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Embry-Riddle Aeronautical University

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**Eagles massacre
Seminoles 13-4.
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This Week

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- **Highlights of the Prescott Pusher; an in-depth overview** page 4

AVION

An Award-Winning College Newspaper

Volume 57, Issue 6

Embry-Riddle Aeronautical University, Daytona Beach, Florida

October 21, 1987

Plans set for Aviation Week Major activities planned

By Ray Natac
Staff Reporter

Embry Riddle's first attempt at a homecoming festivity will take place November 4-7, in conjunction with Florida Aviation Week. The event, called Aviation Homecoming Festival, will be a foundation for future homecoming events at the Daytona Beach Campus.

According to Kathy Novak, Director of Student Activities and Chairman of the Homecoming Committee, "The purpose of the Aviation Homecoming Festival is to start an annual tradition at ERAU that encompasses both social and aviation activities."

The Grand Marshall for the 1987 Aviation Homecoming Festival will be Dr. John Paul Riddle, the co-founder of the university. Attempts in securing the original ERAU WACO to be placed are underway as is a plan for a photo taking session of interested students, Mr. Riddle, and the WACO.

Plans for the festival are still being finalized. However, a number of activities have been confirmed. On Wednesday evening, a lecture presentation will be given by Dick Rutan and Jeana Yeager, crew of the Voyager, at Peabody Auditorium.

A lecture sponsored by the Aeronautical Science Department and featuring Dr. Richard Reinhart on medical certification requirements for flight will take place on Thursday evening, and an on-campus barbecue for the ERAU community honoring Grand Marshall Riddle will occur on Friday.



Prescott Pushers subject of AVION feature on page 4

Photo courtesy of Prescott Aero Corp

Research begins at simulation lab

By Mike Osborn

The Airway Science Simulation Laboratory (ASSL) is now a research facility, with industry sponsoring university level research. Plans are under way to begin research on fixed-platform and motion simulation as applied to basic attitude instrument flying.

Jim Blanchard, a research scientist with this program, will be putting together a package of conclusions found from the results of pilots trained utilizing motion, and pilots trained without the use of motion. Blanchard will report the progress of visual or instrument flight conditions. A visual screen has been set up giving life-like images to the flight students.

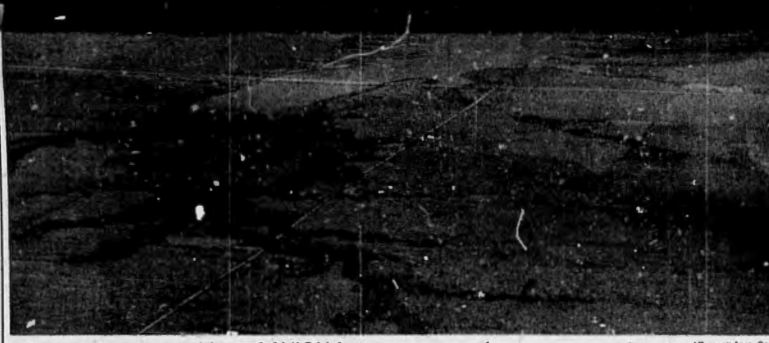
The studies are open to all students and faculty wanting free simulator time, or an hourly just wanting to familiarize themselves with this type of simulator. Students wishing to take part in the study should contact the ASSL Lab.

According to Blanchard, the introduction to high tech simulation will allow the student to get familiar with goals of the research lab and at the same time show them how the lab can improve the quality of education.

The new simulator works on electrical impulse; that is, all control movements are converted into electrical energy. These impulses are then sent to the computer which controls the computer optics for visual or instrument flight conditions. A visual screen has been set up giving life-like images to the flight students.

An instructor control board is hooked up to the

See LAB, page 3



Prescott Pushers subject of AVION feature on page 4

Photo courtesy of Prescott Aero Corp

Palm Coast facility dedicated

Embry-Riddle Press Release

Daytona Beach, Fla. — The recently completed \$7.5 million, 91,000 square foot Federal Aviation Administration's Center for Management Development was unveiled to the public at a Community Open House last Saturday.

"We wanted to share with everyone our pride in the completion of this beautiful addition to the community of Palm Coast and the state," said Embry-Riddle President Kenneth L. Tallman.

The center is located in Palm Coast on a 10.5 acre wooded site off Interstate 95, at 4500 Palm Coast Parkway East. The public was able to tour the three building complex, which includes the headquarters building

and two dormitories. Visitors were also able to tour classrooms, the library, conference rooms, residential quarters and state-of-the-art television production facilities.

"More than 4,000 FAA employees, most of whom are pilots, flight inspectors and air traffic controllers possessing a strong technical background, are being promoted into management positions," said Dail Moffett, FAA program manager. Students will meet at the Palm Coast facility for one to three weeks to receive management training and human resource development.

Embry-Riddle Aeronautical University and the ITT Community Development Corporation (ITDC) team have a \$47.3 million

See COAST, page 5



Avion photo by Rich Clark

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Trivia: Venus' 244 day long day is longer than its year.

President responds to newspaper editorial

By Mike Osborn

(In response to the Editorial on October 14, in the Avion, entitled "ERAU needs program with major airlines," President Tallman responded in the following interview.)

Avion: What is the school doing in regards to getting the airlines to hire right out of our school, and why are airlines hiring out of other schools before ERAU?

Tallman: I'm not aware of airlines hiring directly from any uni-

versity. I'm aware of some arrangements involving further training. The University should be working in the students' best interest, and after graduation, they should try to negotiate the kind of arrangement with airlines that would be beneficial to the student. It isn't that the university is not doing anything. We have talked to People Express, United, American, and Eastern, and plan to talk to others. We are looking for arrangements that will supply a win, win situation - good for

the university, students and the airlines.

In regards to United Airlines and Southern Illinois University (SIU), United makes certain recommendations with regard to allocation in the curriculum, and in return, United Airlines gives priority consideration for interviews for SIU graduates. It is not guaranteeing jobs. I'm not sure just getting a statement saying you get prior consideration for interviewing is worth having airlines come into the university and give advice on changing

curriculum. On the other hand, I'm not downplaying the importance of it.

In regards to the University of North Dakota and Northwest Airlines, that's fine, they are supplying a very large outlay of capital expenditure on the part of Northwest Airlines to establish a new training corporation subsidiary on the North Dakota campus. That would be a real problem in terms of providing a facility for a transition for graduates.

See PRES, page 3

Editorial

Sports program begins with the involved student

Many Riddle students think that they can do little to change a university policy. With the Board of Trustees on campus at the end of this week, the students have a forum to whom they can appeal to. One of our greatest rights as Americans is to voice our opinions, and the students have been responding to the Avion's spearheading of the Intercollegiate Sports Program.

The petitions for an Intercollegiate sports program have had positive returns. Just under 2000 signatures have been collected so far in support of this program.

Along with the Intercollegiate Sports Program, the Avion has perceived a need for more corporate sponsorship of degree programs and facilities. The greatest number of complaints heard by the Avion concerns the high cost of tuition. Corporate donations will greatly reduce the burden of students trying to get a high quality aviation education.

Donations of equipment, and money for materials and buildings will reduce tuition costs, as well as introduce a rapport with major corporations.

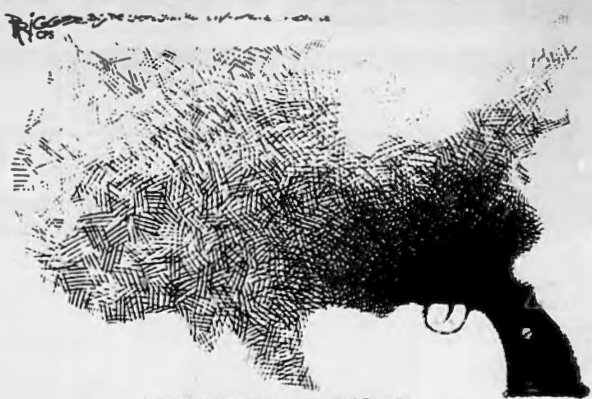
Other universities have major corporations sponsoring some of their programs, why not Embury-Riddle? The University is attempting to locate sponsors, as indicated in President Tallman's response, (page 1 of this issue) to last week's Editorial.

We think that more can be done. Maybe a high level committee could be formed specifically to locate more corporate sponsors. Thumbing through the school catalog shows that leaders from practically all facets of the aviation industry are associated with Embury-Riddle in some manner. Surely they could head some sort of effort. Monthly updates could be published in the Avion to inform the students of their progress.

If the students would voice their opinions to the Administration they could take a closer look at more sponsorship, the students would feel secure that something is being done to reduce tuition costs, and that the Administration does care.

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UNITED STATES OF ANARCHY

Letters to the Editor

Undemonstrated Patriotism

To the Editor:

This is in response to a recent letter in the Avion titled Pathetic Students.

The student used five paragraphs to say how disgusted he was with a group of fellow students for not standing at attention with hand over heart as the "National Anthem" was played at a practice retirement ceremony for Col. Babos. I have several comments to this student.

One day last week, I stood and listened as the "National Anthem" was played no less than three times while the cadets practiced for the ceremony. Although very much moved by the less than perfect renditions of the "National Anthem", I chose to continue to class instead of stopping to demonstrate my patriotism to this great Nation, he must salute the flag at every possible opportunity.

Upon graduating in December, I plan to serve my country in some service branch. I believe that I will be a great asset to this country because of my pride in America and my desire to succeed, but not because I did or did not salute the flag at a practice ceremony. Don't show your narrow mindedness by judging others so hastily.

I don't want to be misunderstood. There are many occasions at which a person should communicate their pride in themselves and this country by standing as the "National Anthem" is played. Major sporting events are a perfect example of this. A practice retirement ceremony, on the other hand, is not.

Mark S. Barker
Box #5108

Letters to the Editor are en-

ceremony for Col. Babos. I have several comments to this student.

One day last week, I stood and listened as the "National Anthem" was played no less than three times while the cadets practiced for the ceremony. Although very much moved by the less than perfect renditions of the "National Anthem", I chose to continue to class instead of stopping to demonstrate my patriotism.

I am very much a patriotic American but I don't see the need to prove this to anyone but myself. This student, seems as if he is a victim of Air Force brainwashing that convinced him to prove his

pride in themselves and this country by standing as the "National Anthem" is played. Major sporting events are a perfect example of this. A practice retirement ceremony, on the other hand, is not.

Mark S. Barker
Box #5108

Letters to the Editor are enclosed. They may be printed if they are not lewd, obscene, or libelous, and should be limited to a single topic. All submissions are subject to editing, and names may be withheld on request at the discretion of the Editor.



Dog Spud dreams of heading for the mountains while the humans watch Sunday's Lac-oss game against Florida St.



Dog Spud dreams of heading for the mountains while the humans watch Sunday's Lac-oss game against Florida St.

Dog Day . . .

Dog Spud dreams of heading for the mountains while the humans watch Sunday's Lac-oss game against Florida St.

Klyde Morris

Wes Oleszewski

BEING THAT THIS IS YOUR FIRST ADMINISTRATIVE MEETING, THERE IS ONE THING YOU SHOULD LOOK OUT FOR.

WHICH IS?

THE DARK LORD! WHEN HE COMES IN THE AIR TURNS COOL, THE LIGHTS GLOW DIM...

YOU MEAN LIKE NOW?

OH NO! HERE HE COMES!!

ARE YOU KIDDING? THAT'S ONLY WARD MIBAD... HE'S ONLY THE CONTROLLER.

ONLY! ONLY! SHHHH DON'T LET HIM HEAR YOU, HE'LL MAKE THE SUN GO AWAY AGAIN!

LISTEN, KEEP YOUR VOICE TO A WHISPER, YOU COULD OFFEND THE DARK LORD.

COME ON, LOOK AT HIM, HE'S A REGULAR GUY.

DON'T SAY THAT, JUST BECAUSE HE LEFT HIS BURGLAR HOME TODAY. SHHHHH HE'S ABOUT TO SPEAK...

GOODMORNING EVERYONE.

DON'T BE FOOLED, I TELL YA THE GUY'S SUPER-HUMAN!

