

7-13-1988

Avion 1988-07-13

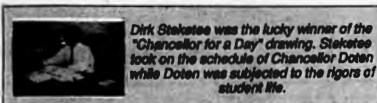
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Dirk Stekete was the lucky winner of the "Chancellor for a Day" drawing. Stekete took on the schedule of Chancellor Doten while Doten was subjected to the rigors of student life.

This Week

John Paul Riddle memorialized by the 99's for his contributions to aviation

page 10

Performance review of Dan Seals appearance at Finky's

page 6

AVION

An Award-Winning Student Newspaper

Volume 59, Issue 4

Embry-Riddle Aeronautical University, Daytona Beach, Florida

July 13, 1988

Daytona man wounds four at crowded intersection

Suspect randomly fires at cars and people during shooting spree

By Ray Nease

Avion Staff Reporter

Former ERAU student Steven A. Lunday is being held without bond in the Volusia County Jail on four charges of attempted murder after he began open firing his 45-caliber semi-automatic pistol at the intersection of Harvey St. and South Atlantic Ave., one of the busiest intersections in Daytona Beach.

According to witnesses, at approximately midnight last Thursday, June 30, Lunday pulled out his gun and randomly began firing at people and cars. "He was just turning around

and shooting at people," said Jeanie Hehler whose car was hit in the radiator missing her by only one foot. "Lunday" turned towards me and shot right at my car," she continued.

Witness Maximilian Wilson said, "He had targets all around him, and was just opening fire at virtually point blank at vehicles passing by."

Lunday's four victims were rushed to Halifax Medical Center and were listed in satisfactory condition after the incident.

A clerk at a convenience store where Lunday used to work and lo-

cated at the same corner where the shootings occurred said that he asked Lunday what was wrong as he walked into the store. But Lunday kept saying not to "worry about it." He said Lunday later went to his car, pulled out his gun, and started firing approximately 2 magazines of bullets before Daytona Beach police arrived.

Lunday told police he was a student at Embry-Riddle. However, according to Helen Kuger of the Public Relations Office, university records show Lunday withdrew from classes in the Spring of 1987. He was a student in Aeronautical Studies.

Parking on the beach at night can be an expensive venture

By Greg Mullin

Avion Staff Reporter

Night beach parking... perhaps one of the most unique of many elements that make Daytona Beach a more than unusual metropolis. Fact is, along with this privilege is coupled one or two provisions that, if overlooked, can make a simple innocent evening a quite expensive and otherwise frustrating experience. For example, how many times have you attempted to locate a parking spot and realize that a passport is required for the endeavor?

In fact, I myself could have sworn

There are, however, a collection of very fundamental regulations that, if familiar with, can help you avoid strengthening what is already a very busy institution: the towing company. They are as follows:

Night parking on Daytona's beaches is permitted in the chronological margins of 9 pm and 1 am between, and only between, the Main Street and Ora Street approaches. There are categorically no provisions to this law. If you find yourself outside these chronological and geographical boundaries, your bank account will experience a debit of at least \$25.00. There are of course other implications, such as tide conditions, that add a bit of rigidity to what is already a rather inflexible regulation. These, however, should be posted on the entrances to the beach.

So take heed. Following the guidelines established by this community's government will undoubtedly limit what is now an exponential economic growth factor of the town's many towing companies, as well as limit the unwarranted cash outflow of your financial reserves.

Elusive Blackbird...

An SR-71 Blackbird made an unscheduled landing at Patrick Air Force Base near Cocoa Beach on Monday, June 27, 1988. The Blackbird, which does not normally land

at Patrick, was forced to land due to an engine malfunction. Although the SR-71 was built over 25 years ago, it is still one of the Air Force's most closely guarded aircraft.

