick W. McCarthy

KENNEDY SPACE CENTER—Forrest McCartney says the number one challenge he'll face before the shuttle flies again will be maintaining an orderly, disciplined flow of work leading up to the launch.

Scheduling will be a challenge but safety is the driving factor in all operations. "If we can do it within the schedule we've laid out we'll be proud, if we can't do it... we'll change the schedule, not change the process," said McCartney. "Everyone understands the need for quality."

The schedules are certainly there on paper, but there is no way anything is going to over-ride doing things the safest, best way. Schedules are secondary," he explained. "Everyone's attitude is that people understand the need for quality and not schedules."

McCartney, appointed Director of the Kennedy Space Center last year, says the morale of workers at the NASA launch center has "turned the corner." Recent shuttle processing operations have given the workers a sense of accom-

plishment missing since the Challenger accident of January, 1986.

The "power-up" of orbiter Discovery last month, the first major milestone since orbiter processing was resumed, was a big morale booster, says McCartney. "It was something that was scheduled for a long time," said McCartney, "and it was very satisfying to accomplish."

KSC workers are rebuilding the sense of pride damaged by the Challenger accident. For the "power-up," workers donned brightly-colored shirts "to show their spirits were 'loud and proud,'" said McCartney.

While several milestones need to be met before shuttles resume flying, McCartney says the KSC engineering team is attacking the schedule with a renewed sense of purpose. "This is a professional workforce and they want to complete the job in an orderly process," said McCartney.

MILESTONES/REVISIONS

Several engineering milestones need to be met before shuttles fly

again in June, 1988.

Testing of the new solid rocket booster (SRB) will need to answer several questions on their performance before they can be certified for flight.

Work on the new crew escape hatch is well underway. Development of an astronaut ejection rocket system is being slowed by a shortage of test articles, both rocket

motors and other parts, according to a recent report in *Aviation Week and Space Technology*.

Engineering redesign work on the orbiter's 17 propellant line disconnect valves is proceeding somewhat slower than planned. A decision on how to incorporate any redesign will need to be made "within the next month... before it affects the schedule," says McCartney.

The work is being done at the Johnson Space Center in Houston.

New processing and certification procedures are "a massive effort," explained McCartney. The recertification of hardware is "about half through," McCartney projects the work will be complete by the end of the year. Changes in shuttle processing guidelines are aimed at "more specific interpretations" of

is in place to oversee how work is performed. The idea is to document more fully the work done on shuttle hardware. "There isn't resistance to the new procedures, the difficulty is in getting the procedures done, since they are more extensive" than before. "They are different, so people look at it as change," and there may always be some resistance to such changes, believes McCartney.

McCartney described the work currently going on at KSC to prepare for the next launch as "progressing quite satisfactorily."

Orbiter Discovery has completed its "return to flight" modifications and is now beginning its pre-launch processing.

The redesigned solid rocket boosters for the next flight are scheduled to be delivered to KSC by January, if their static firing test series continues without incident. Discovery will be stacked with its SRB's and external tank beginning in March.

Atlantis is in the Orbiter Processing Facility (OPF), just beginning its series of modifications. McCartney says the work is going

"smoother than expected" since technicians gained experience with the procedures done on the work on Discovery. Atlantis is due to begin pre-launch processing in February, with a scheduled launch in September, 1988.

Columbia is in the new Orbiter Maintenance and Refurbishment Facility undergoing systems modifications. "Then Discovery begins stacking in the Vehicle Assembly Building, Columbia will move to the OPF for its turn at pre-launch processing. Columbia is set to take the third flight of the new shuttle manifest in December, 1988.

McCartney expects staffing levels at KSC to turn to pre-launcher levels by the end of the year. Since January of this year, 1500 workers have been recalled or hired. Another 100-150 are to be hired by December.

Both new and current members of the KSC workforce are going through a training and certification process. Members of the firing room teams are performing countdown and launch simulations in rehearsal for the June, 1988 launch of Mission 26.

"There isn't resistance to the new procedures, the difficulty is in getting the procedures done..."

—Forrest McCartney, Kennedy Space Center.

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Clint McHenry
1986 U.S. Aerobic Champion

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Eagles Triumph Over Monarchs 2-1

By Julie Garaban
Avion Staff Reporter

The E-RAU Soccer Team won its first game against a NCAA team. The team brings their record to 1-0-1 in such contests. The Eagles enjoyed a 2-1 victory over the St. Leo Monarchs.

Early in the first half, St. Leo scored the first goal of the game. The Embury Riddle Eagles fought back by firing a goal within one minute of St. Leo's tally. With an exciting second half, E-RAU broke the tie with two seconds remaining on the clock. Both goals were scored by Marshall Ogilv.