NOW WE ENTER THE BRAIN PARKING LOT.

... IF I CAN JUST GET LUCKY AND FIND A PARKING SPACE.

DATSUN 282FHE DAYTONA APPROX, ENTER PARKING LOT HOLDING LEFT TURNS BEHIND DAMN THOO.

NO LUCK TODAY.

AVION

Funded by the Students of Embury-Riddle 1987 the Avion Newspaper

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Paul Novacek

- | | |
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This week's staff: Wes Oleszewski, Ray Nolas, Michael Racine, David Rovik, Larry Rice, Tim Van Milligan, Manny Fernandez-Longo, Jack Pollard, Mike Mumaw, and Martin Smith.

The opinions expressed in the Editorial are those of the majority of the Editorial Board, and do not necessarily represent those of the university or the staff of the Avion, or the members of the student body. Opinions expressed elsewhere are those of the writer, who is identified.

Letters appearing in the Avion do not necessarily reflect the opinions of the newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. Let writers shall confine 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 Mosdel, Tom Juliani, Mike Osborn, Teresa Anderson, Richard Clarke, and Chip Zodrow.

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 Advertisers, and the Associated Collegiate Press.

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Correspondence may be addressed to: The Avion, Embury-Riddle Aeronautical University, Daytona Beach, Florida 32014. Phone: (904) 252-9000.

PRES

(Continued from page 1)

The reason we couldn't do something at that context is one: We have no real estate, and two: I don't want a training company coming on the university to manage a program that will service a lot of big people besides the University.

Avion: Do you know what United Airlines wanted from S.U.I. in turn giving them priority in hiring in regards to a change in curriculum?

Tallman: No. United Airlines was asked to provide that information, but they have not yet. The change in curriculum is modest we might want to consider the change.

In regards to the Eastern Airlines initiative, at the time we were involved in serious discussion with Eastern Airlines and with regard to some sort of arrangement for our students to be taken for training purposes. They chose instead to go with two year colleges and community colleges and also two year colleges which would agree to pay salaries of Eastern Airlines pilots and training advisors to be located at the colleges.

The idea was to take community college graduates and place them in a transition training period and then employ them in commishers or regional offices that are controlled by Texas Air.

I was not ready to absorb the expense involved in bringing Eastern Airline advisors on campus as faculty advisors. I don't think that's in-

line with the mission of our University. You could blame it perhaps on my judgment that you're not interested at this point in looking for an arrangement which will uphold our image as a university and still be a good deal for the graduates.

Avion: How do you feel about an alumni saying ERAU has missed the boat? Tallman: He didn't sit in on the conversation I did. I don't feel we missed the boat. I will continue to work with the airlines in trying to make the best situation possible for the graduates.

But, the number one objective is to provide the best possible training. Number two is to provide as much assistance as we can to the person who wants help in getting a job after graduation. The big challenge in this whole affair is how does a young graduate fill the gap between graduating from school and qualifying for the airlines. I don't see the minimum requirements being lowered that much before hiring that person - maybe down aircraft, but not for the next two or three years.

There is that gap and one way or another it has been filled. Traditionally it has been filled by joining the service and flying with the Navy, Army, Marines, and Air Force and getting six or seven flying hours under your belt. You become extremely well qualified and a good prospect for the airlines. The reason being that you are still young and

you have turbo-prop and turbine time and multi-engine time. That's what airlines want.

Traditionally, the military has trained 70-80 percent of airline recruits. Now they can't fill that large a percentage from military recruits, and that's why they are trying to run university flying schools. But they still have to fill the gap, and graduation of the university to the minimum qualifications for the airlines. The three airlines involved in the universities have not answered the questions satisfactorily.

Some of the larger airlines don't consider there is a pilot shortage. American, for example, probably because they have a large application pool. I hope to talk to Delta soon.

The bottom line is that the university administration has not been sitting on its hands. We have been looking and making proposals and suggestions and we'll continue to do so, but my aim is to become affiliated in a win, win situation where I can help the airlines get a good deal and the university is getting a good deal.

Avion: What kind of deal do you want University-wise?

Tallman: I want to be responsive to the industry. But, I don't want the industry coming in and telling us how to run the University. I would like to be sure that any arrangement answers the question on how to fill the gaps.

Stealth F-19 crashes, kills pilot

By Tom Julian

A secret F-19 Stealth fighter plane crashed last week in the Nevada desert, killing the pilot. The pilot of the plane, Major Michael C. Stewart, was based at Nellis Air Force Base, and could have possibly been participating in a combat simulation exercise such as

Red Flag or Gumbok.

Nellis Air Force Major Victor Andrijauskas said the plane went down on the Nellis Air Force gunnery range about 8:45 p.m. Wednesday. The crash was about 100 miles northwest of Las Vegas near Green Lake, where the Air Force is known to test the Stealth plane.

The F-19 is a fighter aircraft that incorporates sophisticated material,

aerodynamic, and electronic technology in its design so it can evade radar and infrared sensors.

The Pentagon has not officially confirmed the existence of the F-19 Stealth fighter, but sources have said that it has been operational since 1973. Four other F-19's are believed to have crashed, the last one in July 1986, 12 miles northeast of Bakerfield, Calif.

ACET director is Helsten

Mark Barker Staff Reporter

In an attempt to answer past questions about the ACET program, the administration decided to give the program its own identity. Previously ACET was handled with Aeronautical Engineering under the same program chairman. In August 1987 the ACET program received its own program chairman. The person hired for the position is Mr. C. P. Helsten.

Mr. Helsten graduated from Massachusetts Institute of Technology in Aeronautical Engineering under which he earned a master's degree in the same field on Stanford University. A Grumman Aerospace Corporation scholar provided the financial support for Mr. Helsten's undergraduate and graduate studies. Working summers for Grumman during school lead to a full-time position in the Aerodynamics and Ma-

trine Engineering Department after graduation. While at Grumman Mr. Helsten worked on projects involving the F-111, A-6, F-14 project proposal, Gulfstream III, and conceptual design on the Gulfstream IV. Mr. Helsten also worked on a proposal for the Space Shuttle project which was eventually given to Rockwell International.

Mr. Helsten retired from Grumman early to go into teaching. After teaching senior aircraft design courses for three years at Georgia Tech, an advertisement in a trade magazine caught Mr. Helsten's eye. He applied for the position of ACET chairman here at ERAU and was hired.

One of Mr. Helsten's hobbies involves the sport of outdoor hydroplane racing. Helsten enjoys working on his boats in a fully equipped engine shop at his residence in Edgewater. In 1987, Helsten drove one of his modified boats to victory in the Osborned-

droplane Racing Championship in the "C" service number category. Helsten's daughter and two sons all work on and race their own hydroplanes as well. Mr. Helsten's wife of 24 years is also involved in the sport but as an official not a participant.

Helsten feels that the ACET program "gives students a practical application of engineering with a good theory background - although not theory oriented."

"Students should view a foundation for engineering technology more toward using technology in an applied way," said Helsten.

Mr. Helsten sees the ACET program moving in a positive direction with enrollment figures increasing in the future. Helsten says he enjoys the professional attitude here, and also, what he termed "a dedicated student body."

Mandatory drug testing gains support in college community

College Press Service

At least one school says it will start testing non-athletes for drugs and another is considering doing so, but observers don't expect many colleges will force all their students to take drug tests.

To do so, said University of Hartford President Stephen J. Trachtenberg would be "a tremendous invasion of individual privacy. If we do go down that road, we should get college administrators as well, starting with the residents."

More than 130 campuses now require students participating in varsity athletics to undergo tests to determine if they use cocaine, marijuana, heroin, steroids, and other illegal drugs.

Athletic directors at Duke and Stanford, as well as the American Civil Liberties Union, have complained that such tests are a precedent allowing schools to force all students to prove they don't use illegal drugs.

In fact, at least one school now tests non-athletes to undergo drug testing, and another is considering doing so.

At Central Florida Community College, any of the 160 students who participate in activities "representative of the university" - such as theater, dance, music and cheerleading - may be selected to submit a urine sample to be tested for illegal drug use, said Dean of Student Development Bud Gilligan.

Gilligan said the school does not have a "particular problem with drug use. We want to prevent a problem."

"I'm going to see more of this," Gilligan predicted. "Education need to get involved, rather than sit back and raise student levels of drug awareness."

The University of Arizona was

also overreaction. If institutions have strong, clearly written policies with zoning sanctions, they're finding that's more effective than testing. That's the way to handle it."

Trachtenberg agrees education is a more effective way to combat drug use, and less authoritarian: "A university's job is to educate, not police."

"In the end, we'll have more success with education than policing," Trachtenberg said. "Prohibition should have shown us a lesson about how far we should be willing to control substance abuse in a democratic society."

It's not unreasonable to test athletes for drug use, especially steroids, to ensure "fair and clean competition" by their own volition. "It's not unreasonable to test athletes for drug use, especially steroids, to ensure 'fair and clean competition' by their own volition. It's not unreasonable to test athletes for drug use, especially steroids, to ensure 'fair and clean competition' by their own volition."

Two weeks ago, for instance, Baylor University suspended sophomore linebacker Gary Joe

Youth lacks responsibility for leader ship

There is a very real fear that America's youth, the leaders of the future, will be unable, wed to take on the responsibility of running our cities, businesses and communities if the quality of education continues to decline.

It is business that ultimately gives your cities their competitive edge.

The top experts on Japan agree that the basic reason for Japan's economic success is its education system. It has got the best educated labor force in the world. As a nation, it has the highest IQ in the world. Japanese high school students are the highest-scoring in the world, and 95 percent of them graduate with the equivalent basic knowledge of the average American college graduate. If we want to keep American industry and American cities competitive, we have got to keep American education competitive.

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There is a very real fear that America's youth, the leaders of the future, will be unable, wed to take on the responsibility of running our cities, businesses and communities if the quality of education continues to decline. Below, Xerox Chief Executive Officer David Kates discusses the initiative being taken by Xerox to reform the current education system to assure greater productivity and stability in America's future. This is an excerpt from a speech Kates gave to the U.S. Conference of Mayors, June 16, in Nashville.

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By David T. Kates Xerox CEO

People tend to trust their mayors, whether they like them or not, and that gives mayors a lot of political clout. I would like to see you put some of that clout to work on an issue that I feel very strongly about: the reform and reorganization of this country's schools. Your policy statement for this conference all but ignores education. You just toss the problem into the federal government's lap. Education reform should be at the top of every mayor's list priorities because education reform is no less than a survival issue for every city in this country.

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The American workforce is in grave jeopardy. We are running out of qualified people. If current demographic trends continue, American business will have to hire a million new workers a year who cannot read, write or count. Teaching them how to do the job, let alone to learn, will cost us \$2 billion a year for as long as that. And nobody I know knows how long that will be.

The composition of our schools is changing. The proportion of minorities to the total is growing steadily, and I sometimes wonder who is paying attention. A Gallup poll says blacks and Hispanics are most concerned with the quality of public education. They are in school now. We know that 25 percent of the 25 largest city school systems has a majority of black and Hispanic students, most of whom are disadvantaged. The dropout rate is scary enough since the chance of any of those kids becoming self-sufficient, productive citizens are virtually nil.

Let me ask you a question that never led to be asked before in this context: Who is going to do the work that needs to be done to keep this economy running? Now, let me ask you this: Who is going to run your city?

It even crosses your mind when you consider that kids just like those are in the care of the labor pool we will have to draw on in the 1990s; if not sooner. By the year 2000, one out of every three American 20-year-olds will be a member of a minority group. Those kids are in school now. We know who all of our sales, we had better stop jacking them down.

The Department of Labor has a new study on the makeup of the American workforce by the year 2000. It is absolutely chilling to hear Secretary William E. Brock III state that the demographic are very clear, that the department know precisely who will be in the workforce and that the outlook is bad. Secretary Brock says there will be a job future for every qualified person who wants to do the work. The real question is whether there will be enough qualified persons to fill those jobs. There will probably not, considering the way things look now.

It is not my task to advantage of this small window of opportunity, or fail to do so. We must take advantage of this small window of opportunity, or fail to do so. We must take advantage of this small window of opportunity, or fail to do so.

