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Embry-Riddle Aeronautical University

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An Award-Winning College Newspaper

Volume 57, Issue 10

Embry-Riddle Aeronautical University, Daytona Beach, Florida

November 18, 1987

Prof. Trebbe: an inside look Daytona-Miami service started

By Mark Barbar
Staff Reporter

Shannon Trebbe is an Associate Professor in the Aeronautical Science Department here at Embry Riddle Aeronautical University. Mr. Trebbe came to ERAU in 1980 after an exciting career in the United States Navy.

Trebbe graduated from the University of Oregon with a degree in Political Science. Upon graduation Trebbe joined the Naval Air Cadet Program. After flight school Shannon spent two years in the Far East flying various reciprocating and turbine powered aircraft. Trebbe then returned stateside (Southern California) and completed a tour flying the DC-3, or as the Navy calls it, the R-4D. Trebbe then moved on to a position as a ground instructor pilot at the Naval School of Pre-flight teaching cadets and officers.

Mr. Trebbe was privileged enough to be in the first class of Navy pilots to be trained by Lockheed in the P-3A Orion. The P-3A Orion is a four engine turboprop designed for use as a sophisticated enemy submarine detection aircraft. Trebbe was involved in the first deployment of this aircraft to the Adak Alutian Islands in Alaska.

four month stay at Air Force Flight school to learn to fly the EC-130Q. Trebbe was then assigned to command the first command squadron of EC-130Q aircraft with a classified mission concerning communications systems. Trebbe then was assigned as Navigator on the Aircraft Carrier Hancock. He served on the carrier for three cruises during the Vietnam years.

After these cruises Trebbe was assigned to the National Command Center in the Pentagon under the

for a year only to return to the Pentagon to serve with the Special Operations Division of the Joint Chiefs of Staff. This was particularly interesting because of the opportunity to be involved with covert operations involving the Department of Defense and the Central Intelligence Agency. Trebbe was involved in the planning and execution of the ill-fated attempt to rescue the hostages held by Iran during the Carter administration. During his stay in the Navy Mr. Trebbe obtained a Masters Degree in International Affairs

By Chris Logrold
Production Manager

The long awaited Daytona-Miami air service has now become a reality with Sunday's inauguration of Eastern Express.

Bar Harbor Airlines, which is one of several companies operating under the Eastern name, is operating with one flight a day to and from Daytona's Regional Airport. The

flight is scheduled for arrival from Miami at 2:56 p.m. and departing at 3:10 p.m. daily.

Two additional flights are scheduled, a morning flight departing at 9:40 a.m. and an evening flight leaving at 7:50 p.m., for Dec. 13.

Bar Harbor will be flying Beech 1900 turboprops. The 1900 is a twin, 19 seat, pressurized aircraft capable of flying at better than 300 knots. The aircraft is claimed by its

manufacturer to be the best "hot and high" performer in its class, useful in hot day and high altitude scenarios.

The Daytona-Miami flights will be a hour 10 minutes one-way, and will be handled through Eastern's ticket counter and operations at the airport. The commuter will help with Eastern's international connections, as well as a shuttle to South Florida.



Author photo by Bill Hall of Orange

Flight Team wins at NIFA

By Steve Cagle
Staff Reporter

The Embry-Riddle Precision Flight Demonstration Team dominated the National Intercollegiate Flying Association (NIFA) Region IX SAFECON held in Auburn, Alabama Nov. 12-14.

The Flight Team won the top team, top pilot, and ground event championship awards—was finished second in flying events. Competing teams included Broward Community College, Florida Institute of Technology, Gliford Technical University (North Carolina), Miami Dade, Middle Tennessee State University, and host, Auburn University.

The Flight Team left Embry-Riddle on Tuesday, Nov. 10 and began practicing at Auburn's airport upon arrival so the pilots could familiarize themselves with

the airport and the local geography. Head coach, Mike Wiggins wanted to arrive early in order to allow Riddle pilots to practice before other schools arrived and congested the traffic patterns. It also provided time for the ground crew, led by Lance Coleman, to orient themselves to the ramp area and staging procedures for the competition.

The results of the competition held on Friday and Saturday were announced at a luncheon that evening at the Auburn Conference Center which featured

Navigation) event was won by Steve Cagle with Mike Rapuano and Todd Funke in third and fourth.

Steven Haddad placed first in Aircraft Recognition and third in Aircraft Preflight. Eric Keifer and Steve Cagle placed third and fourth in Aircraft Recognition. Dave Hagen finished fifth in VFR Navigation and Simulator event.

The Top Pilot Award, given to the pilot who scores the most points in events, was won by a margin of over thirty points by J.P. Walsh. He finished fourth in

engine turboprop designed for use as a sophisticated enemy submarine detection aircraft. Trebbe was involved in the first deployment of this aircraft to the Adak Alutian Islands in Alaska.

Mr. Trebbe then attended the Naval War College in Newport, R.I. After leaving the War College Trebbe was assigned as a staff aviator on a Cruiser Destroyer staff.

Mr. Trebbe went on to work with an experimental squadron in Key West, Florida developing anti-submarine warfare techniques. This led to a

Joint Chiefs of Staff. This tour entailed the monitoring of global crisis situations and recommending action to the Chairman of the Joint Chiefs of Staff.

Mr. Trebbe went to the National War College Senior Officers School

from George Washington University.

Mr. Trebbe eventually retired from the United States Navy and soon began teaching at Embry-Riddle. Trebbe now enjoys tennis, golf, and traveling with his wife Barbara.

New safety film made by AOPA

AOPA Press Release

FREDRICK, MD — Pilots now have an additional safety tool with the newly released film by the AOPA Air Safety Foundation on proper flying techniques in today's complex airspace system.

Entitled Flight Operations in the National Airspace System, the 26-minute film reviews the airspace structure and explains operations in airport traffic areas, airport radar service areas, and terminal control areas.

The new airspace film will be distributed to FAA regional accident prevention coordinators and local accident prevention specialists for use in the FAA/industry Back-to-Basics accident prevention program. A companion safety pamphlet titled Basic ATC Communication Procedures is also available.

Videocassettes of the film are available from the AOPA Air Safety Foundation in either VHS or Beta format. The cost is \$49.95 plus \$2.50 for postage and handling and can be charged to a credit card. Call the ASF toll-free at 800-638-3101 (toll call from Alaska and Maryland(301) 695-2190) or write the AOPA Air Safety Foundation, 421 Aviation Way, Fredrick, MD, 21701.

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The results of the competition held on Friday and Saturday were announced at a luncheon that evening at the Auburn Conference Center which featured NASA astronaut Henry "Hank" Hartsfield as guest speaker. Flip Smith placed third in power off and fourth in power on landings. Joe Trecki won the message drop event with Greg Troutman and Patty Leon finishing fourth and eighth respectively with Mike Rapuano as their pilot.

The SCAN (Simulated Comprehensive Aeronautical

Navigation) event was won by Steve Cagle with Mike Rapuano and Todd Funke in third and fourth.

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"I'd like to thank all of the people who helped the Flight Team get to where it is today—from the Administrators who

See NIFA, page 3



Author photo by Phyllis Stewart

Encore . . . performers at last Thursday's Talent Night not only did a great job of talent, but also a bit of bravery as they faced a less than usual crowd. See Editorial, page 2.

ERAU Press Release

Embry-Riddle's Drama Society will present Neil Simon's *California Suite* at 8:30 p.m., Nov. 20-21, in the University Center.

Ticket prices are \$2 for the general public and \$1 for University members. Tickets will be available in advance and at the door. The

doors will open at 8 p.m. both nights.

California Suite was written in the late 1960's as a sequel to Simon's *Plaza Suite* and was a huge success on Broadway circuit in the 1976-77 season, according to Embry-Riddle Play Director, Dr. Samuel Goldstein. The play was later made into a film which featured Alan Alda and Jane Fonda.

This production will be the second

play performed by the recently formed Drama Society. The group performed the comedy-thriller *Credulity: Mountain Mystery* to a standing ovation in April of 1987.

According to director Dr. Samuel Goldstein, the drama group has been rehearsing intensely four nights a week, in addition to their normal academic work-load to get ready for the upcoming performance.

The drama society was chartered

at the Daytona Beach campus in November of 1986. A total of 10 of the 20 member organization will perform in the production, with several other members performing duties such as technical director, set construction, and stage lighting.

Dr. Goldstein is a Humanities professor and holds a Doctorate Degree in drama from the University of Missouri.



Photo courtesy of Mike Rapuano

Ready for takeoff . . .

Ground Crewmembers Greg Troutman, Steve Walsh, and Joe Trecki prepare Walsh's and Kildor, Crew Chief Lance Coleman. Pilot J.P. Mike Rapuano's aircraft for power-off landings.

Drama Society plays Simon's Suite

This week		Aeronautics	
Diversions	12	Aeronautics	4
Notices	8	Classifieds	13
Space Technology	9	Clubs	10
Sports	6	Comics	11

Sorry, no trivia this week. You know everything anyway.