The best part of the game was on the van ride home as the team pulled into their E-RAU turf, opened van doors and windows, and blew their party horns to declare victory and optimism for the remainder of the season.



John photo by Ronan Smith

Tough Defense...

E-RAU goalkeeper Leo Glynce puts in a corner kick. Strong Embury Riddle defense and fight to the

death determination made the Eagles winners in 92 degree heat against the St. Leo Monarchs.

Football Scores and Schedule

North Field		P.M.S.	
11:00am Sigma Pi	vs	Daytons 69ers	19
12:00pm Delta Chi	vs	Predators	0
1:00pm Brothers I	vs	U.S.M.C.	0
2:00pm Brothers II	vs	Army ROTC	12
3:00pm Air Force I	vs	Vets Club	0
4:00pm Team Rho	vs	Wolpack	0
5:00pm Sigma Phi Delta	vs	P.T. Pumpers	0
		Lambda Chi	0
		Brothers of the Wind I	18
		P.M.S.	6
		Brothers of the Wind II	6
		U.S.M.C.	10
		Lambda Chi Alpha	7
		Army ROTC	0
		Tailhookers	W
		Dawgs	F
		Pine Lakers	33
		Loopers	0
		Team Rho	47
		Vets Club	0
		Legion of Doom	0
		Quebers	33
		Brew Crew	7
		Third North	0
		P.T. Pumpers	20

Central Field		South Field	
11:00am Spukfvs	vs	11:00am Daytona 69ers	vs
12:00pm Tailhookers	vs	12:00pm Predators	vs
1:00pm Rough Riders	vs	1:00pm The Dogs	vs
2:00pm Pine Lakers	vs	3:00pm Garcia's Bush Boys	vs
3:00pm The Hops	vs	4:00pm Bootleggers	vs
5:00pm Third North	vs	5:00pm Q'llis	vs

North Field		P.M.S.	
11:00am Sigma Pi	vs	Daytons 69ers	19
12:00pm Delta Chi	vs	Predators	0
1:00pm Brothers I	vs	U.S.M.C.	0
2:00pm Brothers II	vs	Army ROTC	12
3:00pm Air Force I	vs	Vets Club	0
4:00pm Team Rho	vs	Wolpack	0
5:00pm Sigma Phi Delta	vs	P.T. Pumpers	0
		Lambda Chi	0
		Brothers of the Wind I	18
		P.M.S.	6
		Brothers of the Wind II	6
		U.S.M.C.	10
		Lambda Chi Alpha	7
		Army ROTC	0
		Tailhookers	W
		Dawgs	F
		Pine Lakers	33
		Loopers	0
		Team Rho	47
		Vets Club	0
		Legion of Doom	0
		Quebers	33
		Brew Crew	7
		Third North	0
		P.T. Pumpers	20

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

NAME: _____
ERAU BOX: _____
PROGRAM: _____

Rules of the contest: Circle the team that will win the game. Return the game card to the Avion or drop in Campus mail by the Friday before the games. The winner will be posted and will have his/her selections published in the following editions.

Last week's winner: Curt Norcoros. Curt is an Aeronautical Studies Student who correctly chose 8 of 12 games last Sunday.

Tennis-First Round	George Carr vs. James Axelrod
Bob Fortback vs. James Bower	Marcoa Carvalhal vs. Ken Saunders
Sean Saylor vs. Ed J. Fulop	Matt Godfrey vs. Dave McMillon
Robert San Gabriel vs. W. Drew Martin	Glan Cunanan vs. Chris Rossel
Garen Arlian vs. Guillermo Gutierrez	Ray Raiche vs. Nick Kietzmann
Selwyn Shand vs. Craig Dembeck	

South Field		P.M.S.	
11:00am Spukfvs	vs	Daytons 69ers	19
12:00pm Tailhookers	vs	Predators	0
1:00pm Rough Riders	vs	U.S.M.C.	0
2:00pm Pine Lakers	vs	Army ROTC	12
3:00pm The Hops	vs	Vets Club	0
5:00pm Third North	vs	Wolpack	0
		P.T. Pumpers	0
		Lambda Chi	0
		Brothers of the Wind I	18
		P.M.S.	6
		Brothers of the Wind II	6
		U.S.M.C.	10
		Lambda Chi Alpha	7
		Army ROTC	0
		Tailhookers	W
		Dawgs	F
		Pine Lakers	33
		Loopers	0
		Team Rho	47
		Vets Club	0
		Legion of Doom	0
		Quebers	33
		Brew Crew	7
		Third North	0
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P210-R13R13	35.95
P215-R13R13	36.95
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160-SR-12	28.95
165-SR-12	29.95
170-SR-12	30.95
175-SR-12	31.95
180-SR-12	32.95
185-SR-12	33.95
190-SR-12	34.95
195-SR-12	35.95
200-SR-12	36.95
205-SR-12	37.95
210-SR-12	38.95
215-SR-12	39.95
220-SR-12	40.95
225-SR-12	41.95
230-SR-12	42.95