You can sit all day and discuss tax policy, revenue sharing, health and safety and other issues on your agenda for competitors. But the fact is that the basic skills of our workforce-particularly at the entry-level-are simply not good enough for the United States to compete in a world economy. If that is not an urban environment challenge for you, I don't know who is. America's public schools produce 700,000 functionally illiterate every year. And 700,000 more drop out. Should any of you think that the problem is confined to minority kids in big city ghettos, think again. Three out of five college freshmen require remedial work. Virtually every college in the United States, from Georgetown and U.C.L.A. to The American Council on Education, says some colleges spend as much as 25 percent of their total budget on remedial programs.

The governors and state legislatures have had their say on education. It is about time for you to have your say. Do not look to the school to do for themselves; their methodology is too entrenched. Do not look to parents; they want to see the school to look like the school they went to when they were kids. Do not look to business; it does not have the knowledge or experience to implement what it says. Do not look to business; it does not have the knowledge or experience to implement what it says. Do not look to business; it does not have the knowledge or experience to implement what it says.

Your cities' prosperity will depend, in large measure, on how well your schools perform. An educated workforce is the competitive edge for busi-

ness, and it is business that ultimately gives your cities their competitive edge. The top experts on Japan agree that the basic reason for Japan's economic success is its education system. It has got the best educated labor force in the world. As a nation, it has the highest IQ in the world. Japanese high school students are the highest-scoring in the world, and 95 percent of them graduate with the equivalent basic knowledge of the average American college graduate. If we want to keep American industry and American cities competitive, we have got to keep American education competitive.

Business has a role in education, but sometimes it is hard to figure out what role that might be. Business can support the reform, but not mold support. Business is most helpful when it makes its needs clear and acts on those needs. The premier example is in Boston, where mayor Raymond Flynn has done education blueprint for the city.

The city and its business leaders support the Boston Council. Last year it created 100,000 full-time jobs and 2,600 summer jobs. The Boston Coun-

WEEK

(Continued from page 1)

and hot air balloon demonstrations, and other model events. The contests, and a Guinness world record attempt. On Saturday, November 7, the Daytona Beach Regional Airport will celebrate Florida Aviation Day with its own premises with activities, statics, and an open house for those interested. Also on that day, a

Challenger walk-a-thon will take place at Tomoka State Park.

Because of the recent alumni request to change the summer and the time elapsed involved, only alumni from the southeast region have been notified of the event. Tentative plans call for the Fall Aviation Homecoming Festival to be the alumni request for the Daytona Beach Campus in the future.

LAB

(Continued from page 1)

simulator allowing the instructor to monitor the student's program. Bugging of the student's equipment can be initiated by this same board. The student's instructor will also be able to program ceiling heights into the system which can be above or below the student's approach. This will give the student a chance to fly an instrument approach right down to the minimums without even having to break out of the clouds, and perform a landing or execute a missed approach.

That is designated as the controller's. The controller will be able to watch the flight proceed on the glide slope right down to the runway. He will be able to review the flight and not break any minimum conditions. The controller can also store the whole flight scenario on a computer disk that can be reviewed on a later date by himself or with his instructor.

The instructor can record and store the whole flight scenario on his computer terminal for later use. This gives the student and instructor the ability to review past flight mistakes at any time with the touch of a finger.

The lab is set up with equipment that is financed by the Federal Aviation Administration (FAA) through a grant, and the Frasca simulator is being provided by the Frasca computer.

Another computer is inter-linked with the simulator that generates an air traffic control radar scope. This scope gives air traffic control students the ability to actually control and review the flight scenario from any one of many approaches. The controller can also direct the student throughout a wide range of airspace

The salaries of the researchers are being paid for by the FAA and the Florida High Tech Commission. With the increasing number of airplanes in our airspace, it is required that students learn the basics of flight in simulated conditions before actually entering an airplane.

The fixed platform simulators can cost three times as much as certain aircraft, but the required maintenance for the fixed simulators is less. This is one reason why motion based simulation is beginning to phase itself out in general aviation.

-Avion feature: The Prescott Pusher-



Photo courtesy of Prescott Aero Corp.

CAD/CAM design is bold step

By Paul Novosck

The Prescott Pusher is a four-place, T-tail, pusher driven kit airplane. The cabin is designed for total passenger comfort, with the same width as the Beech Bonanza. Designed by Tom Prescott, it took just 18 months from first computer entry to first flight with help of the McDonnell-Douglas Unigraphics II CAD/CAM system.

The Pusher is targeted at general aviation pilots that want to build their own airplane for business and pleasure travel. With a price less

than half of a new, comparatively equipped, airplane the Prescott Pusher will give pilots a viable alternative to the high cost of general aviation flying.

Still in the development stage is a turbocharged, rotary engine by Texroks. It will be mated to an electrically-controlled, variable-pitch propeller from Advanced Technology Propellers (ATP). Flight testing of the rotary engine will begin in the spring. Meanwhile the prototype Pusher is flying with a Lycoming O-360 engine mated to a Hoffman constant-speed propeller.

The Pusher, along with all of the tooling required to produce the parts, was designed using the latest technology in CAD/CAM.

"Computer Aided Design and Manufacturing," the facility is built of a square steel tubular frame surrounded by a molded fiberglass shell. This produces a smooth, easy-to-build fuselage. The empennage, wings and both horizontal and vertical tail are constructed with traditional aluminum spars, ribs and skin. Cherry brand pull rivets are used throughout to ease assembly and reduce drag.

Pusher cabin boasts comfort

Prescott Aeronautical Corporation

OSHKOSH, WIS - The high-performance Prescott pusher single-engine kit airplane incorporates a spacious cabin.

Wide seats permit an unobstructed view, because they are elevated somewhat higher than the pilot and co-pilot seats.

Behind the rear-seat passengers is room for 100 pounds (8 cu. ft.) of baggage.

The seat arrangement, and an unobstructed view forward of the wing—similar to that in a fighter helicopter.

Optional interiors are color coordinated, and may be ordered in a va-

riety of materials, textures and colors to suit individual and family tastes.

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OSHKOSH, WIS - The high-performance Prescott pusher single-engine kit-built aircraft incorporates a spacious cabin, creating an environment of superb comfort and visibility for pilot and co-pilot, as well as rear-seat passengers.

In the four-place Pusher, passengers are seated upright, not semi-prone as is the case with some homebuilt aircraft. Plenty of arm and leg room is available for crew and passengers alike, and the cabin is a true four-place configuration... the same width as the Beech Bonanza.

Rear seats permit an unobstructed view, because they are elevated somewhat higher than the pilot and co-pilot seats.

Behind the rear-seat passengers is room for 100 pounds (8 cu. ft.) of baggage.

The airplane's pusher configuration permits a low-profile instrument panel which, with its one-piece wraparound windshield, affords outstanding forward visibility, even with a nose-high attitude in the traffic pattern and during climb out. Further, there is room for a full complement of instrument and avionics.

Passengers and crew are able to really see where they are going, due

to the seat arrangement and an unobstructed view forward of the wing—similar to that in a fighter helicopter.

Optional interiors are color coordinated, and may be ordered in a variety of materials, textures and colors to suit individual and family tastes.

Oshkosh visitors can view two interior variations at Prescott Aeronautical Corporation's exhibit on Aviation Drive. Prototype II—the final-configuration aircraft—features a subtle combination of gray leather with moose and wine-color fabric and carpet. Prototype I contains a more basic interior in coordinated blue and gray tones.

Advanced Technology Prop leads way for homebuilt planes

Prescott Aeronautical Corporation

OSHKOSH, Wis. - The test program for Advanced Technology Propellers (ATP) new family of advanced-design, electrically-controlled, variable-pitch propellers for the homebuilt aircraft market has gained momentum with three and four-blade prototypes on display at Prescott Aeronautical Corporation's exhibit on Aviation Drive.

The third prototype of the four-bladed version, which is being developed for the Prescott Pusher, has completed ground static-run tests (approximately 50 hours) and will be installed on Prescott Pusher Prototype #1 following Oshkosh flight tests at the aircraft's home base in Wichita.

"With the potential for as much as a 100-degree span of movement available," said designer Pavel Fogar, "a wide range of pitch angles were examined during ground static tests. Based on results, we are confident of its performance. Flight evaluation on the Pusher kit-built aircraft will be initiated within the next several weeks."

"With the hub mechanism, gear-reduction system and blade geometry for both versions designed on Prescott Aeronautical Corporation's computer system," said President Leo Prescott, "plans are to make the first configuration—the four-blade design—available specifically for the Prescott Pusher. Once that has been accomplished, the other configuration will be examined for owners of non-Prescott aircraft depending on market demand at the time."

"Right now," he said, "indications point to a good-sized market for this type of propeller, particularly in the home-built area where there are any number of aircraft flying on fixed-pitch props whose takeoff and climb performance could be markedly improved with a constant-speed design."

Among inherent advantages in ATP's prototype is light weight (approximately 30 pounds for the 4-blade version designed for the Prescott Pusher). Further, the use of advanced composites provides more design freedom to specific aerodynamic applications that might be possible with machined blades.

"We have developed a computer program," added Fogar, "which calculates propeller performance within one-half of one percent accuracy. This enables us to determine the best airfoil possible... and optimize its geometry to maximum efficiency."

ATP's blades are made of a combination of different composite materials selected for specific technical properties. The core, which creates 75 percent of blade volume, is of light-weight foam. Layers of structurally-oriented graphite, Kevlar and fiberglass are wrapped around the core, creating a light but strong blade structure with good anti-vibration properties.

"Since the blade weight itself eliminates 70 percent of the load to which aluminum propellers are subjected," added Prescott, "it allows the hub and other components to be lighter as well."

ATP is a joint venture by the principals of Prescott Aeronautical Corporation and Avia Products Company to develop and manufacture the new family of propellers for the home-built market.

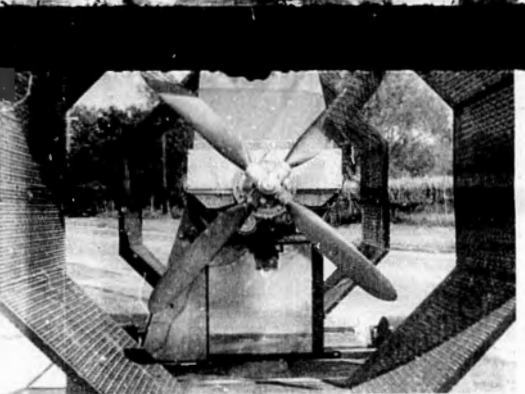


Photo courtesy of Prescott Aero Corp.

SPECIFICATIONS Avionics panel is fully IFR capable

Dimensions	
Wing Span.....	29.33 ft
Length.....	20.28 ft
Height.....	8.75 ft
Cabin Width.....	3.50 ft
Wing Area.....	110.8 sq ft
Aspect Ratio.....	7.76
Weights	
Gross Weight.....	2,400 lbs
Empty Weight.....	1,550 lbs
Useful Load.....	100 lbs
Baggage Capacity.....	100 lbs
Fuel (56.5 gal).....	339 lbs



PERFORMANCE

Engine.....	Lycoming O-360
Power.....	180 hp
Propeller.....	4-Bladed Variable Pitch
Maximum Cruise Speed.....	200 mph
Cruise At 7,500 ft.....	190mph
Stall Speed - Clean.....	72 mph
Full Flaps.....	66 mph
Maximum Range.....	1,000 sm
Service Ceiling.....	19,000 ft

Prescott Aeronautical Corporation

OSHKOSH, WIS - Prescott Aeronautical Corporation's number two prototype contains abundant space for a full-complement of IFR avionics... with room to spare.

The kit-built second prototype Prescott Pusher it on display on Aviation Drive at Whittman Field.

"Of special interest to EAA'ers," said President Leo Prescott, "will be the aircraft's spacious and fully-equipped instrument panel."

Prototype II is the "final design" configuration of the four-place, high-performance, single-engine, kit-built Prescott Pusher.