Piper Super Cub production resumes in '88

By Martin F. Smith

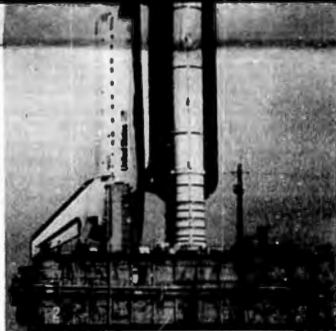
News Editor

Piper aircraft has resumed production of the PA-18-150 Super Cub. The single engine tail-dragger is being made available under the original type certificate, both in assembled form, as well as in owner assembly form.

The kit offers a substantial savings to the customer, as well. The factory assembled kit lists at \$42,595 and includes dual flight controls, basic VFR instrumentation and a Lycoming O-320. The kit airplane features the same equipment, but with the owner providing much of the final assembly labor, the price comes in at a low \$31,395, a savings of more than \$11,000.

If that won't get you into the new Super Cub, Piper has come up with one more contingency: the owner's kit minus the engine and propeller for only \$21,095. The owner assembled Cub is a part 61 certified airplane, so if the owner should ever decide to sell the airplane, he will be able to, unlike homebuilt produced under an experimental type certificate. Piper insures that the airplane will meet part 61 certification standards by sending a factory specialist, who is also an FAA designated examiner, to inspect the owner's assembly procedures. Upon completion, the Piper representative will issue a standard airworthiness certificate.

The new Cub features an Avco-Lycoming O-320 engine, the same (See CUB page 4)



Discovery readies for launch...

The space shuttle Discovery is being moved by the mobile launcher vehicle on July 4, 1988.

Finance Board passes SGA Summer budgets

By Manuel F. Fernandez-Longo

Avion Staff Reporter

Do you know where your Student Government Association (SGA) fees go? The SGA is composed of five divisions: Avion, Phoenix, Entertainment, Student Representative Board (SRB) and Student Finance Board (SFB). All of these divisions have to come up with a budget that includes their revenues, production costs and expenses.

From all of the divisions, the Avion is expected to bring in the highest revenue, while the SGA as a whole is the second in line followed by SRB, the Phoenix, and finally Entertainment which has no revenue.

These revenues are in addition to the SGA fees collected from each student and are generated by each division in a different way.

The Avion obtains revenues through advertisement sales. The Phoenix raises funds through yearbook sales. The SRB/SFB receives

monies from class ring sales and from VCR and movie rentals, typewriter rentals, and jukebox and copier fees. The revenues are as follows:

Aeronautics Sale	\$23,371
Aeronautics Revenue	\$4,100
SGA Fees Summer A	\$20,200
SGA Fees Summer B	\$15,000
Avion Revenue	\$5,845
SRB Revenue	\$1,760
Phoenix Revenue	\$500
Entertainment Revenue	\$80,776

In addition to the revenues, all the SGA divisions have operating costs. The production costs of the Avion for the summer include the printing of the newspaper, the colors on the front page and one four color printing (color photograph). Also included with the production costs are the publishing, darkroom and office supplies, Associated Collegiate Press (ACP) membership and other news services fees.

The Phoenix yearbook's production budget covers the costs of printing the yearbook, as well as darkroom and office supplies.

The third SGA division, the Entertainment Committee, receives funds to provide movies, small shows, office supplies and equipment repairs. Finally the last division, the SGA/SRB, has costs that include printing, office and copier supplies, typewriter rental equipment and capital equipment. The SGA capital equipment has been designated for the students' advantage, and they are as follows:

Large-Screen TV for student lounge	\$3,300
Safe for SGA office	\$1,183
20 Remal Typewriters	\$5,023
Chair for SGA office	\$200
	\$9,706

The last part of the SGA budget is the expenses the divisions have. The expenses of the Avion are limited to

the computer and laserwriter maintenance. The Avion and the Phoenix yearbook share the same office and the same computer equipment.

On the other hand Entertainment has other expenses such as copyright fees by BMI and equipment repairs. In addition to the divisions of the SGA, the SGA has many expenses like the copier machines that students use at a very low cost to make their copies and maintenance of VCRs. Also included is the free coffee that is available to students at the SGA office.