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160-SR-12	32.00
165-SR-12	33.00
170-SR-12	34.00
175-SR-12	35.00
180-SR-12	36.00
185-SR-12	37.00
190-SR-12	38.00
195-SR-12	39.00
200-SR-12	40.00
205-SR-12	41.00
210-SR-12	42.00
215-SR-12	43.00
220-SR-12	44.00
225-SR-12	45.00
230-SR-12	46.00

MICHELIN
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P155-R13R13	23.95
P160-R13R13	27.95
P175-R13R13	30.95
P180-R13R13	30.95
P185-R13R13	31.95
P190-R13R13	31.95
P195-R13R13	32.95
P200-R13R13	33.95
P205-R13R13	34.95
P210-R13R13	35.95
P215-R13R13	36.95
P220-R13R13	37.95
P225-R13R13	38.95
P230-R13R13	39.95

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most tires - Balancing
Required - Plus FIT truck
See 10¢ New \$4.00. Bal-
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NOTICES

COMMUNITY RELATIONS

Tutors are needed at Holly Hill Elementary School in all subjects-Grades kindergarten through six. If you can volunteer your time from 2:45-3:45 on Tuesdays and Thursdays please contact the ERAU Community Relations Office at extension 6360.

FAA EXAMINATIONS

Embry-Riddle Aeronautical University will administer FAA Pilot and/or Instructor Written Examinations for the following:

1. (PA) PRIVATE PILOT-Airplane
2. (CA) COMMERCIAL PILOT-Airplane
3. (FIA) FLIGHT INSTRUCTOR-Airplane
4. (FOI) FUNDAMENTALS OF INSTRUCTING-Fit & Ground Instructor
5. (BIO) FUNDAMENTALS OF INSTRUCTING-Basic
6. (ADG) FUNDAMENTALS OF INSTRUCTING-Advanced
7. (ATP) AIRLINE TRANSPORT PILOT-Airplane (FAR part 121)
8. (ADX) AIRCRAFT DISPATCHER
9. (ATA) AIRLINE TRANSPORT PILOT-ATP Airplane (FAR 135)
10. (IRA) INSTRUMENT RATING-Instrument Pilot Airplane
11. (FII) INSTRUMENT RATING-Flight Instructor-Airplane
12. (IGI) INSTRUMENT RATING-Ground Instructor-Instrument
13. (FEI) FLIGHT ENGINEER-Basic
14. (FEJ) FLIGHT ENGINEER-Turboprop
15. (FEX) FLIGHT ENGINEER-Turboprop/Jet

September 26 Saturday, 0830 H-113, GRW Complex
 September 29 Tuesday, 0830 H-191, GRW Complex

Students intending to take an FAA Pilot Written Examination should be signed up in Office D-200 or call extension 6800 prior to examination day.

At the time of the examination, each student must present a receipt for pilot exam fee, validated by the Cashier's Office; a Written authorization form signed by an appropriate Aeronautical Science department ground instructor, or the failed results of a previous FAA written examination, and present as personal identification an Airman Certificate, driver's license, or other official document.

Explanation of appropriate forms and procedures will be given at 0830. Immediately thereafter, testing will commence and unless prior arrangements have been made, late examinees will not be permitted to enter the examining area while testing is in progress.

AIR TRAFFIC CONTROL REPS. VISIT

On Wednesday, Sept. 23, representatives from the Air Traffic Control Enroute Center, in Jacksonville, will be on campus to discuss the Cooperative Education Program that is offered.

They will speak to the "Introduction to Air Traffic Control" class, in the morning. At 12:30 p.m., they will speak to all interested students in the Faculty/Staff Lounge.

DECEMBER GRADUATES

The first meeting for all December Graduates will be held in the U.C. at 8 p.m. on Wednesday Sept. 30, 1987. Important Graduation Information will be reviewed. Elections for Sr. Class President and Vice President will be held. Since there is no rehearsal for Graduation, it is very important you attend. If you are unable to attend please contact the Student Activities office.

FRIDAY, October 9, 1987 is the deadline for December 1987 graduation applications. Please be advised that NO DIPLOMA will be ordered if this application is not processed by the Registration and Records Office. Prospective graduates are required to make formal application for degree completion and complete Alumni forms.