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Aeron photo by Paul Nivrocco

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Inside the Avion this week

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Editorial

ERAU: no respect

The SGA tried to communicate to the students this past Thursday night before a movie. The res. it was that in the ensuing half hour, the students proved that they are irresponsible, derisive and disrespectful. By talking loudly and disrupting the SGA Representatives that were responding to student questions, the attending students were unquestionably rude.

The recent Talent Night also showed how the students have developed an absolute lack of respect. Although complaints arose as to too much time between acts, this was no excuse to heckle performers -- throwing eggs on stage is complete disdain of fellow students. The audience was so disrespectful that the show was nearly canceled twice, and the emcee did not want to go on stage.

If this abhorrent attitude continues, the Administration could certainly curtail future campus events. This is a sorrowful situation that the students have, regrettably, brought upon themselves.

This semester has seen a rise in property damage and vandalism in the dormitories. This seems to suggest that the incoming freshmen are immature, and seem to think that getting back at the University will calm their ignorance and non-acclimation to the school. It also seems to suggest that the upperclassmen in the dormitories have developed an unhealthy disposition attitude towards acceptable and unacceptable behavior in college.

Every time the University tries to communicate with the students through the campus mail, flyers end up strewn about on the ground instead of deposited in the appropriate garbage containers, which are conspicuously placed around the mailboxes. It is no wonder why people complain about the looks of our campus.

A career in aviation demands respect...A student who expects to have a career in aviation must be able to present himself or herself with maturity. The integrity that was once so inherent in the collegians of this institution has apparently changed into reckless contentiousness. This is a university, and not a kindergarten. It is distressing that our classmates must be reminded of this.



Klyde Morris



Letters to the Editor

Editorial response

To the Editor: From a very involved student in the Homecoming events, I feel that you misplaced the response in reference to why HOMECOMING was such a small turnout.

First of all, there were promotional banners, HOMECOMING posters plastered all over the campus, and a schedule of events was printed in the Avion, two weeks prior to the event. The fault of "failures" wasn't on the planning but was due to Student apathy!! If the events were so unknown to the students, then why were there 15 clubs involved with concessions!

As for the alumni coming home, they were just here over the summer for their third Annual alumni Reunion. While employer will let an employee take two long vacations within a three-month period? There were several alumni, however, who did take a day for several of the

speaker. The student speaker, Bill Dickinson, was giving our school's historic background. All, but for a few of the students were talking; they couldn't even be courteous for 15 minutes. Then, what I am ashamed of is how we, the student body, acted toward our Co-Founder, J. Paul Riddle! If it wasn't for him we wouldn't be here. Again there was this roar of noise when he was speaking to us, his followers.

I truly don't believe HOMECOMING was a "failure." It was a good compromise for the beginning of a new tradition! If we just knock it down with false information, then we won't ever make progress in student involvement at ERAU. The responsibility is in the hands of the Students to get involved instead of sitting back and complaining. Do something to make your school better.

Keith Young Box Q-224

trash, and was captioned "Student apathy..." Apathy is not really the right word. Inactivity would be better. Or lack of responsibility. Lack of consideration. These students are not necessarily apathetic, not caring one way or the other about their circumstance. These students who discard their mail on the sidewalk, in the presence of four trash cans, who leave piles of beer can lying about, who make the library a difficult place in which to study, who, in the cafeteria line, handle food that they do not then purchase and eat, who career along crowded sidewalks on skateboards or bicycles, who, on motorcycles, take the "Shortcut" across the sidewalk in front of the library, endangering pedestrians, these people suffer from something more serious.

Consideration for the feelings, comfort, and safety of others is one of the hallmarks of civilized society, and one of its most pleasant accomplishments. A person who is not mature enough to accept his responsibility to civilized society to behave in a polite, civilized fashion, rejects the blessings of that society. Also, he who does not behave in a well-mannered way should not expect to be treated as a full, card-carrying member of polite society, and he

cannot be expected to perpetuate a polite, civilized society. This does not mean that everyone should be excruciatingly polite, should talk like Miss Manners, and should always carry and consult a hip-pocket edition of Amy Vanderbilt's Rules of Etiquette. Simple, common courtesy is enough.

Consideration for others, responsibility for one's actions, and respect for public and private property are the cornerstone of the solution, and the key to successful, vital civilization. We here are the world's future. Surely we can do this much.

Alan A. Rochel Box 7959

THE AVION NEEDS YOUR HELP NOW!!

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A photograph appeared on page three of the Nov. 11, 1987 Avion that sparked this letter. The photograph showed the sidewalks around the mailboxes, littered with paper

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Meetings Wed. 5 pm in FSL

Wes Oleszewski

A 4x4 grid of cartoon panels by Klyde Morris. The panels contain jokes about parking spaces, speed bumps, and campus improvements. The jokes are: 1. Exploring Fountain's Law (P=1/S^2). 2. In other words, total parking spaces are indirectly related to the number of speed bumps... squared. 3. That's it, high noon. Let's go. 4. Count those empty parking spaces. Right, lock and load. 5. We only have until 3:00 PM. Right, and remember... 6. No prisoners! 7. You've all been thinking for three weeks, what campus improvements have you come up with? 8. Speed bumps for skate boards. 9. That is the most incredibly stupid idea I have ever heard... 10. We should implement it immediately. I agree.

Avion magazine information. Includes the Avion logo, funding by Embry-Riddle, staff list (Editor-in-Chief Paul Novacek, Sports Editor Brian Mosdell, etc.), and contact information for subscriptions and advertising.

Student Forum

The Avion asks: What activities or events would you like to see at next years homecoming.



Mike Bennett: Intercollegiate sports.

Ed Cavanagh: I thought the concert was pretty good. I would like to see a dance and a homecoming queen.

Diego Bernate: Alumni speeches, interdepartmental displays and competitions.



Ighsaan Adams: More space flight activities, such as displays or an astronaut guest speaker.

Joseph Angelo Monter: a bonfire, a (Homecoming) Queen, win a date with a female DJ.

Allison Linsky: I liked the Deneo jumps and the Ballroom was cool.

Directors conference planned

ERAU Press Release

Daytona Beach, FL -- Embry-Riddle Aeronautical University's International Campus (IC) Regional and Center Directors conference will emphasize the continuing improvement of educational support services to the university's adult student customers, according to campus Chancellor Charles Williams.

The directors will meet November 9-13, 1987 at the Indigo Conference Center in Daytona Beach, FL, to discuss academic and administrative

issues and to meet their peers from the United States and Europe.

Some of the 80 regional and resident center directors attending the conference will be working together for the first time. The directors represent more than 7,000 full-time and part-time students currently enrolled in the International Campus program at 80 military and civilian centers throughout the United States and Europe.

During the meeting regional directors will present an award to the campus headquarters department that in their collective judgment has provided the best support services to

the field network educational delivery system during the year.

"Aviation consumes seek and must receive top value from their education experience. Embry-Riddle is always working to provide the very best, relevant aviation education available," said Williams.

Embry-Riddle Aeronautical University is a private, independent institution with an enrollment of about 13,500 full-time and part-time students in Daytona Beach, FL, Prescott, AZ and at many International Campus locations throughout the world.

Engen is ASF president

AOPA Press Release

Former FAA Administrator Donald D. Engen has been named President of the AOPA Air Safety Foundation. Engen, who becomes the third president of the 37-year-old Foundation, expressed his excitement to expand aviation safety activities.

"I am delighted that an aviator of Don Engen's stature has agreed to lead the AOPA Air Safety Foundation as it embarks upon a new era of safety programs and research," said AOPA President John L. Baker as he announced Engen's appointment. "I believe AOPA and the AOPA Air Safety Foundation have the finest leadership of any aviation organization in the country, and Don's acceptance of his new post further enhances our capabilities," said Baker. Just this past summer Baker presented Engen with the AOPA Presidential Citation in recognition of his extraordinary personal efforts, dedication and devotion to public duty on behalf of general aviation.

Ralph F. Nelson, who had been executive vice president of the Foundation, returns to Baker's staff to handle special projects for the Association.

Engen, who was the first administrator of the FAA to have been a member of the National Transportation Safety Board, assumed his duties in mid October. A retired Navy Vice Admiral, he also has been a manufacturing executive in Paper Aircraft.

"The AOPA Air Safety Foundation will be a force for aviation safety in the United States," said Engen. "I

know what is needed to have effective safety programs and I see the Foundation becoming a stronger advocate for change to improve safety for those of us who fly. I am enthusiastic about opening new opportunities in the private sector to improve aviation safety," he said.

Engen was Administrator of the FAA for three years, leaving the agency in July. He had been a member of the NTSB for two years prior to joining the FAA, as FAA Administrator, he guided U.S. civil aviation during its safest three years.

As an active general aviation pilot and long-time AOPA member, Engen is well-versed in all aspects of general aviation and said he looks forward to working directly again with general aviation pilots.

"Good flying procedures prevent accidents," said Engen. "We who fly and maintain airplanes are headed in the right direction, with a conscientiously improving record, but we can't relax. We must work harder to improve safety. That's my mandate, and that's what I plan to do through the AOPA Air Safety Foundation," he said.