The instrument panel of the display aircraft features center-stacked radios including an audio panel, DME, Narco Mk 12D NAV/COM,

Narco 811 Com, NS 801 Area Navigation and AT 150 Transponder.

To the left of the center stack is a Century auto-pilot/flight director system. Narco DME, air speed indicator, turn and bank indicator, ADF indicator, ILS, altimeter, and vertical speed indicator. To the right are engine and systems indicators, including the tach, manifold pressure

gauge, magnetic compass, oil pressure, oil temperature, fuel pressure, ammeter, suction indicator and hour meter... plus a Narco 841 ADF and Micro-Pilot engine monitor. Remaining space for additional avionics or instrumentation.

Circuit breakers are contained on the sub-panel, as are air vents, cabin heat, alternate static source, flap valve, panel rheostats, landing gear handle and parking brake.

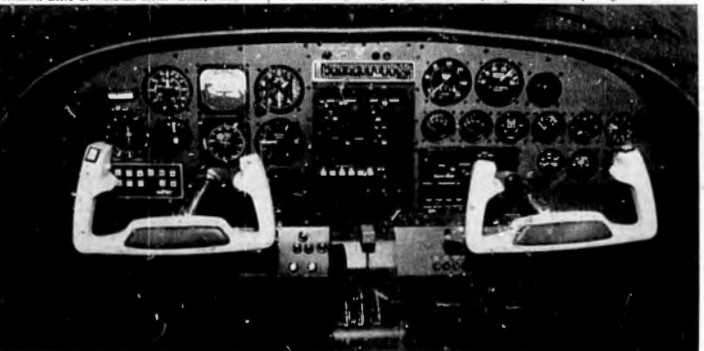


Photo courtesy of Prescott Aero Corp.

Corporation

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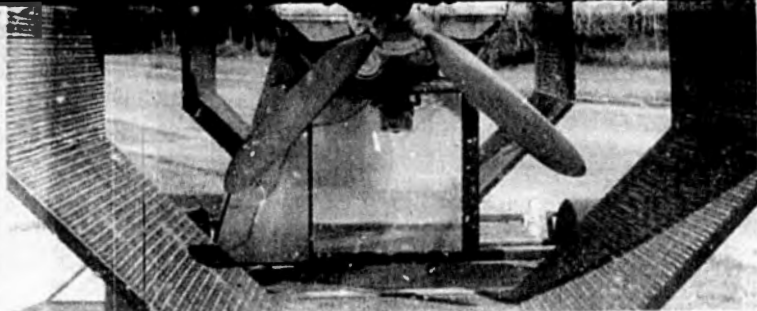


Photo courtesy of Prescott Aero Corp

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Cruise At 7,500 ft.....	190mph
Stall Speed - Clean.....	72 mph
Full Flaps.....	66 mph
Maximum Range.....	1,000 sm
Service Ceiling.....	18,000 ft

(Figures subject to change without notice)

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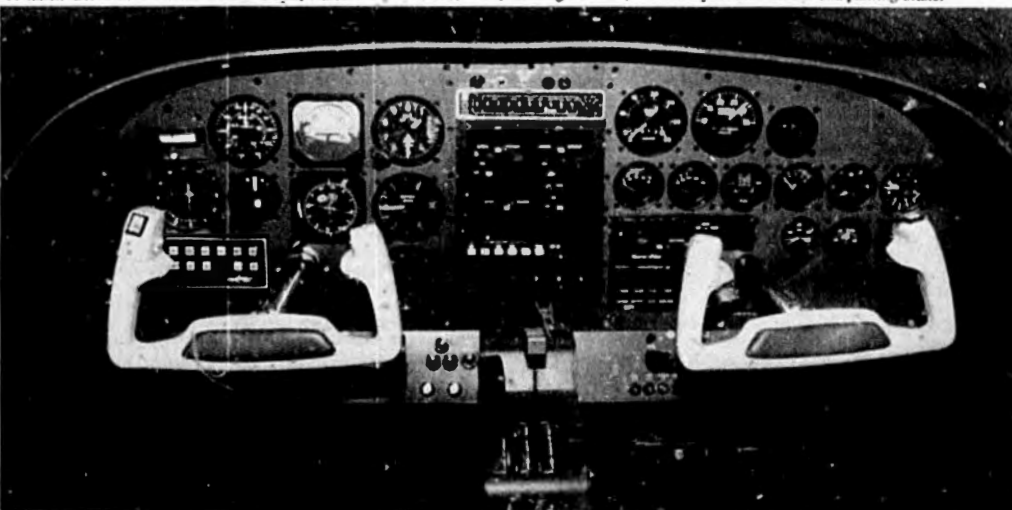


Photo courtesy of Prescott Aero Corp

FORUM

(Continued from page 3)

now includes almost 400 participating businesses, and there are companion agreements with local unions, colleges and universities. The Class of '86 has a five percent unemployment rate, which is one fourth the national average for its age group.

The Boston Compact proves something very important about teaching kids with skill deficiencies. It works if you make learning relevant. It works if you tie it to a real job. I do not think Boston's minority kids are any different from minority kids in any other big city. In Boston, market forces are taking care of a big chunk of the underclass problem. How many other cities can make the same claim? Mayor Flynn, by the way, has no more direct control over his city's school committee than you have over your city's local school board.

The Boston Compact idea is moving on to Albuquerque, Cincinnati, Louisville, Memphis, Indianapolis, San Diego and Seattle.

There is a strong, clear link in Boston between economic growth and an entry-level workforce with the good basic skills business has to have. It is one thing for business to train people on new technologies and processes. It is a far different thing to teach them the basic skills they should have learned in school.

Out of three of major corporations in this country now gives new workers basic reading, writing and arithmetic courses. These courses are not training courses; they are product recalls for the public schools, and frankly, I resent having to have them. On an employer training, business annually spends \$210 billion, which is more than the amount spent for elementary, secondary and higher education combined. Most of the new jobs that are created today demand more knowledge and skills. By 1990, three out of four jobs will require some education or technical training after high school. Economist and management adviser Peter Drucker is a close student of manpower trends. The qualification for the high-paying jobs of 20 years ago was a union card, he says. Now, it is formal schooling.

In an urban economy centered on information and knowledge, education is the essential raw material. The office of the factory, has become the center of our working lives. The backbone of our workforce comprises people who deal mainly with the refinement of ideas. We are in a new era of lifelong learning that merges work and education. Most jobs of the future will probably be restructured at least once every seven years. Business will need people who have learned how to learn, because work and learning are becoming inseparable. All of us will have to deal with more information faster, and learning to deal with information at information's pace will not be easy. We will need people who are not only proficient in basic skills, but who know how to think and communicate what they are thinking.

We can no longer tolerate the mismatch between the talents our economy needs and the people our schools produce. The high school dropout rate of the municipalities in the U.S. Conference of Mayors is 30 percent. How can we stay competitive when we throw away a third of our workforce?

Education's problems are often a reflection of society's problems as a whole. However, fixing the schools cannot wait until we fix our other problems. In fact, the worse those other problems are, the better schools ought to be. Better schools would at least give the kids a place to go where something good is happening in their lives. Good schools can motivate troubled youngsters by showing them another side of life. They can turn these kids into employable producers of goods and services, instead of unemployed consumers of your social programs.

Motivating troubled youngsters will take new approaches to learning and organizing schools. Al Shanker, president of the American Federation of Teachers, complains that school today are still modeled on the schools we had at the turn of the century. Mass production and economies of scale were the brand new buzz words then. The schools' objective was to urbanize farm workers and Ameri-azid immigrants for the factory. Principals and teachers were not regarded as professionals; now, in the middle of the 1980s, they still are not.

The schools of the future will have to look like the best high-tech companies of today, with lean structures, flat organizations and greater autonomy for professionals and managers. The current movement toward magnet schools is a bright prospect in that direction. Magnet schools offer students choice. Choice breeds commitment.

Magnet school give us an opportunity to catch up with our global competitors in the math and science skills that will determine our future. With a population half the size of ours, Japan produces more engineers than we do. Our students rank near the bottom of the industrial nations in math skills. Only a third of our high school students take science courses.

I would like to see magnet schools for math and science in every major city in the country. Where cities are too small to sustain a magnet high school, they should have a special science and math division in the high school or a cross-city magnet school serving a wider area.

Magnet schools are not for a handful of rock scientists and elite geniuses. They are for all students who want to work hard in a challenging school environment. There are challenging schools in a few of our cities, and they are among the best in the world. North Carolina even has a statewide public boarding school of science and mathematics in Durham. It draws students from all over the state, and the composition of its student body approximates the racial and gender makeup of the state's school population.

Magnet schools derived from the public's dissatisfaction with high school education. The public demanded more, and it got more. But there is a lot more of the "more" out there. For 200 years, public schools have been a mirror image of society, reflecting our morality, progress, hopes and dreams. Take a look at our public schools today, and you will get a good look at the future of this country and its cities.

Education is the transmission of civilization. Civilization is not simply inherited; it has to be learned again by each new generation. We cannot pass our civilization on to the next generation unless that generation has the ability to learn it.

A.S.S.L. under way

By Todd Wessendorf
Avion Staff Reporter

Embry-Riddle was awarded the Airway Science Grant Award in 1986 from the Federal Aviation Administration. With it came \$500,000 of federal grant funds for the development of the Airway Science Simulator Laboratory. This past Thursday, FAA and ERAU officials came by to check out the completed building.

Among the officials were: Ken Tallman, University President; Garland Castleberry, Regional Director of the Southeast FAA Division; and Ed Felt, Deputy Chief of Flight Standards Southeast Division. They were pleased with the building and its equipment. During their tour, the officials commented "Fantastic," "Very impressive," and "Fascinating."

This new building houses the Meteorological Center and the Simulator Room. The meteorological facility is a department of a comprehensive curriculum in meteorological science, utilizing state of the art electronic, computer assisted, and communications technology. Weather information is processed here and printed out for student use.

The Simulator Room has an aircraft cockpit simulator, the France 141 and 10 Air Traffic Controller booths. The scene in front of the France 141 has a constant, moving picture of flight from take-off to landing.

Maps from the Meteorological Center can also be fed into the simulator's computer to see how students will react to certain weather conditions.

CARAL rides again

By Scott Miller
SGA

The Student Government Association is sponsoring the CARAL program again this semester, with continuing success. CARAL, which stands for Call A Ride And Live, provides transportation for students who have had too much to drink.

The CARAL program runs from 10 p.m. to 3 a.m. on Fridays and Saturdays, and is operated by the students themselves. Any student who has been drinking and needs a ride home during these hours can

call the Embry-Riddle Switchboard at 239-6000. The operator will dispatch a student in a university vehicle to drive the intoxicated student home.

The service is confidential. The operator will only ask for the first name, location and a general description of the student needing a ride. The student should also have a Ride ID.

CARAL will only provide a ride home; students looking for a ride from 701 South to the Oyster Pub will have to call a taxi.

Those interested in driving for CARAL can sign up in the SGA office.

COAST

(Continued from page 1)

contract and will lease the building to the FAA and provide support resources for ten years with two optional five-year renewals. Embry-Riddle will be providing maintenance, janitorial and meals, security, central desk, food, and mail services.

ICDC, developers of Palm Coast, provided the site, and oversaw the design and construction of the facility.

University Research Corporation, an organization that provides training services for the federal government, will provide the instructional services for the new center.

Computer and peripherals stolen

By Marlin F. Smith
Avion Staff Reporter

An IBM PC 30, valued at \$1,264 was stolen from the Humanities Department Thursday, Oct. 8.

According to Humanities secretary, Mrs. Phyllis King, the theft is unusual in that the computer was in an obscure place and "hardly anyone knew it was there."

Mrs. King also noted that it was strange that no one noticed the theft because "it would have taken considerable time to remove all the components unless more than one person was involved."

The components removed included the IBM CPU, keyboard, monitor and printer. The system was located behind an office partition in room A-208.

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Wed. Baked Lasagna, Thurs Spaghetti, Sat Meat Revoli

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New Star Trek has right feel of old show

By Jim Barke
Special to the Avion

So many friends have asked me what I think of the new Star Trek show that I've grown tired of recelling the same views over and over again. It's like I broke my arm, and everyone I see asks how I did it. Therefore, through the magic of the newspaper, I offer my review of the new series for all who care.