CO-OP WORKSHOPS

You must sign-up for all workshops in the career center. FSL—Faculty/Staff Lounge, second floor UC
 CPR—Common Purpose Room, first floor UC

RESUME WORKSHOP
 September 28 - Monday 1:30 - 3:30 FSL

JOB SEARCH WORKSHOP
 September 25 - Friday 2:00 - 3:00 FSL
 September 30 - Wednesday 3:00 - 4:00 FSL
 October 6 - Tuesday 10:30 - 11:00 FSL

INTERVIEWING WORKSHOP
 September 24 - Thursday 11:30 - 12:30 FSL
 October 2 - Friday 4:00 - 5:00 FSL

PROFESSIONALISM WORKSHOP
 September 23 - Wednesday 10:30 - 11:30 FSL
 October 13 - Tuesday 3:30 - 4:30 FSL

GRADUATING SENIORS CEREMONY

In accordance with University policy as stated in the Graduation Requirements section of the Embry-Riddle Aeronautical University Catalog, effective immediately all students will be required to have successfully completed all of the required courses and financial obligations before they will be allowed to participate in graduation ceremonies. This includes all degree required flight courses. A student's last flight course must be completed prior to the date and time that a senior graduates in the Office of Registration and Records in order for that student to participate in that graduation ceremony. Students completing any required courses (flight or academic) after that time will be eligible to participate in the next graduation ceremony. Those students completing after the specified deadline will follow the schedule below for ceremony participation:

COMPLETION TERM	CEREMONY TERM
Spring	Summer
Summer	Fall
Fall	Spring

ORTHOKERATOLOGY SEMINAR

Dr. Leonard E. Indrainer will speak in the U.C. on Oct. 8 at 8:30 on "Vision Improvement through Orthokeratology."

STUDENT EMPLOYMENT

Because of the new Federal Immigration & Naturalization Services regulation, all student employees must provide proof of identity and employment eligibility in order to work. Student employees who work on campus must stop by the Student Employment Office in order to complete an I-9 form. Please bring your driver's license or student I.D. and your original social security card or birth certificate. Foreign students must bring their passport/visa. Duplicate social security cards may be obtained through the Social Security Office located at 115 N. Ridgewood Ave. Forms verifying re-application for the duplicate may be used until the new card is received. U.S. passports may also be used. Off campus employers will be completing I-9 forms for their businesses. Please contact the Student Employment Office with any questions.

RAPE CRISIS VOLUNTEERS NEEDED

The Rape Crisis Center of Volusia County is offering a training program for volunteers who are interested in helping victims of sexual assault. The four week program will be held on Tuesday evenings from 7 p.m. to 10 p.m., beginning September 22. Volunteers are needed to provide telephone counseling on the R.A.P.E. HOTLINE and also to work directly with victims at the Rape Crisis Center. There is a special need for persons to help staff at the Center on weekends, both during the day and at night according to Kathy Wilkes, Executive Director of the Center. Previous experience or specialized skills are not necessary, but a warm, caring personality is vital. The training will include information about the crime of rape and the effort it has on the victim, listening and counseling skills, the medical examination, collection of evidence and judicial procedures in a sexual assault case.

Interested persons may register for training program by contacting The Rape Crisis Center at 254-4106.

INTERNATIONAL DAY

This year's "International Day" will be held on Saturday, Oct. 24 at 1 p.m. in the U.C. To make this year's event as successful as last year's, and even better, we need your help.

We are looking for international students who would be willing to become part of our entertainment for the day. If you, or any of your friends from other schools or the community, can sing, dance, play a musical instrument or perform in any way, we would be very happy to hear from you.

Please call Doris in the Dean of Students Office, ext. 6326 or Mary in the Chancellor's Office, ext. 6620 and join in the fun and excitement. This is a special day for our international students. Show off your talent and your heritage. Get involved and have some fun!

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COMPLETION TERM

Spring
Summer
Fall

CEREMONY TERM

Summer
Fall
Spring

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COUPON

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16" SICILIAN PIZZA

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FOUR LARGE DRINKS

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DINE IN OR TAKE OUT ONLY

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 Wouldn't it be great to walk in to take your FAA written exam and KNOW you will pass the test? By using the Express Systems, Inc. training courses you can do just that. This dynamic new computer training software can give you the confidence and knowledge you need to pass. We guarantee it. Either you pass your test, or we refund your money...no questions asked.