Each of the divisions of the Student Government Association is allocated a certain amount of the total SGA fees collected. Below is a breakdown of how much of the SGA fees that each division receives.

SGA/SRB	\$26,189
Phoenix	\$19,358
Entertainment	\$9,000
Avion	\$5,845
	\$44,900

quite expensive and otherwise frustrating experience. For example, in hopes of getting to the Ocean Deck, how many times have you attempted to locate a parking spot and realize that a passport is required for the endeavor?

In fact, I myself could have sworn the other evening that I had sighted the lights of Havana while searching for a parking spot somewhere south on A-1A. What's more, in the evening, when the limits of frustration have been met or exceeded, one might take the liberty of dropping off the car on the beach and find that it has been either stolen or towed upon return. What could be more inappropriate than realizing that your car is gone when you are tired, intoxicated and, if the gods have dealt the proper cards, have a gorgeous creature on your right or left arm (this of course depending on

the gender of Daytona's beaches is permitted in the chronological margins of 9 pm and 1 am between, and only between, the Main Street and Ora Street approaches. There are categorically no provisions to this law. If you find yourself outside these chronological and geographical boundaries, your bank account will experience a debit of at least \$25.00. There are of course other implications, such as tide conditions, that add a bit of rigidity to what is already a rather inflexible regulation. These, however, should be posted on the entrances to the beach.

So take heed. Following the guidelines established by this community's government will undoubtedly limit what is now an exponential economic growth factor of the town's many towing companies, as well as limit the unwarranted cash outflow of your financial reserves.



Hammering away...

Workers began demolishing the city Center on Monday, July 11, 1988.

Aeronautics	4
Classified	9
Comics	7
Diversions	6

Flight School	4
Notices	10
Opinions	2
Puzzle	6

Trivia:
Nearly all jet aircraft have windshields coated with a very thin layer of gold - so thin that it is transparent. Gold is a good electrical conductor and makes an excellent deflector.

Editorial

Take it outside

The library - a place of quiet. A place to study, to retire from the boisterous life that is this crowded campus and get on with the real business at hand: the business of being a student.

Sound familiar? No, of course it doesn't. Unfortunately, here at Embry-Riddle Aeronautical University the library is not a place to study, it is a place to laugh and socialize. It is a place to catch up on the bar scene, and for the serious student who wants to use the library for the purpose in which it was intended, it is instantly a place of frustration.

To study in the library, at times, is an impossibility. That is a simple fact. The level of noise there leaves little chance for a student to concentrate. The students that do use the library for its intended purpose must do so with the aid of hearing protection. You can see them, sitting in the booths, bent over their texts with yellow pieces of foam stuck in their ears. That these people have to resort to hearing protection in the library is a disgrace. It is a disgrace to the library staff, to the student body and to the University as a whole.

But what are the reasons for this malady? Why is the noise level in the library so high? The most evident answer is that there is no place for the students to gather. There is no student union building with student lounges. There are no meeting rooms available for the engineering students and management students to gather and discuss their projects, so where else can they go?

Another problem is that the campus is crowded. The classrooms are crowded, the university center is crowded, and the library is crowded. When a room is filled to capacity with young energetic students there is great potential for noise, especially when there are no control factors.

The Administration has the Master Plan, and in that plan the students are to have a student union building complete with a student lounge and meeting rooms. Also, the future will see an extension to the library. These measures will help the future quality of life on the campus, but what can we do now? What can be done to solve the noise problem in the library this trimester? After all, finals are not that far away.

First of all the librarians need to do the ugly side of their job. The noise needs to be controlled, and traditionally, the librarians have been the people to say, "Be quieter or I'll have to ask you to leave." Without this control factor, the library will be at the mercy of those inconsiderate students who do not respect the purpose of the library.