With four hours of the new show safely beamed into the heavens, I have to agree with one critic who said the show would please most old Star Trek fans, but not attract any horde of new fans. Star Trek: The Next Generation, certainly has the right feel of the old show. At least the actors use words like "Beam me up" and "Fire photon torpedoes."

But beyond the common framework of the Gene Roddenberry universe established in the old show and through the movies, the comparison of the old with the new should end. The new show has every right to succeed on its own merits, and its actors should not have to bare the burden of comparison to the old cast.

Unfortunately, too many Star Trek fans either will not have the maturity or the intelligence to safely judge the new versus the old or accept the new show on its own.

On its own merits, without consideration to its "Trekkins," the Next Generation has so far been an average acting, some forced dialogue to bring us up to date on who's who, and some interesting stories. (Which are already too familiar to many Star Trek fans.)

A viewer watching The Next Generation will find an entertaining

show with plenty of visual effects that should dazzle you considering this is weekly television and the special effects firm is Industrial Light and Magic, the George Lucas company responsible for Star Wars and many other movies.

If you are a great Star Trek fan, then I dedicate the rest of this article to you. For I will now irresponsibly compare the old with the new, and delve into the weary world of Star Trek fandom.

The new crew is interesting. I don't like the Commander, I love the android. Data. Commander Riker reminds me of Patsy from "Hizzy Days," and the Klingon officer's presence on the new Enterprise seems to take away a little of the fun of galactic war. This crew we will learn more about. I think we will have

it. He seems to be in charge. I hope that Captain Picard is promoted or killed so that Riker can take over the Enterprise. Picard just doesn't feel right, and I can't see him making out with all the women like Kirk did.

Security Chief Tasha Yar, along with D' Crusher and Counselor Troi, shows that aspect of the Roddenberry Universe where women are truly equal and can take on the big jobs. But such wonderful philosophy cannot prevent my malcontent from saying that the women are more entertaining as attractive, sexy window dressing. Especially after last week's episode where we saw the crew become intoxicated by a strange bug, and we saw Lt. Yar dressed in a very enticing outfit, at least by my opinion.

"The new starship is OK, and like Klyde Morris, I find something not quite right about the whole thing."

-James A. Banke

learned over the years of the old crew.

Counselor Troi's intense use of feeling others emotions is a plot device I can do without. However, it is good to see that the Captain of a star ship would have an advisor, kind of like Reagan and Baker.

Commander Riker is the character I find closest to being a normal, everyday Star Trek kind of character, in the mold of the old series. Riker has charisma and command author-

ity. He seems to be in charge. I hope that Captain Picard is promoted or killed so that Riker can take over the Enterprise. Picard just doesn't feel right, and I can't see him making out with all the women like Kirk did.

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The new uniforms are boring, a nightmare I though we were through with after Star Trek I. The pajamas they are wearing do not look good, and the method of distinguishing rank is difficult. (Jewels or buttons of some kind on the neckline seem to take the place of stripes on sleeves.)

Roddenberry and his fellow writers seem to be happy using phrases like "Number 1" and "Engage," phrases from the first pilot of Star Trek but rarely, if at all, used in the old series.

The show itself is on late Saturday night in Florida, and that's no fun. Channel 6 seems to want to carry Star Trek so they can say they carry Star Trek, but they are unwilling to give it a decent chance in a normal time period for weekend TV by placing it at 11:30 p.m. It seems they expect old fans to tune in, without exposing new fans to join in.

Foreigner visits the KSC

By Chip Zedro

KENNEDY SPACE CENTER, Fla. — Deng Hufang, the director-in-chief and founder of the China Fund for the Handicapped visited the Kennedy Space Center (KSC) last Wednesday. Deng and nine other delegates are on a tour of the U.S. observing and sharing ideas for programs for the handicapped.

Deng is the son of China's National Leader and was crippled when he was thrown out of a second story window during a cultural revolution.

While at the KSC, Deng met with the director of the center, Forrest McCartney. He then went on a tour of the KSC with his accompanying party. The tour began at the Orbital Maintenance and Refurbishment Facility (OMRF), where tile work is being done on the orbiter Columbia. The pilot seat was recently removed from Columbia for refurbishment, and the shuttle is presently having thermal blankets being installed to replace older tiles. According to

Gene Baker, Lockheed Project Manager and director of OMRF operations, the OMRF is expected to be up to full service by 1989. The shuttle processing facilities now include the OMRF and two Orbital Processing Facilities with a third to be available in May 1993.

Deng with his interpreter and dignitaries then moved on to visit the Vertical Assembly Building (VAB). As NASA employees acknowledged what the purpose of the event was, Deng peered at the Solid Rocket Booster nose cones inside the building's "beams."

For the final part of the tour, the party was escorted out to Launch Pad 39-B. Deng was able to view the structure from underneath and said that he was very interested in the whole operation because of his interest in science. Pad-B will be used through April 1989 whereas Pad-A will then be replaced by May 1, 1989.

There are two shuttle launches scheduled for 1988, six for 1989, 10 for 1990 and 1991, 12 for 1992, and 13 for 1993 and 1994.



NASA employees examine and replace tiles on Columbia inside of the Orbital Maintenance and Refurbishment Facility.

Avion photo by Larry Rios

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Your future employers are looking for people with writing skills. Join the AVION staff and earn valuable experience. Meetings every Wednesday... 5:00 p.m. in the Faculty-Staff Lounge.

Avion photo by Larry Rios

What's Happening

Brian Mosdell
Avion Sports Editor

BEACH VOLLEYBALL...About fifteen volleyballers went down to the beach Saturday morning to enjoy some volleyball. The weather wasn't particularly nice, but all participants had a lot of fun. This Saturday: Week 2 of beach ball. Saturday at noon, come out and catch some sun. Anyone interested in playing volleyball down on the beach should just show up ready to play.

RUNNING CLUB...The next meeting of the ERAU Running Club will be on Thursday, October 22nd at 6:30 PM in room A115. All levels of runners are welcome: beginners, recreational joggers, and competitive runners. Staff and faculty are also welcome. For more information see Tom Hilburn in A110 (ext 6617). Track and Field is a possible candidate for intercollegiate sports on campus.

MOTORCYCLE RACES...Beginning Oct. 24, the Pro-Am Motorcycle races begin at the Daytona International Speedway. Tickets are available at the track.

MISSING...The Recreation Department would greatly appreciate the return of one deck chair and one lounge which have been removed from the pool deck. No questions will be asked!

SOCCER CLUB GOALS...The status of the Soccer goalposts is of great concern to all Soccer Club members anticipating an exciting match against the St. Leo Monarchs, Oct. 30. The contract for the construction of the goals has been awarded. The manufacturer will build and deliver the goals. The timetable for completion is unknown. However, if they are not here in time for the match, it will not reflect well on Embry-Riddle Aeronautical University.

RACQUETBALL COURTS...After months of waiting for the Racquetball courts to be taken off the disabled list, repair will be completed within the next week. Minor repair still needs to be completed by vendor and the Physical Plant. Rules for usage of the court and the times it will be open are available at the recreation office. The reopening date will soon be released by the recreation department.

SOCCER CLINIC...The weekend of October 7, the Embry-Riddle Eagles will be welcoming junior players from the area for a soccer clinic here at ERAU. Instruction will be broken into age and skill levels: Beginning, novice, and

reopening date will soon be released by the recreation department.

SOCCER CLINIC...The weekend of October 7, the Embry-Riddle Eagles will be welcoming junior players from the area for a soccer clinic here at ERAU. Instruction will be broken into age and skill levels. Beginning, novice, and advanced players from ages 5 and up can receive a full day of soccer instruction, afternoon swimming, and barbecue. The registration fee is \$10.00. Contact Dean Brown's office.

GOLF TOURNAMENT...On the weekend of Nov. 6 & 7, The Eagles will compete in the Florida State Intercollegiate Championship. Many top schools will be competing at Pelican Bay G.C. Spectators are most welcome. Contact Dick Bryant. The Recreation Department will host a golf tournament Saturday, Oct. 24, 10:30am at the Riviera Country Club. The entrance fee is \$18.90 and will cover green fees and cart. The deadline to sign up is Oct. 20.

Embry-Riddle scalp Seminoles

Eagles host golf tourney



By Brian Mosdell

This past weekend an historic event took place at Embry-Riddle. In the first intercollegiate sporting event in ERAU's history, the Eagles' Lacrosse team pummeled the Florida State Seminoles 13-4 in front of 200 spectators. Among the Ridders was Vice-President Eric Deen.

Embry-Riddle took charge from the very beginning. The play was fast-paced and hard hitting, just what the student supporters were wanting to see.

Florida State started the day early with a four hour drive to Daytona, fielding a starting side, three substitutes, a handful of fans, and a mascot. The best part of the Embry-Riddle experience for the Seminoles was the post-game Eagles' victory party.

Scoring five goals for ERAU was Grant Guinio who spearheaded the Eagles' attack. John Cutrone added three more for the Eagles who will head to Tallahassee for a rematch on Halloween morning. Embry-Riddle starts the season at 1-0 and promises a bright future.

GOLF...This weekend the ERAU Intercollegiate Golf Club hosted the ERAU Fall Intercollegiate at the Palm Harbor G.C. camps in the tournament included: College of Boca Raton; Broward CC; Broward CC; Leeward College; Emory University; Flagler College; Florida A&M; Florida CC; Georgia College; Miami Dade CC; University of N. Florida; Nova Southeastern; Palm Beach Junior College; Rollins College; Stetson University; University of Tampa; Valdosta State College.



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✓ Brian .817%	* Kent James
✓ Chicago at Tampa Bay	
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* Atlanta at Houston	✓
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✓ Dallas at Philadelphia	
✓ Denver at Minnesota	*
✓ Green Bay at Detroit	*
✓ New England at Indianapolis	*
✓ N.Y. Jets at Washington	
✓ San Francisco at New Orleans	
St. Louis at NY Giants	✓
Kansas City at San Diego	✓
✓ Seattle at LA Raiders	*

St. Louis	at NY Giants	✓
Kansas City	at San Diego	✓
✓ Seattle	at LA Raiders	*

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 edition.

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2000 petitioners say yes

By Brian Moadell

Intercollegiate Sports is an unstable proposal. For years, clubs such as Lacrosse, Baseball, Soccer, and Golf have taken the burden upon themselves to furnish Embry-Riddle with intercollegiate competition.

Until this semester, the students of ERAU were never fully aware of the troubles that faced these clubs in their effort to organize Varsity sports. Transportation, scheduling, and financing of their events have been the sole responsibility of the

student all too often.

A program that grants the University recognition as well as proving the uniting element ERAU needs must be handled by the administration.

The students of Embry-Riddle are ready to show other schools what we are made of. Two thousand signatures on a petition for intercollegiate sports prove desire. The lacrosse team showed Florida State University what we are all about here in Daytona as they whipped the Seminoles 13-4 in a historic sporting event. The first ever intercollegiate sporting event to

be held on campus saw ERAU exit victorious by a huge margin. The Golf Team competes in multiple tournaments each semester and the Soccer Team has beaten one NCAA team and tied another nationally ranked team. Just think of how well our teams will compete after Embry-Riddle financially backs them.

The administration can no longer justify their precarious position of non-commital. Don't tell me the students don't care or wouldn't benefit from intercollegiate sports. Two thousand-plus care and many have already benefited. It's time to act!



Embry-Riddle

vs.