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 While there are literally hundreds of courses and training books to help you pass the written, we believe that **interactive computer training** is the best tool available to you. You actually participate in the learning process. The ESI computer training software requires that you **see and do** as you learn. Developed in cooperation with BOEING, the course takes you through each topic, then asks you the latest ACTUAL FAA TEST QUESTIONS, teaching by key word association. This means that even if the questions are taken out of context, you will still know the answers. You will amaze your friends and delight your instructor! You learn at your own pace, on your own schedule, and computers are available for your use in the Embry-Riddle lab (IBM and compatibles). The program is so simple that all you really have to know about the computer is how to turn it on and how to put in the disk. The program itself will tell you what to do throughout.

Call or write for your free brochures or see the actual private pilot program in the bookstores.

ABOUT THE EMBRY-RIDDLE GRADUATE AIRLINE COMMERCIAL AIRLINE PILOT WHO WROTE THE PROGRAM.
 A 1976 graduate of Embry-Riddle, Captain Louis G. Nemeth starred flying commercial airlines soon after graduating. Now, with over 10,000 hours logged in the air, Captain Nemeth has conducted flight training on every level. He developed the first ever FAA approved video tape training course for Flight International, Inc., and has conducted hundreds of weekend ground schools. Captain Nemeth has flown all aircraft types from singles to Boeing 727's. He was co-captain on 13 world aviation speed records in Learjets, and has supervised over 50 pilots in six locations throughout the U.S. and Europe.

"It gave me a real feeling of confidence."

Bob Beane
Chattahoochee, NC

With his partner, Captain Marshall Rogers, the two have trained thousands of student pilots and have combined flight time in excess of 18,500 hours.

AVAILABLE PROGRAMS: Currently available in the bookstore is the Private Pilot Course. Also available by calling or writing are the Instrument Pilot Course and the Flight Engineer (727) Course. We will have the Airframe and Power Plant Course and more aviation training courses available soon!

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Aircraft Rental Rates (Wet)

Cessna 152	(From)	\$32
Cessna 172	(From)	\$42
Cessna 172RG (Cutlass)	(IFR, Complex)	\$62
Cessna 177RG (Cardinal)	(IFR, Complex)	\$59
Piper Archer (IFR)		\$57
Warrior		\$54
Piper Seminole (Multi-Engine)		\$120
Piper Twin Comanche (Multi-engine)		\$80
Cessna 402A (Multi-Engine)		\$250
Navajo Chieftain (Multi-Engine)		\$275

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- Give You Even Lower Rates

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Accelerated Private Ground School			
	Class Dates	Written	Cost
Oct.	24 & 25	26	\$150
Nov.	14 & 15	16	\$150
Dec.	5 & 6	7	\$150

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COMPLETE

NOV.	14 & 15	16	\$150
Dec.	5 & 6	7	\$150

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\$1.00 / Day

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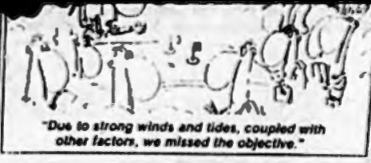
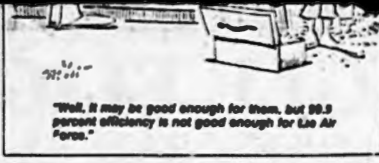
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Suggested Retail

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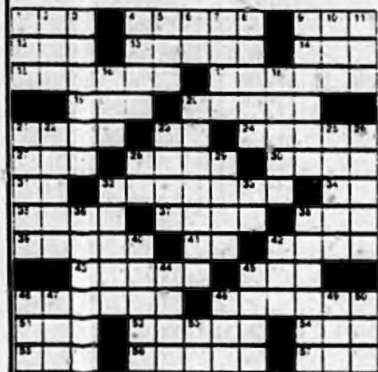
5. ⁹⁹	\$4. ⁹⁹
\$6. ⁹⁹	\$5. ⁹⁹
\$8. ⁹⁹	\$7. ⁴⁹
\$9. ⁹⁹	\$7. ⁹⁹
\$10. ⁹⁹	\$8. ⁹⁹
\$11. ⁹⁹	\$9. ⁹⁹