Secondly, the students must realize that the library is a place to study, to wrestle with one's academics, a refuge from the hustle and bustle that is this campus. They must realize that whispering is not a physical impossibility and that whispering is the only way to communicate in the library.

Finally, the administration must provide space for the students to meet as groups and work on the projects that are assigned in the different management, engineering, maintenance, computer and flight classes. Perhaps notifying students that empty classrooms can be scheduled for their use will help to relieve the crowding and quiet noise in the library.

Ultimately the responsibility will rest on the students. We must be considerate of each other, respecting the rights of our fellow students and not compound the problems caused by the lack of facilities and crowding here on campus. We must make the best use of what we have, even if it is not that much.

So let us use the library as it was meant to be. As a place to facilitate studying and not a place to socialize. If you do not have the self control to handle that reality then please, take it outside.



Democrats propose mandatory service in return for financial aid

College Press Service

If future students want financial aid, they'll have to earn it in the military or with a volunteer group, an amendment to the current Democratic Party said.

The Democratic Leadership Council (DLC) - a group of some 200 moderate elected Democratic officials - has proposed doing away with all federal student aid, and replacing it with scholarships for those who earn them by performing a "national service."

While the idea of requiring young people to serve as "citizen soldiers" is not new, the DLC's endorsement of it creates a lot of momentum for it right now," said spokeswoman Pamela Lalonde.

Supporters see it as a way to get more people into the armed forces, more minority and low-income students into college and to reduce student debts.

But some students and peace activists condemn it as a back door effort to revive the military draft and create a cheap labor pool. They say the proposal is unfair because, by eliminating student aid, poor students would be forced to participate, while wealthy students wouldn't.

It's a really insidious way to bring back the draft," asserted Zoltan Grossman of the Committee Against Registration and the Draft (CARD).

Under the "Citizens Corps" proposal unveiled in May by Sen. Sam Nunn (D-GA), chairman of the council, young men and women, as well as senior citizens, would earn vouchers for college, job training or a down payment on a house by working 1 or 2 years for \$100 a week.

The plan would create a new class of "citizen soldiers" who would serve a 2-year stint in the armed forces, as opposed to the usual 3 or 4 years, at lower pay than members of the current all-volunteer military.

At the end of 2 years, soldiers would get vouchers worth

'You just can't get things from the government anymore. You've got to give something to the government, and the government will reward you.'

-Pamela Lalonde

\$24,000, while people who chose civilian community work - working in hospitals, day care centers, senior citizen homes and national parks and forests - would get \$10,000 for each year of service.

Meanwhile, all existing federal student aid programs would be phased out.

It amounts to "a civic philosophy," said the DLC's Will Marshall, "of transforming entitlement into earned benefits."

"It's the end of the entitlement society," Lalonde added. "You just

can't get things from the government anymore. You've got to give something to the government, and the government will reward you."

While politicians like Nunn, former presidential candidate Gary Hart and Rhode Island Sen. Claiborne Pell have been calling for such a program almost since the military draft ended in 1972, the DLC's call probably means that Congress will consider the idea next year, observers say.

Republicans, on the other hand, are lukewarm on the idea.

"I haven't heard a lot about it," said

Bob Potts of the congressional Republican Policy Committee, noting the armed forces already have enough capable recruits, and that there "are lots of people out there already doing good work" as volunteers.

College administrators also may oppose the idea because it phases out existing

programs, added Bob Palach of the Education Commission of the States.

"Once you start tinkering with real dollars and there are winners or losers, people are going to be reluctant," he said.

But don't count Palach as an opponent to the plan. "We're very much in favor of a national service program. It can greatly benefit students and their communities."

For one thing, students could graduate unburdened by large loan debts. Minority students in particular often cite their unwillingness to incur debt as a central reason for opting not to go to college, he said.

Other workers, Grossman noted, could lose their jobs because businesses suddenly would have a bigger pool of cheap, volunteer labor to use.