A Naval aviator, Engen retired as a Vice Admiral in 1978, having last served as the Deputy Commander in Chief of the U.S. Atlantic Command and the U.S. Atlantic Fleet. During a 36-year career, he earned 29 decorations and awards, including the Navy Cross, the Navy's highest award for valor. He has flown 6,000 hours in 240 different types of aircraft and holds a current commercial license with instrument and glider ratings.



Avion photo by Richard Clarno



Avion photo by Richard Clarno

Rocking at Riddle . . .
The Atlanta Rhythm Section rocks a crowd of die-hard students during the Non-accommodating Festivities on November 7. The turnout for the concert was not quite what had been expected, but the weather was fine, the beer cold, and everyone attending the event had a good time.

NIFA

Ighsaan Adams: More space flight activities, such as displays or an astronaut guest speaker.

Joseph Angelo Monter: a bonfire, a (Homecoming) Queen, win a date with a female DJ.

Allison Linsky: I liked the Deneo jumps and the Ballroom was cool.

NIFA

(Continued from page 1)

gave the team support to the non-competing team members who washed airplanes. They all played a vital role in the Team's success," noted Flight Team President and Co-Captain Mike Rapano. "The success of the team was a result of a total University effort," he added.

Top Pilot and Team Co-Captain J.P. Walsh said, "This victory is really significant. More than any other competition, this one involved a lot of sacrifices. It also broke the trend of the host school winning the

SAFECOM." He felt it was significant that there were a number of new members on the team who either won or placed high in their events.

The coaches, Mason Aldrich, Stan Rowe, John Szatczak, Mike Wiggins, and faculty advisor, Bill Mason were all pleased with the performance of the team. Wiggins also had praise for The Auburn Flight Team's running of the SAFECOM. They had little support from the University or their faculty advisor and the event was run almost totally

by the students.

The ERAU Flight Team will begin preparations for the NIFA National SAFECOM which will be held in April in Monroe, Louisiana. ERAU, second place MTSU, third place FIT, and possibly fourth place Auburn will represent Region IX.

On Sunday before the teams departed they met and elected Flip Smith as Region IX vice-president with Patsy Leon remaining as secretary. Florida Institute of Technology will host next year's regional.

Students made to take 'fluency check' in Florida

College Press Service

TALLAHASSEE, FLA -- Students at all 9 Florida state universities will start a "fluency check" to make sure foreign-born grad students teaching courses speak understandable English, the Florida State

Association (FSA) announced last week.

The FSA, executive director Greg Hull-Ryde said, is asking the student governments on all 9 campuses to help gather the names -- even by placing "monitors" in classes -- of instructors students have trouble understanding.

"This is unfair McCarthyism," a teaching assistant who asked to remain nameless told the Alligator, the student paper at the University of Florida.

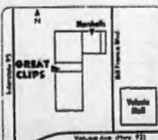
"They already make us take tests," students already (write class) assessments. To have a language monitor in the room is distracting."

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Continental jet flips over

Associated Press

DENVER — A Continental Airlines jet with 82 people aboard flipped on its back while taking off from Denver's airport in a snow storm Sunday and skidded along the runway, killing at least 26 people and injuring 56 more, authorities said.

Rescue work was hampered by ice and falling snow, visibility was poor and some survivors were trapped inside the wreckage for more than five hours before they could be rescued, authorities at Stapleton International Airport said.

Twenty-one people who suffered only minor injuries were able to walk away from the crash, officials said.

"I remember thinking I'm going to die, this is it ... and then I wondered what it's going to feel like," said passenger Fred H. Helpenstiel, 56, of Nampa, Idaho. He escaped with hypothermia and an injured finger after being trapped in the fuselage for two hours.

The DC-9 Series 10 twin-engine jet, flight 1713, was carrying 77 passengers and five crew members from Denver to Boise, Idaho, according to Norm Avery, a public affairs officer at the airport.

Continental spokesman Ned Walker said the flight originated in Oklahoma City, and the crash took place shortly after 2 p.m. MST. "It's too early to speculate on anything that could have occurred (to make the plane crash)," Walker said.

Helpenstiel and other passengers said the plane was airborne before the crash. "The right wing dropped, and we veered to the right," he said. "Then the left wing dropped and we veered to the left and crashed."

National Transportation Safety Board chairman James Burnet and nine Washington-based investigators will fly to Denver to investigate the crash, NTSB spokesman Ted Lopaskiewicz said.

The plane's black box, containing cockpit voice and data recorders, was recovered and being held for

the investigators, Avery said. He said 26 people had died in the crash, and the other 56 aboard were injured. Dr. Paul Pons at Denver General Hospital said three survivors were in critical condition.

The plane's pilot, Frank Zyzanski, 43, and first officer Lee Bruecher, 26, were killed in the crash, as was flight service officer Diana Mochling, 33, said Continental Vice President Bruce Hicks. He said flight attendants Chris Meits, 27, and Kelly Engelhardt, 35, survived.

Rescue workers set up emergency lights on the runway and used electric saws to remove wreckage in a frantic effort to rescue survivors. The last bodies were not pulled from the wreckage until about seven hours after the crash.

The airport was closed shortly after the accident, but another runway was opened and airport traffic resumed by 8 p.m.

Paul Spurgeon, division chief with the Denver Fire Department, said the plane flipped up down on a north-south runway and skidded for over one-quarter mile before coming to a halt on the right side of the runway.

Aircraft tower authorities reported seeing a fireball when the accident occurred, but other officials said they saw no fire.

Mayor Federico Pena said the plane crashed about 500 yards from a fire station at Stapleton.

Denver police officer John Wyckoff said the plane was in pieces, "resting on its top," and that there were "A lot of injuries, and there are fatalities lying around."

"The aircraft is on its back. The tail cone is about 300 yards away. The aircraft is broken amidships. The fuselage split open," said Richard Boulware, a Stapleton spokesman. He said visibility was down to one-quarter of a mile.

Randy Hargrove, an emergency medical technician, said the cockpit landed one-quarter of a mile away from the tail section. He said rescue workers walked back and forth between the two looking for victims.

One survivor, Douglas Fels of Kennebec, Wash., was found still

survived in his seat some distance from the fuselage, said Mark Sands, a spokesman for AMI Hospitals. Fels was in fair condition at AMI-Presbyterian Hospital in Aurora, suffering from cuts and bruises.

Wyckoff said the plane went sliding off the runway, and its position was making it difficult to get survivors out. Firefighters were using "everything that they have at their disposal to open that aircraft up right now."

Fire Capt. Charles McMillan said 21 people walked away from the crash and were taken to a fire station at the airport for preliminary treatment before being taken by bus to hospitals.

Pena said the city ran an emergency drill with Continental Airlines just a couple of weeks ago, and he thinks that is why Sunday's rescue effort went so smoothly.

He said counselors for the injured will be available at Denver General Hospital to help family members and survivors cope with the crash. That's our top priority now, trying to provide aid to the injured," he said.

As the injured walked into the hospital, one unidentified victim yelled to the waiting news media, "Hey you ghosts, does this make you happy?"

"It reportedly happened at 4:16 p.m. EST," said Federal Aviation Administration spokesman Fred Frash in Washington.

The last major U.S. plane crash took place on Aug. 16, 1987, when a Northwest Airlines MD-80, a version of the DC-9, crashed on takeoff at Detroit Metropolitan Airport, killing 156 people.

Snow was falling steadily in Denver most of the day, and airport authorities said earlier that visibility was low and flights were hampered by strong crosswinds. At least one-half foot of new snow had fallen by midday.

"They've been taking off all day in these conditions," said Boulware. He said it was not unusual for the airport to continue operations in snowy weather.

Eastern layoffs given to workers

Associated Press

MIAMI — A union leader said Eastern Airlines is destined for ruin unless employees unite to buy out the financially struggling carrier, which has started its first wave of a planned 3,500 layoffs including 700 in Atlanta.

"Eastern Airlines can still be salvaged and restored to a world-class highly competitive and highly successful airline if it is sold to the employees," Charles Bryan, president of the Machinists union local, said Thursday. He estimated 1,100 to 1,200 people in the 13,000-member union local were targeted for layoffs.

Bryan said an offer is still being negotiated to work with San Francisco-based Kelleo Co. to find ways to raise money for the takeover.

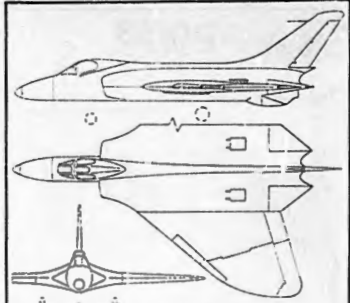
Unions "presenting machinists, pilots and flight attendants agreed a year ago to fight for a buyout, but that effort was put on hold after a federal judge refused to stop Eastern's takeover by Texas Air Corp. in November 1986."

"Since the takeover of Eastern, we have seen this harsh management destroy morale, brutalize people, rip off assets," Bryan charged.