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The Puzzle



COLLEGE PRESS SERVICE

- ACROSS**
- 1 Meowzer
 - 8 Entree
 - 9 Unit of Sardinia currency
 - 12 Guido's high note
 - 13 Dewey duck
 - 14 Copen
 - 18 Soft
 - 17 Cabata or Bahama islands
 - 19 Lubricate
 - 20 Experience
 - 21 Fruit of the pine
 - 23 Exclamation
 - 24 Word
 - 27 Those roading office
 - 28 Emphatic
 - 29 Sicilian volcano
 - 31 Agave plant
 - 32 Clothing
 - 34 Chaldean city
 - 35 Vest ages
 - 37 Heavenly body
 - 38 Vase
- DOWN**
- 1 Wooden pin
 - 2 Beverage
 - 3 Ecclesiastical courses
 - 4 Source of water
 - 5 Masten
 - 6 Hypothetical force
 - 7 River in Siberia
 - 8 Wipe out
 - 9 Declare suddenly
 - 41 Printer's measure
 - 42 The sweetest
 - 43 Choir voice
 - 45 Small amount
 - 46 Supposed
 - 48 Harvest
 - 51 Union groups
 - 52 Chemical compound
 - 54 River: Sp.
 - 55 Decadal base
 - 56 Ferrets
 - 57 Pigeon
 - 9 Declare
 - 10 Beverage
 - 11 Greek letter
 - 16 Statmate
 - '8 Metal
 - 43 Choir voice
 - 21 Quinoa
 - 22 Vegetable
 - 23 Enkash
 - 25 Hachmote
 - 26 Month
 - 29 Above
 - 29 Apothecary's weight
 - 32 'remious
 - 33 Textonic deity
 - 36 Indian tribe
 - 38 Declares
 - 40 Scoff
 - 42 River island
 - 44 Greek mountain peak
 - 45 Prohibits
 - 46 Follows Sept.
 - 47 Baker's product
 - 48 Conducted
 - 49 Pose for portrait
 - 50 Plaything
 - 53 Note of scale

See SOLUTION, page 13

The Far Side

Gary Larson



"Letter from Lonsa. ... And he sounds pretty lonely."



"Well, it's cold again."



"OK, you've got me over a barrel ... but how do I know these are all the negatives?"



The committee to decide whether spawning should be taught in school.



With their parents away, the young dragons would stay up late lighting their snasses.



Early microbiologists

SEPTEMBER'S SPECIAL
Free Admission for ERAU Students
18 and over

Penrod's

ON THE BEACH

and

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Plantation
Club

Daytona's original SUPER-CLUBS

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MEXICAN FOOTBALL MONDAY FOOTBALL on 9 giant screens \$1 margaritas \$1 Coronas \$1 Cuervo shots

TUESDAY

STUDENT'S NIGHT DBCC, Embry Riddle show school ID and drink \$1 drinks and \$1 Imports all night

WEDNESDAY

LADIES' NIGHT Penrod's Beach Club and The Plantation Club - Ladies drink free and pay No Cover 9-12 \$1 Imports and 2 for 1 drinks all night

NEW WAVE NIGHT Penrod's Beach Club - Daytona's Original Wave Night \$1 Imports and 2 for 1 drinks all night

THURSDAY

STUDENT'S NIGHT DBCC, Embry Riddle show school ID and drink \$1 drinks and \$1 Imports all night
21 and over pay no cover or you can pay \$10 cover and drink free all night long

FRIDAY AND SATURDAY

2 for 1 clubs free drinks from 9-11 2 for 1 drinks 11-close Imported beer specials

SUNDAY

LADIE'S NIGHT ladies pay no cover and drink free 9-12 \$1 Imports and 2 for 1 drinks

18 and over with proper ID

for private party information call: 255-4471 ext. 1427

Students over 21 Free VIP card. Students under 21 ask for your VIP card at the door

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C152 (5)	\$33.00	Mooney (Loaded, IFR)	\$59.00
C152 IFR (2)	\$33.00	Saratoga SP (Loaded)	\$90.00
C152 Aerobal	\$33.00	Seminole (Twins) (2)	\$110.00
C172 IFR (6)	\$44.00	Scaphane (Lake Buccaneer) (Dual)	\$149.00
C172 RG	\$55.00	Beech Baron (Twin)	\$115.00
Warriors (2) (IFR)	\$47.00	Simulator (AST 300 S/E & M/E)	\$16.00
Super Decathlon	\$49.00	Complete Aerobatic Course (C152A)	\$425.00

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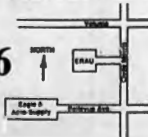
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COURSE	COST	DATES	DESCRIPTION
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INST. COURSE	\$185	Oct. 5, 7, 12, 14, 19, 21, 26, 28, Nov. 3, 5	7-9 p.m. Every Tuesday & Thursday