Peace activists, he said, may protest the issue at the Democratic

National Convention in July. "They're just trying to bring in the draft through the back door."

But Lalonde stressed the proposal merely aims to have people earn social benefits by doing social work.

"It's not like the Vietnam War, where the rich avoided being shot at because they could afford to stay in college," agreed Palach. "This is not a negative, it's not putting someone in jeopardy. It should be a positive experience."

Obviously, the rich won't have to participate in this, but we hope they do succumb to peer pressure, or see it as something to experience,"

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The Avion is a division of Student Government and is funded by the students of Embry-Riddle.

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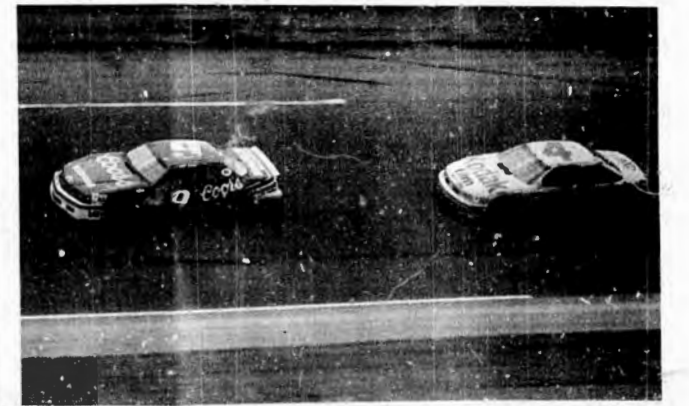
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Smilin' Bill Elliott's victorious...

Bill Elliott, driving the number 9 car, won the July 2, 1988, Pella, Firecracker 400. The race is on the 2.5 mile high-banked track. For many of the final laps, Elliott was barely able to keep from being lapped by the lead car. Fortunately, Elliott, the race went under a yellow caution

flag and he was able to take the lead and win the race. Bill Elliott, who hails from Dawsonville, Ga., drives the Coors Ford. Last year, Elliott placed 12th. The number 4 car is the Kodak Film Oldsmobile driven by Rick Wilson, who placed 30th in last year's Firecracker 400.



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(Continued from page 6)



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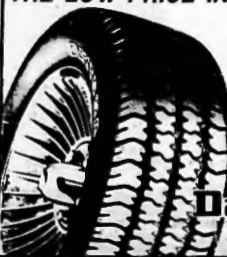
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Flight safety by awareness

Real world situations
by Erika L. Foster
FFDT Safety Officer

There is life beyond Embury-Riddle. And many times we will be asked to do things that we do not deem prudent. Those of you who have received a majority of your flight training here at ERAU will find that the well-organized and safe flying operations here, do not prevail outside of this training situation.

Here we have the benefit of trained professionals who understand that safety cannot be brushed aside for monetary, efficiency or any other number of reasons. When pilots seek work and flight time in situations in which they may be asked to compromise their safety and the safety of their passengers, problems arise.

The following is a good example of a situation that many pilots may face in the beginning stages of their career. Try to think of what you would do if you were confronted with it.

You have just gotten the break you were looking for, a job with a small company which requires you to fly the boss around, who is not a pilot, and carry some cargo. You are flying a medium sized single-engine aircraft. Your boss has just called and told you that you will be making a flight to New Orleans, La. He will be coming along with you, and you will have a

couple of crates of cargo. You work up a weight and balance, and find that you are five pounds over gross but will use that fuel weight for start, taxi and runway. All other factors are determined to be safe, and you are ready and waiting for your boss.

When your boss arrives he is accompanied by two friends who both have good sized bags. He informs you that they are going to join the flight and enjoy the New Orleans weekend.

How would you handle this situation? First of all, I'm sure that most of us are aware of the adverse effects of flying over gross, so I will not go into that. What I will go into is what could have prevented this situation in the first place, and how you could get out of it with your job and your life.