St. Leo College

Watch the Eagles battle the Monarchs behind the Library

Next Friday, Oct. 30, 5:00pm

Football Standings

Team	North Division				Team	Central Division				Team	South Division						
	W	L	T	PF		PA	W	L	T		PF	PA	W	L	T	PF	PA
Team Rho	4	0	0	99	8	Queebers	4	0	0	107	14	Rough Riders	4	0	0	83	0
Brothers of the Wind I	4	0	0	51	6	'Q'it's	4	0	0	90	6	Tailhookers	3	0	0	58	6
Sigma Pi	4	0	0	32	6	Daytona 69ers	4	0	0	65	14	Pine Lakers	3	1	0	67	7
Air Force I	3	1	0	38	20	Grim Reapers	3	0	0	111	20	Force	2	1	1	39	49
Sigma Chi	2	1	0	37	26	Dogs	3	0	0	69	6	Pythons	2	2	0	54	65
Brothers of the Wind II	2	2	0	55	37	Bush Boys	2	1	0	48	28	Hops	2	2	0	24	56
Lambda Chi Alpha	2	2	0	49	34	Predators	1	3	0	20	55	University of Budweiser	1	2	0	20	61
Delta Chi	2	2	0	16	48	Legion of Doom	0	3	0	0	109	Moving Violations	1	2	0	0	46
Sigma Phi Delta	0	3	1	13	80	Wolfpack	0	4	0	22	49	P.M.S.	0	3	1	20	52

Intramural Sports

Football Top Ten

Offense	
Team	PPG
1. Grim Reapers	37.0
2. Queebers	35.7
3. Dogs	34.5
4. 'Q'it's	30.0
5. Tailhookers	29.0
6. Rough Riders	27.7
7. Team Rho	24.8
8. Bush Boys	24.0
9. Pinetakers	22.3
10. 69ers	21.7

Defense	
Team	PPG
1. Rough Riders	0.0
2. Team Rho	2.0
3. Sigma Pi	2.0
4. Brothers I	2.0
5. 'Q'it's	2.0
6. Pinetakers	2.3
7. Dogs	3.0
8. Tailhookers	3.0
9. 69ers	4.7
10. Queebers	4.7

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Defense	
Team	PPG
9. Pinetakers	22.3
10. 69ers	21.7

Defense	
Team	PPG
1. Rough Riders	0.0
2. Team Rho	2.0
3. Sigma Pi	2.0
4. Brothers I	2.0
5. 'Q'it's	2.0
6. Pinetakers	2.3
7. Dogs	3.0
8. Tailhookers	3.0
9. 69ers	4.7
10. Queebers	4.7

*not including forfeits

Tennis A Results - First Round

Bob Forbeck	def.
James Bower	6-0,6-0
Selwyn Shand	def.
Craig Dembeck	6-2,6-2
Marcos Carvalho	def.
Ken Saunders	6-1,5-7,6-4
Dave McMillon	def.
Matt Godfrey	3-6,7-6,2-6

Tennis B - First Round

Jeff Laaco	def.
Ken Bahringer	7-5,6-3
Jon Burrows	def.
Ruben Ramirez	6-3,6-1
Bob Ballargeon	def.
Try Wilson	6-1,5-7,6-0
Tony Fonseca	def.
Kevin Hyton	6-1,6-1
Br. n Roche	def.
Mica. y McDowell	6-2,6-2
Eric Slaney	def.
Anthony Montalto	6-0,6-4
Chris Hartman	def.
Bob Seler	6-4,4-6,7-5
Pa .ck Malnes	def.
n Cockburn	6-4,7-5
Luis Santana	def.
Alex Kaplan	6-1,6-2

Mixed Doubles - First Round

Quiñeras/Mera	def.
Gaston/Gaston	6-4,6-4
Reader/Welch	def.
Wheeler/Thomson	6-1,6-0

Design and Layout by the Student Activities Office, Inc. Printed by the Student Activities Office, Inc. © 1987 JET

4. Brothers	2.0
5. 'Cris'	2.0
6. Pinelakers	2.3
7. Dogs	3.0
8. Talhookers	3.0
9. 69ers	4.7
10. Queebers	4.7

*not including forfeits

Tennis A Results - First Round

Bob Forbeck def.
James Bower 6-0,6-0

Selwyn Shand def.
Craig Dembeck 6-2,6-2

Marcos Carvalho def.
Ken Saunders 6-1,5-7,6-4

Dave McMillon def.
Matt Godfrey 3-6,7-6,6-2

Tennis B - First Round

Jeff Lasco def.
Ken Bahringer 7-5,6-3

Jon Burrows def.
Ruben Ramirez 6-3,6-1

Bob Ballargeon def.
Try Wilson 6-1,5-7,6-0

Tony Fonseca def.
Kevin Hylton 6-1,6-1

Brian Roche def.
Mickey McDowell 6-2,6-2

Eric Slaney def.
Anthony Montalto 6-0,6-4

Chris Hartman def.
Bob Baler 6-4,4-6,7-5

Patrick Maines def.
John Cockburn 6-4,7-5

Luis Santana def.
Alex Kaplan 6-1,6-2

Mixed Doubles - First Round

Gutierrez/Mera def.
Gaston/Gaston 6-4,6-4

Rieder/Welch def.
Veebler/Thompson 6-1,6-0



Robert and Costello Meet the Mummy
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Notices

ZONTA INTERNATIONAL AWARDS

Zonta International is now accepting applications for the 1988-89 award year. Zonta International offers \$6,000 in grants to women for graduate study in aerospace-related science and engineering.
For applications and information:
Write to: Zonta International, 557 W. Randolph Street, Chicago, IL 60606 or call 312-346-1445 (until October 13), 312-930-5848 (after October 13)

SCIENCE SCHOLARSHIP

The National Science Foundation is now offering Graduate Fellowships and Minority Graduate Fellowships that will begin in the Summer, 1988 or the Fall, 1988.
To be eligible an applicant must be a U.S. citizen or national and enrolled in a science or engineering program leading to a master's degree.
For information and application materials, Write to: The Fellowship Office, National Research Council, 2101 Constitution Avenue, Washington, DC 20418 or call (202) 334-2872.
The application deadline date is November 13, 1987.

Wednesday, October 21: Sigma Chi/Red Cross Blood Drive, 9 a.m.-4 p.m. in the University Center.
Evening Panel Discussion, 8:30 p.m. in the University Center.
(Panelists to coordinate) panel includes:
-Lauri Branch, R.N. (General Electric Drug Testing/Infirmiry)
-Dr. Cook, M.D. (ERAU Physician)
-Steve Tedrow (ERAU Alumni representing Florida Express.)
-Carol Mostaro (Correctional Institute representative)
-Joanne Brown (ACT substance abuse counselor)
-George Littlefield (FAA representative)
Thursday, October 22: Riddle Riders will sponsor Safety Awareness Day in the U.C. with various motorcycles on display, videos on safe driving habits, handouts on Substance Awareness, etc. 9-4 pm in the University Center.
Friday, October 23: The Counseling Center will sponsor an afternoon information session with representatives from Humana (Carol Dally), Stewart Treatment Center (Jerry Harr), the South Daytona Police department (Sgt. Larry Hankin), and possibly a student currently in counselling/rehabilitation for substance awareness, 1:30 p.m.-3 p.m. in room E-611. (Lynn Evans to coordinate)
The Student Government Association will sponsor an event in the U.C. Flight Deck featuring non-alcoholic beer, and representatives from AA and Alanon present to answer questions. Background music will be played. This will take place, 4:30 p.m.-6 p.m.

Road Racers will sponsor a 20 minute movie "The Party's Over" at 8 p.m. in the U.C. followed by a discussion by W. Chester Bell, Executive Director of Volusia County Safety Council.

Community Calendar

October

- 1-31 Daytona Beach Jail Amd - 255-0222
- 1-5 Ethnic Heritage Painting - Museum of Arts and Sciences - 255-0285
- 1-31 Exhibit: Florida Craftsmen Region 6 - Ormond Beach Memorial Art Gallery
- 3-31 Exhibit: Theodora Grimes, Mixed Media - The Castaways - 675-4701
- 17-25 Ormond Senior Games - Ormond Beach - 677-0311
- 21-25 Daytona Beach News-Journal Home Show - Ocean Center - 252-1511
- 24 Daytona Beach Triathlon and Triathlon - Clarendon Plaza Hotel - 255-4471
- 24 Better Business Fair - City Hall, Port Orange - 10 a.m. - 4 p.m. - 761-1601
- 25 Jazz Concert On The Green - The Castaways - 3 p.m. - 675-4701
- 30-31 Women's World Weightlifting Championship - Ocean Center - 761-8383; 254-4545
- 31 Bethune-Cookman College vs North Carolina A&T Football and Homecoming - Welch Stadium - 1:30 p.m. - 255-1401
- 31 Halifax Art Festival - The Castaways - 255-0285
- 31 Halloween Happening - Marketplace Square, Ormond Beach - 6 p.m. - 577-0337
- 31 Halloween Happening - Volusia Mall - 6-8 p.m. - 253-6783

ATTENTION SPRING GRADUATES

We suggest that you fill out your graduation application as soon as possible in order to get a "PRELIMINARY GRADUATION EVALUATION". This will help make your completion a smooth one.

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. (PIA) FLIGHT INSTRUCTOR-Airplane
4. (FOI) FUNDAMENTALS OF INSTRUCTING-PI, & Ground Instructor
5. (BGI) FUNDAMENTALS OF INSTRUCTING-Basic
6. (AGI) 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. (RIA) 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. (FEI) FLIGHT ENGINEER-Turbojet
15. (FEX) FLIGHT ENGINEER-Turbojet/Basic

October 20 Tuesday 8:30 a.m. H-131, GRW Complex
October 31 Saturday 8:30 a.m. H-113, GRW Complex

Students intending to take an FAA Pilot Written Examination are required to sign 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 a personal identification as an Alumn 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.

ATTENTION FOREIGN STUDENTS

The International Association for the Exchange of Students for Technical Experience, (IAESTE), is an agency that assists students in finding practical training in 49 countries around the world.
Through this agency, you may be able to secure a Co-op position and receive credit towards your degree.
If you are interested in contacting this organization, please contact Cynthia Fennick in the Career Center or Terrie Davis in Foreign Student Services.

KNIGHTS OF COLUMBUS

Are there any members of the Knights of Columbus on campus now? Is there anyone who is interested in becoming a Knight? If your answer to either question is "yes", please contact:
Father Kenan Morris, OFM, Office of Campus Ministry, Dorm II, room 277, 239-6580.

EAGLE FLIGHT CENTER

Road Racers will sponsor a 20 minute movie "The Party's Over" at 8 p.m. in the U.C. followed by a discussion by W. Chester Bell, Executive Director of Volusia County Safety Council.

Through this agency, you may be able to secure a Co-op position and receive credit towards your degree.
If you are interested in contacting this organization, please contact Cynthia Fennick in the Career Center or Terrie Davis in Foreign Student Services.

Are there any members of the Knights of Columbus on campus now? Is there anyone who is interested in becoming a Knight? If your answer to either question is "yes", please contact:
Father Kenan Morris, OFM, Office of Campus Ministry, Dorm II, room 277, 239-6580.

EAGLE FLIGHT CENTER

LOWEST RATES/LARGEST SELECTION
F.A.A. 141 Approved Flight School - ALL RATINGS
★ F.A.A. Written Tests (given 7 Days/Week) ★



RENTALS (WET)	Per Hour
C150	\$27.00
Tomahawk	\$33.00
C152 (5)	\$33.00
C152 IFR (2)	\$33.00
C152 Aerobat	\$33.00
C172 IFR (6)	\$44.00
C172 RG	\$55.00
Warriors (2) (IFR)	\$47.00
Super Decathlon	\$49.00
Arrow (IFR) (Air Conditioned)	\$59.00
Mooney (Loaded, IFR)	\$59.00
Saratoga SP (Loaded)	\$90.00
Seminole (Twins) (2)	\$110.00
Seaplane (Lake Buccaneer) (Dual)	\$149.00
Beech Baron (Twin)	\$115.00
Simulator (AST 300 S/E & M/E)	\$16.00
Complete Aerobatic Course (C152A)	\$425.00

**Multi-Engine Pilots
Insurance Requirement Change
Fly our Seminole with
Only These Requirements:**

150 Hours Total Time
10 Hours Multi Time
10 Hours in Piper Seminole

OR

150 Hours Total Time
25 Hours Multi Engine
2 Hours in Seminole

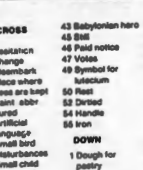
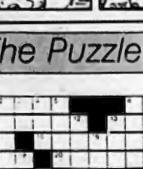
You must have completed multi-engine course at Embry-Riddle Aeronautical University or Eagle Flight Center. If multi-engine course was taken elsewhere, an Extensive check out will be required.