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Aircraft For Sale

- CESSNA 150, (1977) 300HP, Transponder, Chrome Spinner, and MORE. \$15,500.
- CESSNA 152, (1979) Nav-Comm, Transponder, Ground Service Panel, \$16,500.
- CESSNA 172P II, (1981) Dual Nav-Comm's, ADF, TXP Encoder, New Engine, Full IFR, \$37,000.
- CESSNA 172RG II, (1980) Full Cessna IFR, Dual Nav-Comm's, G/S and LOC, ADF, TXP W/ Encoder, 3 lite M/B, Long Range Fuel, and MORE.
- PIPER SEMINOLE, (1981) 2 Coms, 2 Navs, R-Nav, Encoder, TXP, HSI, Elec Trim, DME, ADF, New Paint, \$49,000.
- BEECH BARON 55, (1961) Radar, DME, R-Nav, Autopilot, Dual Yoke, ADF, Dual Nav-Comms, \$27,000.
- PIPER WARRIOR, (1978) DME, ADF, 2 Navs, 2 Comm's, Elec Trim, Full IFR, CALL FOR DETAILS.
- PIPER CHIEFTAIN, (1978) Collins Micro Line, King Flight Phone, Full De-Ice, Piper Air, Oxygen, and MORE. Call For Details.

• Leases available on these Aircraft •

• Trade-Ins Welcome •

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255-3456

If You Are Sitting and NOT Flying, Read This!

Aviation Career Information

The Most Important Aviation Career Questions

- (1) Do you have a four-year degree?
- (2) How much total flying time do you have?
- (3) How much multi-engine flying time do you have?
- (4) How much turbine flying time do you have?

If your answers are...

- (1) Yes, I have a 4-year degree (Most Important)
- (2) 210 hours total time (You need at least 1000-1500)
- (3) 10 hours multi time (You need 300-500 hours)
- (4) "0" (As much as you can get)

You need to look hard and fast at your progress. Take 15 minutes of your time and listen to another side of aviation. *Your Aviation Career Depends On It.*

Eagle Flight Center
We Get Results!

Autos for sale

'74 TOYOTA CELICA—Excellent running condition air and James speakers included. \$300 call 761-5326 or box 1077.

'79 CORVETTE—T-Top, code alum, rear decker, premium stereo with speakers, blowout speakers, plus more, must see to appreciate. 761-1054 Call.

'81 CHEVYLET CORDOBA—2 door, like new, 6 cylinder and no rust, 2nd owner with only 42,000 original miles, asking \$2500, call 788-4332.

'81 PONDOR OMNI—Excellent condition, has no rust with beige leather interior, green gas mileage, fine and peppy car, high mileage, asking \$1700, call 788-4332.

'79 RABBIT DIESEL—Too many names puts in like body, mechanical, both excellent. \$1300 o.b.o. contact Eric 761-7141.

'81 VW RABBIT LS—Very clean, non-smoker, no rust, 45 mpg, good suspension, \$2000 o.b.o. call Scott 756-3471 after 5 p.m.

FOR SALE—RV conversion, complete with shower, toilet, air conditioning, both 12v and 110v lighting, gas or electric refrigerator, DC power converter. Two single beds, electric, coach, dinner seating, regular generator, 478 V-6 engine, 1984 carpenter coach GMC Inc. Great for the student who likes travel and independence, with two drivers, you need only get gas. Live where you want! \$300 must see. Box B114.

Bicycles for sale

'85 MAXIM X-100—Excellent condition, less than 1,500 miles, this limited edition motorcycle cost \$3500, I'll sell for \$2000 if \$1,500, with this bike you will get a fine steel helmet and cover. call Jeff 252-3702.

'78 CX 500—Black shell drive, V-six, new tires, excellent condition, runs and looks good, asking \$695 o.b.o. contact Clay 255-5326 after 4 p.m.

HONDA VZ FOUR INTERCEPTOR—Just used, very fine, near excellent condition, no rust, excellent tires, great \$1500 o.b.o. call Roger 758-2200-020.

KAWASAKI 460—Low miles, great bike, original owner, includes vinyl cover, crash bar, seat, and hell tour seat helmet. All in excellent condition. \$2000, call Roger at 61-6781.

Rooms for rent

ROOM FOR RENT—Furnished, only 1/2 mile from ERAU across from DCCC. Room includes: furnished room, air, heat, water, washer/dryer, cable television, microwave, dishwasher, etc. no lease is required with \$210/month. Call 252-2513 or contact to 1140 Carolina Ave.

ROOM FOR RENT—Furnished, only 1/2 mile from ERAU across from DCCC. Room includes: furnished room, air, heat, water, washer/dryer, cable television, microwave, dishwasher, etc. no lease is required with \$210/month. Call 252-2513 or contact to 1140 Carolina Ave.

FEMALE STUDENTS—Need a place to live? Would you like your own room? Enjoy the luxury and comfort of a beautiful part of 32100 on air, Central Heat and Air, carpet, all electric, kitchen, all side book, luxury suite, washer/dryer and air, \$50 weekly for rent and facilities contact Wendy at box B324 Ready manager, 133 Kingston Ave. Apt. 8 or 788-4966.