To start on the prevention side, it should have been taken into consideration that the boss who is not a pilot, would assume that a plane with four seats could carry four people, and all of the cargo that they could fit in it just like a car. You the pilot should have explained the limitations of the aircraft to the prospective employer before the problem arose. If the employer could not accept those limitations then the job should have been thought seriously about not taking the job.

Now that you have gotten into this

mess how are you going to get out of it with your job? One way to do it would be to explain the problem to your boss and present him with some options.

The first would be to send his friends home. This would be very embarrassing to your employer, but you must remember that the flight is on your pilot certificate and making the flight is risking your career, not his.

The other option would be to take some fuel off of the aircraft and make a couple of added stops on the way. For all concerned this would be the best option. But what if the boss still insists that you go as is? In this case there is no option. As hard as it may be, you must be prepared to tell him to find another pilot.

It is not worth your life, their lives or lastly your career to make this flight. We all have too much time and money; invested in our futures to throw away on one stubborn boss.

This example is only one of thousands that we all will encounter when we leave school and launch into our careers. Don't make the mistake of pricing flight time above all else and don't think that all operations are as safe as ours here at Embury-Riddle. You have been trained in the professional and safe operation of aircraft, don't throw away that valuable training.

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37 kts/43 mph/69 kph	Take-off Run
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Over 50 ft	Landing Run
With flaps	300 ft/91 m
Rate of Climb	960 fpm/292 mpm
Service Ceiling	19,000 ft/5791 m
Fuel Flow	70% power
9 gph/34 Lph	Cruising Range
75% power	400 nm/460 mi/741 km
50% power	200 nm/230 mi/370 km
Range	1870 ft/57 m
Useful Load	688 lb/312 kg



Photo courtesy of Beech Aircraft Company

Starship files...

The innovative Starship was designed by Bert Rutan, made famous for developing the Voyager aircraft. Starship incorporates such

features as a tandem wing and an all-composite structure. Starship's three prototypes have flown over 2,000 total hours.

Starship awarded FAA certification

The Federal Aviation Administration has awarded type design certification for the Beech Starship, the revolutionary all-composite, tandem winged turboprop aircraft developed by Beech Aircraft Corporation.

The first all-composite aircraft

Starship is the first all-composite pressurized aircraft ever to receive FAA type certification. Starship's composite construction consists of layers of graphite fabric surrounding a core of honeycombed Nomex. When cured under high temperature and pressure, adhesive resins bond this sandwich together into structures stronger and lighter than traditional aluminum aircraft construction.

Also novel is Starship's use of a second, or forward wing on the aircraft's nose and large vertical wingtips (called upsails) on the main wings to replace the conventional vertical and horizontal tail seen on most aircraft. Starship will obtain separate certification of its autopilot and for flight into known icing conditions later in 1988. Basic icing and autopilot demonstration tests have already been accomplished for Starship's advanced pneumatic boot deicing system.

Full-size prototype files

The first full-size Starship flew in February 1986. A second prototype joined the test program in June of this year and a third in January 1987. All three prototypes together have flown more than 2,000 hours. The third prototype will complete its two-year flight test program.

An additional three Starship airframes were subjected

to extensive laboratory tests for structural strength and damage tolerance, and for environmental and lightning protection. Structural certification tests, completed in 1987, have demonstrated two lifetimes of service.

Over 50 Starships ordered

Beech has orders for more than 50 Starships to be delivered over the first two years of the program beginning in 1989. Four Starships are currently on the assembly line with additional wings and fuselages also under construction in Beech's half-million square foot composites facility.

The Starship is designed to offer more interior room and passenger comfort in a turboprop business aircraft, a market dominated by Beech since the introduction of the first 4,000 Beech King Air turboprops in 1964. Compared to today's largest King Air, the Starship cabin is a foot wider, nine inches taller, and nearly five feet longer. Starship's all-mounted, rear-facing engines and unique wing layout place passengers well ahead of engine noise, vibration and propwash.