Eastern employees have a proven track record as past owners, Bryan said, pointing to the record profit earned for seven consecutive months in 1985 when employees owned nearly 35 percent of the company.

"We are asking the people who hold the debt to become our allies in their own best interests," Bryan said. A union coalition would have no problem raising money to buy Eastern, he said, acknowledging it might be more difficult to convince Eastern lenders to pressure management for a buyout.

In the baggage handlers' work area at Miami International Airport, a sign was posted saying, "Waiting



Aircraft identification

The first exact answer presented to the Avion of the identity of this aircraft will WIN 3 FREE PIZZA SLICES 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.

Last weeks winner was Paul Suboby, who was the first to correctly identify the Beechcraft Model 34 Twin-Quad.

The Model 34, a twenty passenger design of the fifties, was the first airplane to have its engines completely submerged in the wings and have four engines drive two propellers.

for the other shoe to drop."

The first pink slips were issued after Thursday's night shift, and most of the shelved employees took it in stride. "How am I going to tell my wife? Maybe I'll sit her down and tell her to take a cover letter for my resume," said one fired machinist who asked not to be identified.

"Glum employees heading into work said they were watching closely to see who gets axed in the

layoffs announced Wednesday by Eastern President Phil Bates after the carrier posted a \$67.4 million third-quarter loss.

Ninety to 95 percent of the targeted employees were to receive their letters of notification Thursday, and the rest will be informed today, an Eastern official who asked not to be identified said. The Miami News.

RED CROSS IN DESPERATE

ers will fly to Denver to investigate the crash, NTSB spokesman Ted Lopaskiewicz said.

The plane's black box, containing cockpit voice and data recorders, was recovered and being held for

That he been taking off all day in these conditions," said Boulware. He said it was not unusual for the airport to continue operations in snowy weather.

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In the baggage handlers' work area at Miami International Airport, a sign was posted saying, "Waiting

glad employees were to receive their letters of notification Thursday, and the rest will be informed today, an Eastern official who asked not to be identified said. The Miami News.

RED CROSS IN DESPERATE NEED OF VOLUNTEERS FOR BLOOD CENTER

The Red Cross is in need of volunteers to work on Blood Drives 3 or 4 hours a week. Duties to include: Registration, Canteen Work, and Nurse Aides. Call Office of volunteers 255-5444 for more information

American Red Cross

Clubs & Organizations

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- Flight Ops Building

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- Rice
- Hot and Cold Cereal
- Evaporated and Powdered Milk
- Peanut Butter
- Bread

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DOT reports on major carriers is in Business aircraft owners fight airport lockout

Associated Press

WASHINGTON - The Department of Transportation released statistical reports Tuesday on the performance of major airlines in the United States. The reports, some covering only the largest carriers and others including smaller ones, concern such areas as on-time performance, bumping, consumer complaints, baggage problems and chronically late flights. The reports are based on information provided by the airlines and do not include delays caused by mechanical problems. The reports included: Percentage of flights in September arriving on time. That is defined as arriving within 15 minutes of the scheduled time.

Airline	Percent
American	84.5
Southwest	82.4
Continental	81.1
Eastern	80.4
Piedmont	80.3
Alaska	79.8
United	79.2
Trans World	78.4
Pan American	74.3
America West	72.3
Delta	70.5
Pacific Southwest	69.0
Northwest	70.5
USAir	67.1

Passengers bumped per 10,000 boardings in the first six months of this year. Bumping is defined as a passenger being involuntarily denied a seat. It does not include those who agree to give up their seats in overbooked flights in exchange for compensation.

Airline	Rate
Presidential	35.56
Argon	17.67
Pan American	17.24
America West	15.95
Florida Express	11.75
Air California	9.78
Western	9.78
Horizon	9.31
Marhair	8.33
Continental	6.81
Southwest	7.91
Transair	6.14
Piedmont	6.00
Trans World	5.62
Jet America	5.51
Aloha	5.27
United	5.05
Northwest	3.99
USAir	4.78
Eastern	3.75
Brantiff	2.12
Pacific Southwest	2.02
Midway	1.48
Delta	1.30

Associated Press

PHOENIX - Companies that fly aircraft on business will fight any attempt to lock them out of some of the nation's major airports, according to the president of the National Business Aircraft Association.

Jonathan Howe said Thursday that a growing number of airports are talking about barring recreational and business aircraft in order to serve only scheduled airlines. "The whole key to operating business aircraft is to be able to go where you want, when you want," Howe said. "It's a real survival issue for business aviation."

Howe's organization, based in Washington, D.C., represents about 4,000 companies and subsidiaries

operating more than 5,000 aircraft. He spoke Thursday at the annual meeting of the National Aircraft Finance Association in Scottsdale.

Airports in Boston, Denver, New York, Minneapolis, San Francisco and St. Louis, among others, have expressed interest in restricting or barring general-aviation traffic to try to control capacity, he said.

Phoenix Sky Harbor International Airport, the nation's 20th-busiest, serves general-aviation users, but officials have sought to encourage more use of two outlying airports under Phoenix's control, Deer Valley and Goodyear.

Efforts by major airports, which receive federal funds, to restrict or bar general aviation unfairly discriminate, Howe said.

On This Day In Aviation History

1922 -- The first prototype French Dewoitine D 1 paratrooper fighter is flown. D 1's are later used by the French Navy from the aircraft carrier Bearn, and by the air forces of Italy, Yugoslavia, and Switzerland.

1939 -- The improved model B of Bell's XP-39 makes its first flight. It went into production as the P-39 Aircobra, and was different in that its engine was mounted in the aft fuselage, behind the pilot.

1949 -- A C-74 Globemaster of the U.S. Air Force makes a non-stop flight across the Atlantic, from the U.S. to Britain, with 103 passengers and crew, which is then the largest number of people carried across the North Atlantic in a single flight.

1964 -- The first of three prototype Grumman C-2A's makes its first flight. The C-2 is used by the Navy as a carrier on-board delivery aircraft.

1967 -- The first European variable-geometry "swing" wing aircraft, the Dassault Mirage G prototype, makes its first flight at Istres, France.

1978 -- The McDonnell Douglas F/A 18 Hornet prototype makes its first flight.

Consumer complaints in October, per 100,000 passengers carried by the airline. The report covers a wide variety of consumer complaints, including handling with overbookings, reservations and ticketing, fares, refunds, baggage problems, customer service, advertising, credit, smoking and so forth.

Airline	Complaints
Northwest	17.78
Delta	15.11
Eastern	13.25
Pan American	12.82
Trans World	9.59
Hawaiian	7.09
United	5.49
Midway	5.28
American Trans Air	4.75
America West	3.85
USAir	3.61
Brantiff	3.29
Piedmont	3.28
American	2.98
Jet America	2.61
Delta	2.17
Alaska	2.13
Pacific Southwest	2.04
Southwest	1.52

Complaints of lost and mislabeled baggage received by airlines in September, shown as the number of complaints per 1,000 passengers on the airline.

Department of officials cautioned that these figures may not be comparable from airline to airline because of differing methods of reporting. For example, some airlines count in their complaint data courtesy users, in which they seek to help people from other airlines find lost baggage. In addition, reporting methods vary for problems with carry-on baggage and late arriving passengers.

Airline	Complaints
Northwest	13.06
United	10.77
Alaska	9.84
American	8.23
America West	8.19
Continental	7.34
Trans World	7.06
Delta	6.98
Piedmont	6.51
Eastern	6.20
USAir	5.94
Pacific Southwest	5.39
Southwest	4.12
Pan American	4.06

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Jet America	2.61
Delta	2.17
Alaska	2.13
Pacific Southwest	2.04
Southwest	1.52

Piedmont	3.28
Eastern	6.20
USAir	5.94
Pacific Southwest	5.39
Southwest	4.12
Pan American	4.06

651	Aircraft, the McDonnell Douglas F/A 18 Hornet prototype, makes its first flight at Istres, France.
650	
534	
539	
412	
406	

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Maxell XL II 90 Min. - \$3.99

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Sicilian -- \$14.00

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Notices

SPRING GRADUATES

STUDENTS ANTICIPATING SPRING '88 GRADUATION—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.

DECEMBER GRADUATES WITH NDSL/PERKINS LOANS MANDATORY MEETING

If you are a December graduate who was awarded a National Direct or Perkins Student Loan as part of your financial aid package while a student at ERAU, you should be reminded that this is a Federal Loan repayable to Embry-Riddle.

Information regarding the payment of this loan will be available to you the week of Dec. 1, 1987. Mandatory Exit Interview Sessions will be held (by appointment only) in the Ride Theater located in A Bldg., Room 101. Scheduled dates and times are listed below:

Wednesday Dec. 2, 10 a.m. to 10:30 a.m.
or 10:30 a.m. to 11 a.m.
or 3 p.m. to 3:30 p.m.
or 4 p.m. to 4:30 p.m.

Thursday Dec. 3, 4 p.m. to 4:30 p.m.
or 4:30 p.m. to 5 p.m.