ROOMMATE WANTED—2 bed/2 bath furnished apt 13 utilities, 1/2 sec (G250), water in paid, C out apt, good, located, central, refrigerator, toilet cover, disposal, ceiling fan, dishwasher/dishwasher, clothes with pool room, \$75 deposit, no lease 1/4 mile from school. Call Scott anytime, 245-8487.

Miscellaneous for sale

FOR SALE—Large oak desk \$30, RCA 19" black and white TV, good picture \$30 o.b.o. call 252-1322 before 10 p.m.

Miscellaneous

LOST—Casio FX3000 calculator, lost on or about 9/4. Has info necessary value, but cannot read anymore except numbers in secondary memory. \$30 reward offered, no questions. Please contact Joe at box 727 or 767-4211.

Personals

TO THE THREE FIDOFIERS, Thanks for reminding me to look out for number one. On the week of Rodney Dangerfield, you'll get up looking like number one. "I'm back!"
Signed,
USED AND ABUSED

CLASSIFIED AD POLICY

- Non-commercial classified advertising is free to the student body, faculty, and staff of Embry-Riddle.
- All other non-commercial classified advertising is \$5.00 per line. Each additional word is 10 cents.
- Commercial advertising is available through the Avion advertising department.
- Classified advertising is carried out by filling out a classified ad card in the Avion office. Additionally, classified ad cards can be found on selected bulletin boards around campus.
- Only one classified per card. Name and address of advertiser must be included for the ad to run.
- Ads will run for two issues, and may be renewed by filling out another classified ad card.
- No classified ads will be accepted over the phone.

Are you interested in finding a host? I am a talented and glib host looking for a dinner, banquet and reception contact box 775.

RJO and DOLL, Well, here in California now that school has started? Busy? Yeah, I've had "Out of Zinn and do your homework!" I can't wait to talk to you, see you, and meet you. See you soon...
Fly Casual.

FLIGHT INSTRUCTION—ERAU should look for students to fly at Eagle Flight Center. CFPI call Dave at 252-8154 or the Riddle you would get your private pilot license faster and cheaper.

Kelly, Could it be? You & I? It's another paragraph. Be...remember this thought: Anything can happen in a valve or at infinite change.
The Personality

COMPUTERISTS—Sign-on to the first aviation oriented BBS. 1200 and 300 board supported! New Day validated! Local Call (904) 252-7679 Sat. 2200 - Sun 0800, Sun 1900 - Mon 0700, Tues, 0400 and 0700 (Power and XMODEM) special class mode. New bulletin boards by request. Call this weekend.

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NEXRAD

(Continued from page 1)
 vere weather occurrences. Reacting to a severe-weather warning is time-consuming and expensive, even though 75 percent of all severe-weather forecasts turn out to be false alarms.

Sixty-six percent of U.S. combat aircraft are located in areas which experience two or more severe storms per year. And considering that just one Airborne Warning and Control System aircraft is valued at \$1 billion, it's clear that commanders have no choice but to take action to protect those assets.

Said Wittman, "The cost of preparing for a tornado is much less than the damage it could inflict on something as valuable as an AWACS aircraft or a wing of jet fighters." The NEXRAD system will reduce the false alarm rate from 76 percent to 26 percent.

tion only when operated manually. When the new radar becomes operational in three years, it will continually sweep an area 250 nautical miles across at six elevations up to 70,000 feet and automatically provide users with updated information every six minutes.

Information provided by NEXRAD is expected to be shared by many agencies. For example, one radar will be located in Sterling, VA, just outside Washington, D.C. It will provide data to Andrews Air Force Base, Md., and the three major civilian airports and other Navy, Federal Aviation Administration and National Weather Service facilities in the Washington area. Weather forecasters for each of those installations will have their own remote display to retrieve and analyze information provided by this single NEXRAD system.

The Air Force plans to buy 40 operational radars and 10 remote terminals, which will provide weather radar protection at 120 sites. The Navy plans to buy 52 remote terminals.

The first Air Force radar system will be installed at Frederick, Okla., in April 1990. It will serve Altus Air Force Base and Fort Sill in southwest Oklahoma and Sheppard Air Force Base in northern Texas.

Doppler radars have shown they can detect microbursts (wind shear) like that which killed 133 people in the 1983 delta Air Lines L-1011 crash in Dallas.

"While microburst detection has not driven DoD involvement in the NEXRAD program, we have high expectations that NEXRAD will provide low-level wind information that will increase aircraft safety on takeoffs and landings," said Wittman.



Deep in thought...Students study in the sunny, but cool environment of Spruance Hall.

Aeron photo by Richard Clouse

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