During its 56-year history, Beech Aircraft Corporation has introduced 17 landmark aircraft designs into the general aviation, business and military aviation marketplace. Before Starship, this lineage included the Bonanza (1932), the Beechcraft Bonanza (1937) and the Beechcraft Bonanza (1947), and the Beechcraft King Air (1964).

CUB

(Continued from page 1)

type used in the popular Cessna 172, as well as the Piper Warrior series of aircraft. The C-320 has an excellent reputation and a suggested TBO of 2000 hours.

The tubular steel-fabric construction of the Cub allows it to access rugged fields. The Cub only needs 500 feet to clear a 50 foot obstacle and can land in as little as 350 feet.

The stall speed of the Cub is a low 37 knots. According to Piper, the combination of these features, combined with a useful load of 688 lbs, make the Cub an ideal airplane for anyone who would enjoy "fishing expeditions in remote areas, hunting, sightseeing along the shoreline, or just plain good fun in the wind."

Because of its excellent low speed handling characteristics, the Cub should fare well in the agricultural/industrial market.

An electrical system is standard equipment on the new aircraft, unlike its predecessor. The canvas which covers much of the tubular structure is also, as well as fire resistant. Piper calls the new fabric Conquest 7600. The rear seat is removable, for added versatility.

The taildragger design will keep student pilots honest in their landing techniques.

All in all, Piper's commitment to the new Cub, as well as personal airplanes in general, is a welcome breath of fresh air in an otherwise stagnant industry.

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Second prototype joined the test program in June of this year and a third in January 1987. All three prototypes together have flown more than 2,000 hours. The third prototype will complete its two-year flight test program. An additional three Starship airframes were subjected

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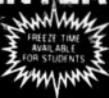
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Dan Seals: Versatile performer and composer

Seals' June 16 performance in review

by Martin F. Smith
and Phyllis A. Salmons
Avion Staff Reporters

Dan Seals and his band recently performed a stunning performance at Finky's night club, in Daytona Beach. The June 16 performance featured many of Seals' recent country hits, as well as material from the seventies. The 90 minute set featured Dan Seals on a twelve string "semi" acoustic guitar, as well as alto and tenor saxes.

The band members included John Porter MacNiams on acoustic and electric guitars, Charles Steven Earl on bass, Scott Koffman on drums, and Joe Stanley on acoustic and electric guitars.

The songs ranged from old time rock and roll numbers such as "Kansas City," through the folk-rock styled tunes like "Love is the Answer" to Seals' current material including country hits like "Bog" and "Everything that Glitters (Is Not Gold)."

Th Avion interviewed Seals after his performance at Finky's on June 16.

Seals began as a musician at the age of four, when he played in a family band which included his brother, Jim Seals, who went on to form Seals and Croft, a popular band in the early seventies. Seals and Croft were responsible for songs such as "Diamond Girl," "We May Never Pass This Way Again" and "Summer Breeze."

At the same time, Dan Seals was

"England Dan" of the popular duo England Dan and John Ford Coley. They teamed with his such as "I'd Really Love to See You Tonight" and "Nights Are Forever Without You." Early in their career England Dan and John Ford Coley opened for acts such as Bread, Carole King and Elton John. In the late seventies, Seals began performing music which is by today's standards contemporary country music. He currently lives in Hendersonville, Tenn., near Nashville, and performs across the country, on the road about 150 days a year.

Seals was drawn to country music because it more closely reflects his feelings concerning melody and lyric content than other forms of popular music. He said country lyrics "contain lots of feelings that can touch you somewhere." He says that disco and current rock lack the melody and harmony that they once had. When asked about the musicians that he listens to, he named Dire Straits as one of the groups he admires. "They play real music and they are not trying to sit in judgement."

When asked about why he left folk-rock for country he explained, "If it no longer satisfies you, you go elsewhere."