It is very important that you attend one of these meetings to obtain valuable information concerning repayment of your NDSL/Perkins student loans.

Please check your ERAU box for further information and pertinent documentation. Additionally, contact Barbara Simons, University Collections, ext. 6230 to either schedule an appointment for one of the above sessions, or if you have any questions regarding the Exit Interview process.

SIGN UP FOR JOURNALISM

HU 350
Meets Tuesday and Thursday at 1:30 p.m. 3 credits by registering with Dept. Headmaster Chairman before registration or see Prof. Osterholm.

LIBRARY HOURS—THANKSGIVING HOLIDAYS

Wed. 11/25 OPEN 7:30 a.m. - 5:00 p.m.
Thurs. 11/26 CLOSED
Fri. 11/27 CLOSED
Sat. 11/28 Regular hours 9:00 a.m. - 6:00 p.m.

F.A.A WRITTEN EXAMS

Embry-Riddle 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 INSTRUCTION-Airplane
4. (FO) FUNDAMENTALS OF INSTRUCT.-Fl. & Ground Instructor
5. (BO) FUNDAMENTALS OF INSTRUCTING-Basic
6. (AG) FUNDAMENTALS OF INSTRUCTING-Advanced
7. (ATP) AIRLINE TRANSPORT PILOT-Airplane (FAA Part 121)
8. (ADX) AIRCRAFT DISPATCHER
9. (ATA) AIRLINE TRANSPORT PILOT-ATP Airplane (FAK 135)
10. (IRA) INSTRUMENT RATING-Instrument Pilot Airplane
11. (FI) INSTRUMENT RATING-Flight Instructor-Airplane
12. (IO) INSTRUMENT RATING-Flight Instructor-Instrument
13. (FE) FLIGHT ENGINEER-Basic
14. (FEL) FLIGHT ENGINEER-Turbojet
15. (FEX) FLIGHT ENGINEER-Turbojet/Basic

November 21 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, independent as personal identification an Alman Certificate, driver's license, or other official document.

Explanation of appropriate forms and procedures will be given at 8:30 a.m. 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.

COMPUTER LAB SCHEDULE (THANKSGIVING)

The PC Lab located in C-409 and the one in A-207 will closed both Thanksgiving day (Nov 26) and Friday (Nov 27). They will reopen for normal operating hours on Sat. (Nov 28).

The IBM 4361 Lab will close at 11 p.m. on its 25 and reopen about 6 p.m. on Friday the 27.

PARTICIPATION IN GRADUATION CEREMONY

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

Community Calendar

November

- 1-31 Daytona Beach Jai Alai - 255-0222
- 1-31 Exhibit: Living In A Bathing Suit, by French Photographers - Museum of Arts and Sciences - 255-0285
- 1-21 Master Artists In Residence, Fact and Fiction - Atlantic Center for the Arts - 427-6975
- 6-30 Exhibit: Collages, Mixed Media and Ceramic Sculpture - Ormond Beach Memorial Art Gallery
- 27-29 Birthplace of Speed Celebration - Ormond Beach Municipal Airport - 677-0327
- 27-29 Antique Street Rod and Custom Auto Show - Ormond Beach - 677-0327
- 27-29 National Junior Super Bowl - Memorial Stadium - 255-0415
- 27-28 Holiday Showcase Arts and Crafts Show - Ormond Beach Activity Building - 10 a.m.-4 p.m. - 677-0327

December

- 1-31 Exhibit: Oh, You Beautiful Doll - Dolls, Furniture and Accessories - Museum of Arts and Sciences - 255-0285
- 1-31 Exhibit: Christmas Show - Ormond Beach Memorial Art Gallery
- 2 Christmas Showcase - Volusia County Fairgrounds Agricultural Auditorium - 9 a.m.-3 p.m. - 257-6000, Ext.2278

EAGLE FLIGHT CENTER

HOLIDAYS

Wed. 11/25 OPEN 7:30 a.m. - 5:00 p.m.
Thurs. 11/26 CLOSED
Friday 11/27 CLOSED
Sat. 11/28 Regular hours 9:00 a.m. - 6:00 p.m.

Thanksgiving day (Nov 26) and Friday (Nov 27). They will reopen for normal operating hours on Sat. (Nov 28).

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2 Christmas Showcase - Volusia County Fairgrounds Agricultural Auditorium - 9 a.m.-3 p.m. - 257-6000, Ext.2278

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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

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Student press caught in political storm 'Conspiracy' blamed for hazing

By Mike O'Keefe

(PIRG), a consumer advocacy group founded by Ralph Nader. NSNS editor Bruce Allen, while conceding the PIRG help and that it concentrates on covering "state activities," insisted NSNS is "nonpartisan" and reports both liberal and conservative group activities in a non-bias manner.

"They're not substantially changing the political bias of the campus press," said Tom Rohnicki, the executive director of Associated Collegiate Press. "They are giving an opportunity for a small minority to be heard. It's a healthy sign, so is that kind of growth and diversity."

Conservative papers have been most active. Dartmouth, Georgetown, Iowa, Texas and Cornell all have typically long-lasting papers, while others tend to fade after IEA funding stops.

The nature of these papers is "here today, gone tomorrow," as the various players gad about, lose interest or run into financial difficulty. University of Massachusetts Journalist Prof. Dario Poliella, who compiles a national student press directory, said:

For example, a conservative paper at the University of Colorado in September published a story charging CU was promoting only leftist professors. By the time a spectacular legislative and campus-wide probe — which found the accusation groundless — was finished, the paper was out of business.

By mid-October, however, still another conservative paper — The New Chronicle — had begun.

Lenkowsky of the IEA — whose network convinced Sen. Ernest in early October to agree to write 17 columns in the school year for the conservative papers it funds — noted that, of the 70 papers the IEA has helped start since 1980, 34 were functioning as of last week.

"I call it the satellite press," Poliella said. "They have trouble getting space in the traditional student press, so they put out their own papers. The staffs are usually guided by outside influences."

Both left and right forces comprise the "traditional" campus press, its ignore them.

"Our students don't see the traditional student press representing their interests or their point of view," explained Kirk O'D'Neill of the Center for National Policy (CNP), the liberal Washington, D.C., think tank that has helped fund Boston University, George Washington, Texas, North Carolina and 22 other campuses.

On the right, Lenkowsky said, "Our papers are an effort to offer another opinion."

"We feel the campus press has been politicized for some time, since the late '60s. The campus press has moved to the left. Some students think another voice should be heard."

Rohnicki conceded. The charges of liberal bias are probably true. College students tend to be more liberal across the board. Student support for Ronald Reagan in the 1990 and 1994 elections had more to do with his personality than his politics.

Not everybody agrees.

Poliella says the mainstream student press has become more conservative, contending papers no longer maintain controversial, adversarial relationships with school administrations.

"Even in the editorial pages," the CNP's Julie Gross maintained, traditional student "newspapers don't deal with issues in an in-depth way. There was a vacuum, but these publications allow more expansive coverage of issues."

The traditional student press, said Poliella, can't accommodate every student perspective. "That's too much to ask."

But, O'D'Neill argued the mainstream campus press will have to deal with them. The political journals, he said, "will invigorate and challenge the campus and the student paper. They'll promote political dialogue on campus. The political dialogue on campus. The political dialogue with students if they lack a political point of view."

By College Press Service

AUSTIN, TX — The University of Texas just can't break down a "conspiracy of silence" among Greek pledges long enough to curb hazing on the campus, an 111-page report issued Oct. 20 stated.

The report suggested Texas — as well as several other schools trying to stop fraternity and sorority hazing of their own members — is going to have a rough time succeeding until student attitudes change.

The report was issued by a 26-member Presidential Commission on Fraternal Organizations, created last year by Texas President William Cunningham to investigate hazing, alcohol abuse and disruptive behavior among Greeks.

Stanford University's Zeta Phi fraternity was "voluntarily disbanded" for 5 years following an investigation of the drowning of a member in 1986.

Texas has had more than its share of Greek troubles, however. Rex Roccover, a former Alpha Tau Omega pledge, recently won an undisclosed out-of-court settlement from the ATO national chapter after threatening to sue over a hazing in-

cident. He and 20 other pledges were forced to stay awake for 4 days, and were pelted with eggs.

In September, the parents of Phi Kappa Psi pledge Mark Seoberger filed a \$40 million suit, seeking damages for Seoberger's death by alcohol poisoning during a hazing ritual in 1986.

UT banned the fraternity after the Seoberger tragedy, but last week's report asserted stopping hazing in a campus may be possible.

The report cited 12 fraternities, the Texas Cowboys and the Silver Spurs, for continuing hazing despite administration warnings to stop.

Pledges were taken for "rides" — driven far from home, then abandoned — the report said. Initiates also were shocked with electric cattle prods and beaten with paddles.

"As long as the participants elect to have this done to themselves and want to maintain this secrecy, there's not a whole lot the university can do," Rohnicki said.

The commission said the Cowboys and the Spurs should not be allowed to represent the school at football games and other official events.

The apparent reason it will be for adversely conservative newspapers that ostensibly share Recent's political views.