1624 Bellevue Ave.
On Daytona Beach Regional Airport
(Just Off Clyde Morris - 1 Block South of ERAU)

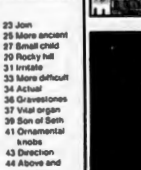
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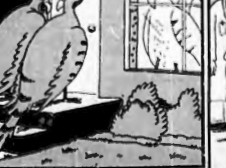
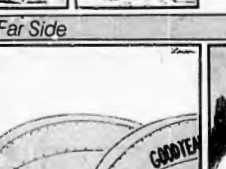
Bloom County



Berke Breathed



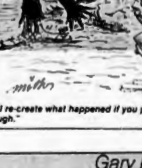
Shoe



Jet Li



Military Mirth

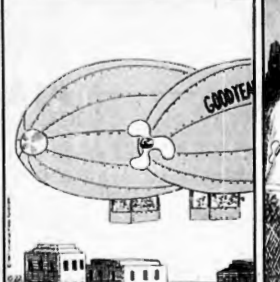


The Puzzle

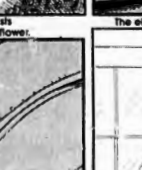


- ACROSS**
- 1 Heavens
 - 6 Change
 - 11 Disembark
 - 13 Piece where bones are kept
 - 14 Darn! abbr.
 - 15 Luned
 - 17 Artificial language
 - 18 Small land
 - 20 Disturbances
 - 21 Small child
 - 22 Brother of Jacob
 - 24 Afternoon party
 - 25 Possessive pronoun
 - 27 Shade
 - 28 Small land
 - 30 King of beasts
 - 32 More torrid
 - 35 Crisscross, e.g.
 - 37 Rabbit
 - 38 Gull around
 - 40 Patients
 - 42 4-star watch
 - 23 Jan
 - 25 More ancient
 - 27 Small child
 - 29 Rocky hill
 - 31 Innate
 - 33 More difficult
 - 34 Actual
 - 36 Gravestones
 - 37 Vase organ
 - 39 Son of Seth
 - 41 Ornamental knob
 - 43 Drection
 - 44 Above and hanging
 - 47 Workshop
 - 48 Title of respect
 - 51 Hebrew letter
 - 53 French article
 - 1 Dough for pastry
 - 2 Pastry
 - 3 Childhood city
 - 4 Pose for portrait
 - 5 Without end
 - 6 Simile
 - 7 Cover
 - 8 Symbol for tantalum
 - 9 More torrid
 - 10 Hebrew possessive
 - 12 Sand forth
 - 13 Reach
 - 16 Bird
 - 19 Clothworkers
 - 21 Follows Monday

The Far Side



Gary Larson



See SOLUTION, page 13

"Well, here we go, another exciting evening of the Murdochos, all of us sitting around going, 'Hello, my name is so-and-so... what's your name?' ... I wanna crackle! Hello, my name is so-and-so."

All day long, a tough gang of astrophysicists would monopolize the telescope and intimidate the other researchers.

"When I got home, Harold's cool and hot were gone, his worries were on the doorstep, and Gladys Mitchell, my neighbor, says she saw him heading west on the sunny side of the street."

ARMY

By Bill Fisher
Col. Opt. Army ROTC

Coordinating the training, feeding, movement and entertaining of Army ROTC cadets from three different Universities is a task that begs of complications and unforeseen problems.

Only sound planning and proactive execution can see the mission to successful completion. Eagle Battalion Cadre and MS-IV Cadets, both staff and training sections, planned and executed their way through one of the most successful FTX in recent years this past weekend.

Held at the Florida National Guard's, Camp Blanding, located outside of Starke, Florida it included cadets from Embry-Riddle, J.B. Stetson University and University of Central Florida.

Cadets from all four Military Science Levels were represented. This mixture of levels with their varying training needs made for a diverse and challenging experience.

Eagle Battalion departed Daytona on the afternoon of October 15th, arriving at Camp Blanding and meeting up with two other units in the late afternoon.

Billing was arranged, chow was eaten and the MS-I and II cadets were given classes to prepare them for the

next days training. MS-III's were issued maps and compasses, given classes on night land navigation then executed Camp Blanding's Night Land Navigation Course.

With Saturday came a variety of activities for all cadets. MS-III's executed the Day Land Navigation Course while the MS-I, and II's reported from a fifty foot tower, learned how to tie a swiss seat, build a one rope ridge and received instruction on river crossing techniques and water survival.

Saturday's activities concluded with a social gathering of the regiment.

While the most cadets were going about the pre-planned training, special teams of cadets were competing against each other in a mini Range Challenge. Teams from all three schools participated in this head-to-head competition. The teams were pitted against each other in several events.

These events included a timed 10K track run, grenade toss, one rope bridge construction, M-60 and M-16 weapons assembly, and a PT test.

Of the two teams that ERAU fielded the green team placed first overall and the gold team placed fourth. The uncommenced energy and competitive spirit displayed by these cadets is a standard worthy of emulation by all cadets.



High Crawl...

club photo by Bill Fisher

An Army ROTC Cadet negotiates the barbed wire obstacle on Camp Blanding's Confidence Course.

AHP

By Kimberly Storor
Club Writer

Greek Week is here and the Alpha Eta Rho team is ready for action. Coordinator Jim Howe has everyone ready for a no excuses winning week. AHP will test the cycle race and hopes to win the race on their home land. We can do it! Following all the festivities the party will begin! The annual TCGA party will be held between the Sigma Phi Delta house and the Alpha Eta Rho house. No doubt it will be a smashing success. Our football team is still undefeated and our defense is rated num-

ber one! This couldn't be possible without great defensive players like Darrin White, Rich Escobedo and Mike Schuster. Just to name a few. With the team's determination and skill, AHP will continue to be undefeated throughout the season.

More upcoming events are Halloween next weekend, another open party on Nov. 7, and a "Drinkopoly" night with a nearby sorority. Pledges, second semester students are coming up and it's not the brothers who need to be ready. Take heed to all that Prodigam Ken says to you. Good luck Rho in the Track Week events.

NAVAL

By Kathy Ward
Club Writer

The last meeting of the Naval Aviation Club was held on Wednesday Oct. 14. Speaking at the meeting were two members of a S-3A Viking aircraft crew. They were from VS-28 Anti-Submarine squadron at NAS Cecil Field based aboard the USS Forrestal.

The pilot, Lieutenant Mike Kough is a 1981 ERAU graduate in Aeronautical Science, and the Naval Flight Officer, Lieutenant Commander George Koeler gave a very informative presentation of the S-3A

Naval Aviation Club

Viking and Naval flight opportunities. The aircraft was on static display all afternoon.

The S-3A Viking is the Navy's newest carrier based anti-submarine warfare aircraft, with a crew of four. It has an endurance of several hours, and is used predominantly for surface and submarine search missions in the vicinity of the carrier task force. The aircraft carries surface and subsurface search equipment, including sonobuoys, high-resolution radar, infrared and magnetic anomaly detector (MAD).

L. Kough talked about his route from ERAU to the Gamblers of VS-

28 Anti-Submarine squadron at NAS Cecil Field. LCDR Koeler presented the Naval Flight Officer (NFO) side of the Navy. A NFO shares the tactical side of flying.

They also presented a video tape on the S-3A and S-3B Viking aircraft. Currently there are only two S-3B Vikings and the differences are relatively small in comparison.

Carrier life and typical days on and off the carrier were talked about.

After the presentation questions were answered. It proved to be a very informative and enjoyable meeting.

Other topics discussed at the

meeting were the trips to the simulators and the carrier trip, which is tentatively scheduled for November. T-shirts will be in and available for sale at the next meeting.

The football team is doing outstanding, at 3-0. Practice will be on Saturday at the softball field at 11 a.m.

The next meeting of the Naval Aviation Club is Wednesday, Oct. 28 at 7 p.m. in A-109. Tentatively scheduled is a FA-18 Hornet pilot and aircraft. Watch the board in the U.C. for updated information. Hope to see everyone at the next meeting on Wednesday, Oct. 28.

ΣΧ Sigma Chi

By Eric P. Hochman
Chapter Editor

Sigma Chi would like to correct last weeks article, where the Phi Ma's did not attend our Home-Down, in that the Phi Ma's did attend our Home-Down.

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Pledge trainer Guy Lipon has his hands full with 34 new pledges, who have begun their own long journey. The pledge class Alpha Omicron is well on its way into the initiation, but they have much to do before they

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The Balloon launch took place on Saturday, the 17th, and was attended by many Sigs from across the state of Florida. Thousands of dollars were raised by brothers across the country for Sigma Chi's national project, the National Center for Missing and Exploited Children.

It is hoped that through the donations of caring people to this organization, the problem of missing and exploited children can be cured. Sigma Chi is proud to be a part of that cure.

ΔΧ Delta Chi

By John C. Pink
Public Relations

The pledges have had two meetings so far. Plans are underway for

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ΘΦΑ Theta Phi Alpha

By Marilee Sablan
Secretary

On October 10, the sisters of Theta Phi Alpha along with their new pledges, joined AHP in a Pig Roast that was held at Lake Dixie.

Our new pledges had an interesting time trying to complete their assignments by the end of the day. There was also an opportunity for everyone to water ski or watch and laugh as others did so.

By doing busy planning the upcoming social with Lambda Chi

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SENIOR

By Stephanie Cimillo
Secretary

The first meeting of the Senior Class Council was held on October 7. The council members formed the following committees for organizing graduation activities: 1) communications, 2) class project, 3) class party, 4) fund-raising, 5) hotel accommodations and 6) student activities.

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AAAE

By Michael Accomando
Club Historian

This is just a reminder that on Oct. 22 we will be touring Orlando Int'l Airport. I will tape the tour and then show the tape at the next scheduled meeting for those who were not able to attend the tour.

Here are some dates for upcoming concerts at the Ocean Center:
Nov. 12-Tina Turner
Nov. 25 or 26-Jimmy Buffet

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RIDERS

By Doug Gordon
Vice President

This week's ride was a most joyous, yet different experience. You couldn't have asked for a more beautiful day! Cool temp., very few of those soggy low bugs, and an inch of rain in everyone's boots. Destination, St. Augustine. Yes, the fun filled city that has yet to let us down. Not a single tree has been killed, and this one has about to differ. Eleven billion riders, fourteen riders heard the weather.

A good turnout for such a marginal day. Lunch was had, then off to defend the castle before turning back.

The Missing Link made its return debut. No beach riding today so it

was safe with Vibrator. Crash II was able to make it this week since he has now been upgraded to Crash IV, but is doing just fine now.

Blue Thunder has yet to battle his situation. Manatee has convinced yet another young lady not to ever look at a bike again, no thanks to Flash. A diver even showed up, only to get wet and then stung. Suicide lived thru another week, but is still thinking of it. Although thought to be afraid of water, one Kaw happened to show up.

Upcoming events include Safety Awareness Day Thurs. Oct. 22, A Halloween carnival, and the annual Riddle Rider Rally on Sunday, Nov. 15. Until next week...Ride A-ware, Show you Care!

SENIOR

By Stephanie Cimillo
Secretary

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AIAA

By Keith Winn
Club Writer

At our last meeting, Oct. 9, the guest speaker was Dr. James Ladsale, who gave a very informative speech on how graduate studies is the key to moving up the corporate ladder.

The next meeting will be Oct. 23 at 1:30 p.m. in W306.

The October 22 dinner meeting will be held at Orlando NAS officers' club at 6 p.m. For those attending we will be meeting in front of the engineering building at 5 p.m.

AVION

By David Rowan
Staff Reporter

The Avion is planning a large party for intercollegiate sports.

Ever though Embry Riddle is an aviation oriented university, we have alumni of the Avion working for some of the best known aviation publications.