"It's another sign, various campus newspaper observers say, of how college journalism is changing under the influence of conservative and liberal group money, cheaper technology and campus political ferment."

If nothing else, there are now more papers on a campus from which students can choose a "traditional" student papers regularly are drawing competition from strictly political journals on both sides of the spectrum.

It's becoming easier to start publications," said Mark Goodman of the Student Press Law Center, which advises college newspapers on legal issues.

Computers, he noted, have made starting a paper simple while "universities are ripe for new publications because they're closed audiences. They're fairly effective. But I don't see them polarizing the traditional student press."

Since 1980, a New York group called the Institute for Educational Affairs (IEA) has provided money "expansively" to launch 70 conservative papers on campuses, IEA President Les Lenkowsky reported.

On the other side of the spectrum, a Washington think tank called the Center for National Policy started funneling money to help start avowedly liberal campus papers, largely in response to the IEA's efforts.

Less abashedly left-wing, the National Student News Service (NSNS) began in Boston last January with some financial help from the Public Interest Research Group

SRB attends student hunger conference at Harvard

By Yomi Bakare and Job Snel Student Government Association

The Student Representative Board (SRB) has recognized the importance of the hunger problem. On October 23-25, 1987, the first National Student Conference of Hunger was held at Harvard University. Job Snel, a junior in Aero. Science, was appointed by the SRB to represent Embury-Riddle. The conference dealt with hunger issues by means of lectures and various workshops. Over 170 students representing 62 colleges and universities were in attendance.

Our representative had the opportunity to meet with students who were involved in fighting hunger through "hunger committees" at their schools. The SRB wishes to set up a permanent committee at Embury-Riddle named the ERAU Student Campaign Against Hunger Committee. The purposes of the committee are to: 1) raise student awareness of the national and international hunger problem and 2) organize projects that will help fight hunger.

Consider these facts:

- 1) The world produces enough food to provide every man, woman and child 3000 calories a day, yet 25 people die each minute as a result of hunger.
- 2) As many as 20 million Americans are going hungry; over half are the elderly and children.
- 3) For the price of 2 nuclear aircraft carriers, hunger can be eliminated in America.

The committee would like to organize a Christmas food collection for the needy in Daytona during early December. In the spring, things will really be picking up. The major project, called The Hunger Clean-up, will

be organized. Also, a World Hunger Recognition day, on which students will fast and donate the money that would have otherwise been used for food, will be scheduled.

The Hunger Clean-up was started in 1985 by students at nine colleges in Grand Rapids, Michigan.

The idea behind the Hunger Clean-up is to get students to volunteer three hours of their time to complete various work projects in their communities, such as painting a soup kitchen or homeless shelter, fixing up a low income housing project, cleaning up a local park, etc.

Students will raise funds by asking friends, professors, and others to sponsor them (e.g., \$0.50 per hour) for their volunteerized time. The committee will also be involved with obtaining corporate sponsors for the projects being done. The Hunger Clean-up thus has a dual purpose. First of all, it will show Daytona that we do care about our community and its residents and second money will be raised to go towards hunger projects.

This past April, 4200 students from 119 campuses completed hundreds of work projects and raised over \$50,000. This spring semester the national Hunger Clean-up will involve even more schools and raise even more money!

The SRB hopes Embury Riddle will be part of this national project. To get started the committee needs members who are willing to commit some time and effort into putting ideas into action. If you are interested please leave a note in BOX #168 (Joe Snel) or drop it at the SGIA office and to Yomi Bakare. As soon as a list of interested people is compiled a meeting will be set up to get things going. Remember you can make a difference.

challenge the campus and the student paper. They'll promote political dialogue on campus. The problem with students is they lack a political point of view."

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A-10 is A-1 . . .



Steve Martin has plenty to smile about. He took First Place honors in the Eleven-and-Under category of the Model Airplane Contest, which

was sponsored by the ERAU Flight Team. All of the models were on display in Spruance Hall during the ERAU Homecoming Festival.

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What's Happening

By Brian Mosdel
Sports Editor

SPORTS EDITOR . . . The Avion is looking for someone to assume the role of Sports Editor. The position will be vacated at the end of this Fall term. Responsibilities entail coverage and layout of intercollegiate, intramural, and professional sporting events. The job demands a big time commitment, but has rewarding benefits as well. Contact Brian in the Avion office.

BASKETBALL CLUB MEETING . . . The Basketball Club will be having a second organizational meeting on Friday Nov. 20 at 6:00pm in the F.S.L. Entrance into local men's league and intercollegiate competition will be discussed. All are welcome and encouraged to attend.

SOCCER CLUB MEETING . . . This Friday there will be a meeting of the Soccer Club at 2:30pm. The classroom has not been finalized. Please see the notice in the glass sports case for location. The case is on the right hand side just after entering the U.C. from the front entrance. We will be finalizing details of the upcoming clinic. The club will also be discussing plans to order equipment and t-shirts.

SOCCER CLINIC . . . Saturday, December 5, the Embury-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 soccer instruction both on the playing field and in the classroom, then enjoy an afternoon barbecue. The clinic will begin at 10am and end at 4pm. The registration fee is \$10.00. The deadline is December 2. To register, call Brian at 767-7236.

ORLANDO LIONS . . . F.C.O., a professional soccer team based in Orlando will be taking on the Embury-Riddle Eagles on December 12 in Orlando. The outcome of this match will tell a great deal about how good the Eagles really are.

FUZZY NAVELS OFFENDED . . . In the Fall of 1986, the Fuzzy Navel Boys won the Volleyball Tournament, losing only one set. With regards to the Icaros Dynasty, it was not stated that Icaros has won every Volleyball tournament played in the past four years, but that Icaros has won a title every year, and most times all titles.

Intramural Sports

Soccer

6 on 6
November 8, 1987

Icaros I	4
Sky Hawks	2
Icaros II	3
Six Tired Men	2
Wazobia	2
Killers	1

Basketball

Semifinals

Brothers of the Wind I	20
A.I.A.A.	20
Hawks	20
Forest Lakers	14

Volleyball

Tournament-Week 3

Icaros	15-10,15-9	def.
Brew Crew		
Fuzzy Navel Boys	15-10,15-3	def.
A.H.S.		
Pepisco	15-10,15-10	def.
Sigma Pi		
Aces High	15-6,15-10	def.
Windows		
Skullies	15-11,15-0	def.
Bananas		
Laxatives	15-6,15-3	def.
Sigma Chi		
Bad Company	16-14,10-15,15-10	def.
Skinny Puppies		
Mass Confusion	12-15,15-12,15-7	def.
Buzzin Dozen		
Little Rascals	15-9,15-4	def.
Aviators		
Procrastinators	15-10,15-12	def.
Delta Chi		

November 15, 1987

Icaros II	0
Sky Hawks	9
Six Tired Men	2
Killers	2



Football

November 8, 1987

Delta Chi	0
Grim Reapers	0
Bush Boys	6
Sigma Pi	2

Air Force	W
Predators	F
Force	0
Team Rho	26

6fers	7
Sigma Chi	21
Team Rho	26
Delta Chi	6

Queebers	7
Bush Boys	7
Brothers of the Wind I	26
Sigma Chi	6

Rough Riders	33
Air Force	6

Semifinals

Team Rho	0
Rough Riders	12
Queebers	12
Brothers of the Wind I	0

Championship Game

Rough Riders	33
Queebers	0

Hockey

November 9, 1987

Warriors	6	V.A.C.	0
T.K.B.	0	A.F.R.O.T.C.	9
Dyptosa Bruins	5	Delta Chi	1
Craig Virgilio	0	Team Canada	6

✓ Brian 64.0%

Atlanta	at	Minnesota	✓
Buffalo	at	NY Jets	✓
Cleveland	at	Houston	✓
Pittsburgh	at	Cincinnati	✓
Indianapolis	at	New England	✓
St. Louis	at	Philadelphia	✓
San Francisco	at	Tampa Bay	✓
San Diego	at	Seattle	✓
Detroit	at	Chicago	✓
Denver	at	LA Raiders	✓
Miami	at	Dallas	✓
Green Bay	at	Kansas City	✓
NY Giants	at	New Orleans	✓

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

NAME: _____
PROGRAM: _____
ERAU BOX and PHONE: _____

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 receive a Free pitcher of beer or soft drink at Spanky's Pub and Club during Monday Night Football. Last week's winner, Daniel Cabre, Daniel correctly predicted 10 of 13 of last week's football games. Daniel is an Aeronautical Engineering student. Doug Treon holds the record with 12 of 13 earlier this term.

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Homecoming lacking due to student apathy

By Chip Zdrov
Space Technology Editor

Being the Space Technology Editor for the Avion, I am on the editorial board, and I am usually involved in the writing of the editorials. However I would like it known that I have a contrasting opinion with the editorial in last week's Avion, (Homecoming needs good planning to be successful festival).

While not directly being on the Homecoming committee, I was involved in the planning of the activities and events for the festival. I also attended the Homecoming concerts, the Voyager lecture, the soccer game, and even flew my hot air balloon in front of the library for the opening of the whole festival.

It should be known that the committee was pressed for time to fully accomplish all the necessary planning. The editorial states that it was not made as good as it could have been due to this hindrance. It also states that "due to a lack of promotion, this year's event was a disappointing failure, compared to Riddle's high standard of experience." Well that's crazy! There were posters and banners set up well in advance, a schedule listing the events was published in the Avion for two weeks preceding the event, and flyers were sent to faculty, staff, and student mailboxes. Maybe there were too many posters, and people overlooked them, but it all seems to come down to the real disappointing factor in the festival, student apathy.

My balloon and the Voyager lecture had excellent turnouts, but the barbecue and the concerts on Sat. were disappointingly lacking people. Maybe the weather for the barbecue was not all that great and it was sponsored by the bad named Epicure, but our co-founder was the speaker. Let's see some school spirit here people.

Then comes the subject of the concerts. Saturday's weather was nice, the admission was free, there was beer, (a little expensive), and there was everything else needed to set the atmosphere for a giant party. So, where was everyone? Even with the domes a few hundred yards away, the students were not showing up.

The bands could have been a little better. Maybe more money could have been spent on one big named band than on two mediocre bands. Other than that, I did not really see any real problems with the events. One has to remember that this event was a first. Excellence comes with experience. Give the committee a few years to really get this going. It should also be known that planning for next year's event has already begun.

Hopefully with a little more advanced notice and the involvement of the 5,000 students at this university, we can all spend our Student Government association fees together.

ACET does canard study

By Michael Fried
Avion Staff Reporter

In October a study was done to evaluate close-coupling a canard to the wing. The study was done by Joe Martin and Ned Foster. Joe Martin is currently an Associate Professor of Aircraft Engineering here at Embury-Riddle.

The canard was used 84 years ago on the first Wright brothers powered aircraft. Today, aircraft considered to be using the close coupled canard includes the US-12/Javel, the French Rafale, and the European Fighter Aircraft (EFA) and the X-29.

There were two purposes of the

study. The first was to create a proof-of-concept vehicle designed to satisfy the needs of general aviation. Secondly, they needed a demonstrator a subsonic, close-coupled canard technology.

Two models were used in wind tunnel testing. The first was a 1/20 scale model which was used in a laminar flow smoke tunnel. The second was a 1/10 scale which had yarn tufts attached to the wing. The wind tunnel provided data on areas such as angles of attack, and surface flow separations.

Flight testing will start in the Spring of 1988 with research flight testing to begin in late 1988.

NASA is set for the test of the space shuttle crew escape system

National Aeronautics and Space Administration

Two concepts to provide crew escape capability during Space Shuttle controlled gliding flight are being tested this month at the Naval Weapons Center, China Lake, Calif. The two escape methods are tractor rockets that would extract the astronauts through the open hatch and a telescoping pole that would extend through the hatch for the crew members to slide down using a lanyard attached to the rod.

Tractor rocket testing will begin Nov. 19, 1987. A series of 12 tractor rocket tests will be conducted using life-like dummies that will be pulled from a Convair-440 aircraft modified to simulate the hatch opening of an orbiter.

The first six tests will be developmental tests conducted approximately 2 weeks apart, and results of each test will be thoroughly analyzed to see if modifications can be made prior to the next test if necessary. After the six developmental tests, there will be two design verification tests. The last four tests will use

dummies that are fully outfitted with Shuttle flight gear and equipment for the certification tests.

"Objectives of the tests are to establish performance margins and to certify the tractor rocket system for flight," Robert R. Rice, manager of the Tractor Rocket Test Program, said.

Telescoping pole tests are scheduled to begin Nov. 30, 1987. There will be a total of 14 tests. The pole concept will be tested using volunteer Navy parachutists to slide along the rod extending from a Buffalo aircraft and then later from a C-141 aircraft.

The jumpers will attach a lanyard to the pole, exit the aircraft in a tacked position, release the end of the pole, and then slide down to ground. Objectives of the test are to establish the feasibility of this concept and to determine the margins on orbiter wing clearance.

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For registration information on the 25th Space Congress stop in the Avion office and ask for Chip Zdrov.

Shuttle boosters tested

By Chip Zdrov
Space Technology Editor

To continue in the testing of the redesigned solid rocket boosters for the Space Shuttle, a successful test fire in the first in a series of transient pressure test articles (TPTA) was conducted last week.

The TPTA is a short-stack solid rocket motor consisting of three cast motor case segments, which form two redesigned field joints, a redesigned field joint, and a redesigned case-to-nozzle joint.

The 0.6 second test firings are to evaluate the effect of ignition pressures on the redesigned Space Shuttle solid rocket motor segments.

The transient pressure test article is 52 feet long and 12 feet in diameter. It underwent the 0.6 of a second firing in a vertical configuration. The test evaluated the effects of pressure transients and external loads encountered by the solid rocket motor during ignition. The TPTA tests also provided data to verify the scaling capability of the redesigned SRM field and case-to-nozzle joints.

Upon ignition, dynamic structural loads are applied to the motor from a separate load tower. The induced stress simulates the loads from the external tank attached at the base of the motor. Also, a million pound weight was attached above the forward segment to simulate the remainder of the Shuttle elements on the launch pad.

The TPTA test program will consist of 10 tests, four of which will be conducted prior to the Space Shuttle's next flight.

Don't know that planning for next year's event has already begun. Hopefully with a little more advanced notice and the involvement of the 5,000 students at this university, we can all spend our Student Government association fees together.

My wife's Laboratory conducted the motor case segments, which form the solid rocket motor program for NASA. Morton Thiokol, NASA's prime contractor for the motor, provided the test articles.

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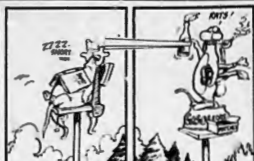
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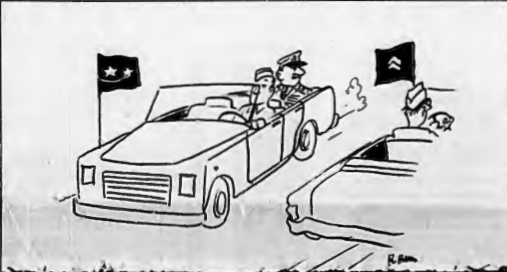
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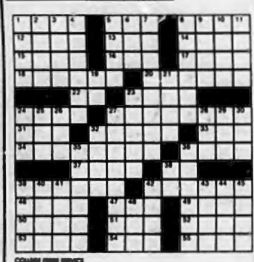
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Military Mirth



The Puzzle



- ACROSS
- 1 Mast
 - 8 Plunge
 - 9 Frog
 - 12 Wreath
 - 13 Transgress
 - 14 Unemployed
 - 18 Dismissed
 - 19 Sign of devotion
 - 17 Gaseous element
 - 18 Dwell
 - 20 Hunting dog
 - 22 Artificial language
 - 23 Wise person
 - 24 Pain
 - 27 Form into a synopsis
 - 31 Third woman
 - 32 Article of furniture
 - 33 Court
 - 34 Summit
 - 36 Mexican laborer
 - 37 Great Lake
 - 38 As far as
 - 39 Confrontation:
 - 40
 - 42 Yell
 - 43 Home for Adams
 - 47 Employ
 - 48 Object of devotion
 - 51 Legal matters
 - 52 Beech
 - 53 Withered
 - 54 Stone
 - 58 Picturing stats.
 - DOWN
 - 1 Heavenly body
 - 2 Emergent tree
 - 3 War god
 - 4 Forest
 - 5 Escape privy
 - 6 Anger
 - 7 Lively
 - 8 Flair show
 - 9 Poems
 - 10 Century plant
 - 11 Depression
 - 19 Full
 - 21 Chet and lemur
 - 23 Valuable fur
 - 24 Snake
 - 25 Green letter
 - 26 Chicken
 - 27 Habitually absent
 - 28 Venation
 - 29 Whip
 - 30 Also
 - 32 Biblical weed
 - 33 Multi
 - 34 Courteous
 - 38 Symbol for helium
 - 39 Chatters
 - 40 Toward shelter
 - 41 Loved one
 - 42 Remembrance
 - 43 Hebrew month
 - 44 Knight of India
 - 45 Untried
 - 46
 - 48 Decease

The Far Side



See SOLUTION, page 11

"OK, I'll go back and tell my people that you're staying in the boat, but I warn you they're not going to like it."

Bernie's sense of humor was seldom appreciated among the other bears.

At first, the crew could hear only the creaking of oars. And then, out of the fog, the ghost dinghy appeared.

Women buy more condoms than men

College Press Service

Women students reportedly are a lot more interested in the campus condom craze than men, various sources say.

The University of Nebraska at Omaha's health center, for example, has sold only 12 condoms since August, and all have been to women, said nurse supervisor Ruth Hanson.

About 65 percent of all the condoms bought are purchased by women, added Margaret Whitford Scarborough, of Denver's Rubber Corp., which makes condoms vending machines.