SENATE

By P. Kipplani
President

The purpose of the Embry-Riddle Model U.S. Senate club is to represent Embry-Riddle at local, state, and national Intercollegiate Model Senate Sessions and to provide advice, education, decisions and organization implementation.

ERU will be represented for the fourteenth year at the Nation's oldest Model Senate this Spring by ERU/US. The annual Student University Model U.S. Senate represents the actual procedures and activities of the United States Senate

in an effort to provide experience and honors for the last four years which is quite remarkable considering the fact other Colleges and Universities send Political Science major students.

ERMUSS will be fundraising this November at the Ocean Center for the Tina Turner concert. The money is used to pay for motel rooms and incidental expenses caused by the Model Senate Sessions.

If you would like to join, come to a meeting on Monday, October 26 at 7:30 pm in the FSL. You would be surprised at what you could learn.

The Avion is planning a large party for intercollegiate sports. Ever though Embry Riddle is an aviation oriented university, we have alumni of the Avion working for some of the best known aviation publications.

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autos for sale

'79 RABBIT DIESEL—New paint, steel, shocks, tires, battery, power pump, bus money offer price \$6,100. \$1000. Contact: Tele 761-7141 (area).

'74 DATSUN 1700—with fiberglass shell, good condition. Price, \$1200 or best offer. Call 237-2097.

'80 TOYOTA CELICA GT—spend \$3,000 AC, AMP/FM stereo, new battery, worth \$3,700 call 235-1379 or box 708.

'79 BUICK SKYHAWK—Auto stereo, cold AC, 13.5PS, 28 wheel valve interior, new battery and muffler, just painted, new great. \$1500 e.h.a. call 232-9971.

'75 TRIUMPH SPITFIRE—in mint condition, newly rebuilt this summer, adding \$3000—less 768-4025.

'72 FORD TORINO—dr. depends on transportation, \$300 e.h.a. after \$pm. 238-9782.

'80 MITSUBI FASTRACK 300—excellent engine, traction bars, very sound system and other new, modified accessories, owner needs money for school, asking \$1400 neg. Contact CJC. Call 235-1324.

'75 CADILLAC ELDORADO 76000 actual miles. \$20 in engine, valve body interior, power everything. Call Rick at 760-4231 1199 mg. (great shape)

'75 OLDS CUTLASS 5-0-3, hard top, power steering and locks, automatic transmission, air, AM/FM stereo with cassette, air wheel, custom wheels. \$3500 e.h.a. call Dave (five) 756-0715.

'70 V.W. BUG—Excellent transportation for parts A to B call Jim G. 237-6192 or box 723.

bicycles for sale

1986 HONDA INTERCOMF "300"—Mint shape, pump bike, 3000 miles, extra included. \$2,500 e.h.a. Call 235-3464 or Box 836

'78 LTD. ED 25000 RX NDNIA—Black on grey, 4000 miles, only like it is in town. Truck bag, 2 helmets and cover included. \$3000 firm. Mark 233-7370.

'78 K2000—Good condition, new paint, "must see" \$900 e.h.a. Call after 5:00 673-2180.

rooms for rent

FOR SALE—12700 mobile home, 3 bed rm, 1 bath, washer and dryer, new carpet, furnished with 3 beds, 3 sheets, 1 couch, 1 reclining chair, 1 coffee table and 1 kitchen table with 4 chairs, wood panel, located in yard, well utility shed. Great park with 2 pools, 2 club houses, 3 tennis courts. Great for seniors, must see. \$7900 call evenings at 761-9789.

ROOMMATE NEEDED—3111 a month plus 1/4 phone electric and cable. You get your own kitchen, double doors, 2 beds, phone room, bathroom with just 3 miles from campus. Call Mike 235-2476.

ROOMMATE NEEDED—To share 2 bedroom 2 bath, new apartment behind Village on main campus. Includes two beds, coffee maker, garbage, heat 2 pools, laundry, weight room, \$250 per person and 1/2 electric phone w/ to Adams for box 2334. Meet Ed by Nov. 1st.

DESPERATELY SEEKING ROOMMATE—To share 2 bedrooms apartment. Rent comes but and deal. Rent \$167.50 plus 1/2 utilities and phone, rent car, 4 miles from ERAU, non-smoking, no pets, no alcohol. In Area Science, from Box 233-5336 after \$pm NOW!

FURNISHED ROOMS WITH PRIVATE BATHS—1 mile from campus, near three, excellent, nice, clean quiet rooms, available in winter, no smokers, others gentle, will accept foreign students also. No car necessary or rent \$180 a month. anytime call 235-2901.

HOUSE FOR RENT—1 bed rm, Florida m. Drive on full bath kitchen and utility rm, AC & heat, 3 1/2 miles from campus. \$325/month. 234-2917 or (919) 687-0748.

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miscellaneous

FOR SALE—Royal Upright Typewriter, \$15 call 677-7112.

SKATEBOARD FOR SALE—Victor skatedeard, excellent condition, heavily used. Must go \$40 or best offer. Contact box 3321 if interested.

COPY SERVICE—Bring me your formatted disks and I'll copy them on compatible 5 1/4" floppy disk program over to the over 3 1/2" hard floppy disk format. I have a 3.5 DCS system 3 with an internal 5 1/4" drive and a program to print out better quality reports. 235-2772

COMPUTER SOFTWARE

FOR SALE—13 inch BAW television \$30, color 11" mini-lambda about \$10, camera. Privately at 233-1182 or box 4994.

FOR SALE—36 cassette recorder, \$100 call Ken at 233-4995.

FLIGHT INTERCOM—3 plane flight intercom system. All parts and warranty call \$120 call Rick at 760-3522 (land 5 for area code)

LOST ON CAMPUS—Wash by "ALBA" white fan, black leather bag, gold beads, possibly lost in library served if located call Larry at 233-4736 or box D14

CLASSIFIED AD POLICY

- 1. Classified advertising is best to the student body, faculty and staff of Embury-Nichols
- 2. All other non-commercial classified advertising is \$5.00 with a 38 word limit. Each additional word is 10 cents.
- 3. Commercial advertising is available through the Avion advertising department.
- 4. Classified advertising is carried out by filling out a classified ad form in this Avion office. Additionally, classified ads can be found on selected bulletin boards around campus.
- 5. Only one classified per card. Name and address of advertiser must be included for the ad to run.
- 6. Ads will run for two issues, and may be renewed by filling out another classified ad card.
- 7. No classified ads will be accepted over the phone.

MUST SELL—bed with bumping and mattress early-year price. Beach pins with barbell and approximately 75 lbs. weight good for body-power class. Hair dryer—new price, refrigerator in mint condition done size for \$150 e.h.a. includes warranty, but try 2 for one, negotiable. Plus a whole new assortment. Large dinner best offer. Write to Adams for box 3234.

BRAND NEW SANJUI COMPONENT CABINET—All offers considered call Chris 760-1623 or box 8110

FOR SALE—Men's 2F 10 sp. Passable Deluxe Bicycle—black, made a little TLC, rides great. \$50. Call 756-6441 or leave message at box 331. ask for Joe.

FOR SALE—Sawed stereo system, receiver, tunable, 2 speakers, with cabinet, excellent condition \$150. Quora sias sleeper \$50. 100watts glass top wooden coffee table \$50, 3 beach bags \$20 each. Call 237-5977.

WINDSURFER—Tom Cate Kite Pryde sail, 12 feet excellent condition, \$400 e.h.a. Mike 234-6666 or box 3481.

FOR SALE—Tub safety grip 58, portable home tones \$26, large boom bag chair and 58, 2 big lamps \$3 each and other camera \$15-16. \$200 many fourth books from \$50 234-9901.

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16276 to choose from—\$1 million! One Country Club car Vauxhall or CDD. Call 800-351-0222

BASIC ELECTRICITY—Get a handle on a. Teaching at reasonable rates. Worthy 673-2023.

GRADUATING MUST SELL—new desk \$75, car 10 speed \$100, dresser \$20, single bed \$20, double bed \$20, weight set w/ bench \$45, call Tom at 234-8710 mo. 312.

PERSONALS

Dear M.A.D., It is so wonderful to have you in my life. I would like to see you any day. If you only see the Avion I'll be a fan. There's nothing more to say where you would be to me.

I LOVE YOU, THIS MUCH.

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REMOVABLE TRIAL PERIOD

New Spring senior class presidents elected

Brian Mosdell and Oksana Bardygula aim for reunification of the student body

By Oksana Bardygula
Special to the Avion

The elections for the senior class officers were held in the University Center on Wednesday, Sept. 30. Approximately 200 of the 300 graduating seniors were present for the elections. The running mates for president and vice-president respectively, were: Art Daputis and Brett Heffernan, Brian Mosdell and Oksana Bardygula, and Gary "Skip" Raywood. After all the ballots were tabulated, it was announced that the winners were the running team of Mosdell and Bardygula. At the President and Vice-President of the senior class, Mosdell and Bardygula have set some innovative goals. First of all they wish to work towards the reduction of the apathy felt by most students here at Embury-Riddle. The best way to bring the student body together, Mosdell and Bardygula feel, is through intercollegiate sports.

Intercollegiate sports will not only act as a competitive forum but, will also serve as a social event. "By



bringing intercollegiate sports on campus we feel we will be able to unite the student body and at the same time provide recognition for the University," says Mosdell. In order for a intercollegiate sports program to be a success facilities for sports will first need to be established. Thus, as a senior class project, Brian and Oksana are working towards the support and financing of a future sports facility.

The first meeting of the senior class council, which consists of about 20 students, was held on Oct. 7. All chairmen were elected for the following six committees which are: fund raising, party, project, hotel and rental car accommodations, faculty award, and communication committee.

The possibilities for this senior class are numerous, yet it will only be as successful as the senior class makes it. "We need the support of the entire senior class and not just the council if we are to make this senior class a hit," says Oksana. Both Brian and Oksana wish to send their congratulations to the entire senior class and best wishes for its future.

B-1B returns

Associated Press

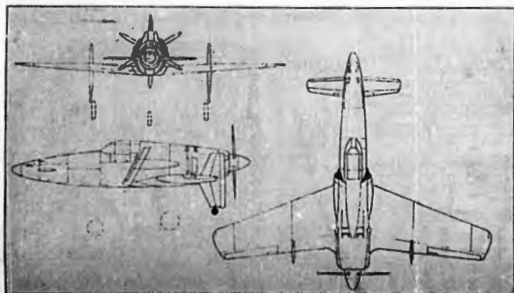
Washington -- The Air Force said Friday it had completed inspections of the crew ejection systems on its B-1B bombers without discovering any discrepancies after a crash in which only three of the six men aboard were able to escape.

Of the B-1B fleet, 59 planes have been returned to flying status, with 10 undergoing other types of routine maintenance, the service said.

The B-1B's were grounded last week pending completion of the inspections, which were ordered after a B-1B crashed at a Colorado training range on September 28 when it flew into a flock of birds.

The B-1B carries four ejection seats for the four primary crewmen -- extra passengers have to bail out through hatches in the plane's belly.

Aircraft identifier contest



The first exact answer presented to the AVION of the identity of this aircraft will WIN A FREE SUB SANDWICH from SORRENTO DELI. Present your entry, with name and box #, to a staff member in the AVION office, have them validate it with the date and time, and place it in the AERONAUTICA box. Deadline is midnight Tuesday. Previous winners, the AVION staff, and their families are not eligible.

On this day in Aviation History

- 1937 -- A Curtiss HS-1 flying boat test flies the prototype Liberty engine.
- 1929 -- The Dornier Do X, the largest pre-World War Two flying ship, takes-off (less than three months after its maiden flight) with ten crewmembers, 150 passengers, and nine stowaways.
- 1959 -- Pan American inaugurates its scheduled weekly passenger service between San Francisco, Calif. and Manila, Philippines.
- 1942 -- The USAAF's India Air Task Force, flying B-24 Liberators, makes its first attack north of the Yellow River in China.
- 1947 -- The first Northrop YB-49 flying wing bomber, powered by eight Allison J35-A-5 turbojets each producing 4,000 lbs. of thrust, makes its first flight.

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