When it comes to free condoms, however, the genders no longer discriminate.

The University of Minnesota gave away an estimated 3,000 free condoms at orientation in September,

though freshman Eugene Mayer said as many as half the rubbers given away at his session were taken by women, too.

"That shocked me," Mayer said. "I thought it was just something for men."

At the University of British Columbia, "eldaditors" threw an estimated 10,000 condoms from a truck outfitted to look like the Trojan horse to campus passerbys, who reportedly left none laying around.

Otherwise, however, shyness still seems to keep many students from taking advantage of campus condom machines or services.

Nebraska's Hanson "really didn't expect anyone to come in and ask for them" because it meant standing in a waiting room, and telling the receptionist what was wanted.

"Women," she said, "usually take the responsibility for sexual activity,

whether it's birth control or keeping themselves safe. Women take AIDS more seriously than men."

"Only five percent of the people who use the University of Florida's Protection Connection -- which distributes condoms to buyers' doors in plain brown bags -- are women, as reported Scott Bluestein, a partner in the business.

Still another Protection Connection, offering a similar service, has franchises on 10 campuses in Virginia, Texas and California.

The Mercury Protection Service, founded by University of New Mexico students, also delivers, though only on weekends.

Protek at the University of California at Davis delivers pamphlets about sexually communicable diseases along with condoms and contraceptive sponges, and has spawned

franchises as far away as Purdue and Penn State.

Such services were frowned on just a short time ago.

In 1985, Harvard kicked a condom-delivery service called Spectrum-busters off campus because, officials said, it was "inappropriate." The private business, owned by 2 students, quickly died.

In 1986, University of Texas administrators similarly kept a student-owned service off the Austin campus.

It's probably too early to say how long the vending crop of condom dealers and caring machines will last, sponsors say, but they remain hopeful.

"The more (condoms are) available," noted U. New Mexico student Steve Gray, "the more careful people will be. If there's anonymity, people will buy them."

FLASH

For Leisure And Student Health



By Maureen Bridger, R.N. Director, Health Services

Every year, usually following the Christmas break, many students, faculty and staff become ill with influenza ("the flu"). It is not unusual for the Health Services staff to treat 300 students a week for this highly contagious, viral disease.

People contract flu in much the same manner as catching a cold, but the symptoms are more severe: rapid onset of high fever with chills, sore throat, aches and pains, and dehydration. Those of us who travel to various parts of the country during the holidays contract the flu virus and bring it back to our campus. Changes in environment, late holiday hours, and confinement in heated, poorly ventilated rooms lower immunity and make our bodies easy prey for contagion. Re-

turning to Daytona, we then share close quarters and air space with everyone else who is incubating the illness and so starts his yearly cycle of disease, disarray and re-infection.

There is a bright note to this article because there are several measures we can take to prevent flu or, at least, lessen the severity of its symptoms. Frequent and careful handwashing has been determined as a positive deterrent to the spread of disease.

Keeping the humidity high in one's home or dorm room protects the respiratory passages from viral invasion. Good health habits—proper rest and exercise, nutritious diet, high fluid intake (juice, water), stress reduction and quitting smoking—strengthen the body's immune system.

Finally, November is the month to get your flu shot, because the vaccine must be in the body several weeks in order to form antibodies against future infection. The Volusia County Health Department, which usually administers the vaccine on a voluntary basis, is out of stock due to high demand. However, the Health Services staff will be glad to arrange for students and employees to get a flu shot at the University holiday hours, and confinement in heated, poorly ventilated rooms lower immunity and make our bodies easy prey for contagion. Re-

Rock blamed for closed minds

By Mike O'Keefe College Press Service

It's only rock 'n' roll, says best-selling author Allan Bloom, and he doesn't like it.

In fact, the University of Chicago professor blames rock -- along with other forms of popular culture -- for closing the American mind.

Other educators, however, say Bloom's argument smacks of elitism, sexism and racism. "His shot at rock 'n' roll is ludicrous," said University of Oklahoma English professor David Gross. "It's

his mind that's closed."

Bloom's "The Closing of the American Mind," a nationwide best-seller for more than 20 weeks, has sparked considerable debate about the role of higher education in American society. Bloom's book argues that higher education is failing to give students a more meaningful classical Western cultural studies.

Popular culture, Bloom writes, has made Americans intellectually lazy and inept.

Bloom describes a typical rock fan as a "paleolithic child whose body throbs with organic rhythms;

whose feelings are made articulate in hymns (about) the meaning of life or the killing of people; whose ambition is to win fame and wealth in imitating the drag queen who makes the music."

The sentiment doesn't sit well in some places.

A sign at Bowling Green State University's (Ohio) popular culture department's office predicts "Allan Bloom will burn in hell."

Bloom would have "a small elite group of people define what is of value and ram it down people's throats," said Bowling Green pop culture professor Jack Nachbar.

Popular culture studies are offered at Bowling Green, said Nachbar, to help students understand their environment "better." "We provide a means for students a way to understand their environment better and to help them think critically."

Bloom also attacks academics for teaching "relativism," examining issues comparatively, without imposing absolute values. "More careful people view my idea as just as good as any other," Bloom argues. As a society, we should apply an absolute stan-

See ROCK, page 14

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(Continued from page 11)
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ROCK

(Continued from page 12)

dard to all ideas, philosophies and teachings, he says.

"We see it (relativism) as a wonderful development," said Bowling Green's Nachbar. "When you disregard relativism you open yourself up to academic fascism."

"He puts down pluralism so easily," said Gross, who lectures on rock and roll lyrics at Old Dominion. "He talks so easily about THE TRUTH. But wisdom is not some self-contained platitude from Plato. It's ridiculous to say that everything you need to know about truth and wisdom is contained in a few books."

"Bloom assumes the achievements of the white, male, Western tradition are the only ones we need," Gross added. "That's racism in practice."

Nachbar agrees Bloom's argu-

ments smack of racism and sexism, but points out that it's unintentional. His worship of Plato, Shakespeare and Beethoven, Nachbar said, reflects a "white, male-dominated culture," not a conscious effort to exclude female and non-white male artists and philosophers.

Although Bloom decries popular culture as brain candy, Gross says rock, popular movies and other media have value as culture and art. "Rock and roll, like Dickens, has an appeal to the masses, but it can also engage the soul on very important issues."

"The majority of rock is mindless entertainment, but the best stuff can be engaging," Gross said.

"Bruce Springsteen — on every single album there's a raw energy there as well as an extremely thoughtful introspection," Gross asserted, citing songs such as "The

River," "My Father's House," and "Darkness on the Edge of Town."

"That line from 'The River,' 'Is a dream a lie if it don't come true,' has direct connections to the work of Langston Hughes and Ecclesiastes," Gross asserted.

Nachbar said pop artists won't replace Beethoven and Plato as cultural icons, and it's "irrelevant to analyze them in such terms. I'm comparing oranges and apples."

Gross, however, predicts Bob Dylan and the movie "Casablanca" will be viewed retrospectively by future generations.

Many of Bloom's icons, such as Shakespeare, wrote for mass audiences, Nachbar said. "In fact, he was condemned during his life by the elite because he didn't have a college education."

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GAMA Press Release*

WASHINGTON, D.C., October 14, 1987—The Federal Aviation Administration (FAA) and the general aviation industry today announced the 1987 Certificated Flight Instructor (CFI) of the Year. Ms. Jane Beverly Bonestell of Phoenix, Arizona, and the 1987 Maintenance Technician of the Year, Mr. Lenny Skimberg of Salmon, Idaho. The award winners were honored in a ceremony at the FAA attended by Administrator T. Allan McArthur and representatives of the general aviation industry.

The CFI Award is presented to an instructor who has demonstrated superior performance in his/her field. The Maintenance Technician Award recognizes the important role maintenance technicians play in aviation safety and in the promotion of aviation technology.

"The people we are honoring today represent excellence in their re-

spective professions in aviation and we know we cannot scale for any thing less than excellence in safety, in security, in service," said McArthur.

The key to aviation safety is a well-trained pilot operating a well-maintained aircraft. It is a pleasure to recognize these two professionals for their significant contributions to general aviation safety," said Dr. John K. Lauber of the National Transportation Safety Board (NTSB), keynote speaker at a luncheon also held in honor of the award recipients.

Ms. Bonestell has 20 years experience and has flown over 9000 hours (7000 hours of which were as a flight instructor). Her dedication to safety led her to become an accident prevention counselor in 1971. She received her air transport pilot license in 1973 and became a certified aviation and powerplant mechanic in 1974. The FAA accepted her as a Designated Pilot Examiner in 1981. She has instructed several

hundred students in various licenses and ratings and has developed a highly regarded ground school course for flight instructors and student pilots covering the aspects of the new Practical Test Standards.

Mr. Skimberg, an aviation and powerplant mechanic has 14 years experience in his field. He has owned and operated his own business in Salmon, Idaho, since 1980. His experience ranges from older aircraft to modern aircraft with high performance turbocharged and injected engines. His company has continued to expand to offer a full-service repair facility with a dedication to safety.

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