Since he shows quite an interest in lyrics and content of his music, it is not surprising to find that Seals composes a great deal of his songs. In fact, of the seventeen songs performed in concert that evening, he wrote four-



Dan Seals

teen of them, including the two that he sang from the England Dan days. He said he does not set aside a particular number of hours a day just to write songs as many composers do, but when he is writing, he may spend an entire day perfecting a couple of lines. The quality of his work reflects this extraordinary effort.

Seals has just released his latest album *Rage On* and his newest single "Addicted", which is just starting to get air play.

Dan Seals is a versatile performer and songwriter who with his band puts on a great show. If the chance should arise to catch his act again, it is well worth it.

The Puzzle

(Solution page 3)

by Dave Phillips

Find the only path which enters the maze, passes through all the fruit and exits the maze without using any part of a path more than once. You may not go to an apple from an orange or from an orange to an apple.



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July 21 - The Jax, Jermaine Stewart, and Stacy Q; Tickets \$15; Show starts at 8 p.m.

July 28 - The Great American Bash: NWA Wrestling, and David Allen Coe in concert; Tickets from \$10 to \$20. Show starts at 8 p.m.

August:

Aug. 17 - Tiffany; Tickets \$16.50; Show starts at 8 p.m.

Aug. 28 - James Taylor; Tickets \$17.50; Show starts 8 p.m.



Photo by Robert Oline

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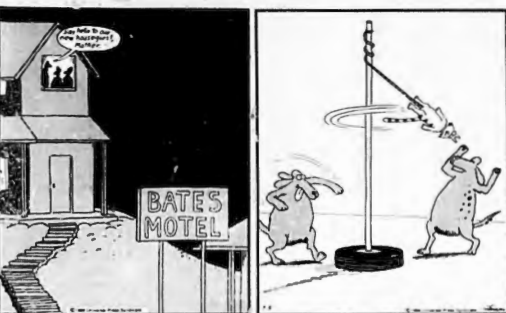
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Mr. Riddle honored by the 99's

By Teresa A. Anderson
Editor in Chief

John Paul Riddle, one of the founders of Embury-Riddle, was recently inducted into the 99's International Forest of Friendship. Riddle, who is a native of Phoenix, Kan., was inducted for his role in the Kennedy Burgess Chapter of the 99's.

Kaysa Combs Moore, a representative of the Bluegrass 99's, explained why they chose Riddle to be their first honoree. "His lifetime accomplishments have been inspirational in all of us in aviation and we wanted to recognize him for what he has done."

Jeanne Yeager, one of the Voyager pilots who was guest speaker during the ceremony in which Riddle was inducted, said that Riddle and 44 others were inducted into the Memory Lane. The ceremony took place on July 18, 1988 in Atchison, Kan., the birthplace of aviation Amelia Earhart.

Co-founder Riddle

The International Forest of Friendship was established in 1976 through a joint effort between the city of Atchison, Kan. and the State Department of Forestry. The Forest is

a memorial to Earhart as well as a tribute to those who have dedicated their lives to the betterment of aviation and aerospace.

Riddle's biography was added to those in Memory Lane in the Forest. Others who are inducted there include Orville and Wilbur Wright, Glen Jimmy Dredel, Jeanne Yeager, William Piper and Jimmy Stewart.

The Forest consists of native trees donated by each of the 50 states and 41 foreign countries. Also in the Forest are a tree from George Washington's Mount Vernon estate, a tree from Amelia Earhart's grandfather's farm and a Moon Tree grown from the seeds taken to the moon on the Apollo 14 mission.

Around the Moon tree are the names of the 10 astronauts who gave their lives in the pioneering of space exploration.



Historic hotel...

Ormond residents were both surprised and pleased when the proposal to restore the Ormond Hotel was announced last month.

Brazilians learn to speak English at Embury-Riddle

By Martin F. Smith
News Editor

During the past two weeks, the 50th consecutive year, Phil Young has brought classes from his English school here to the Embury-Riddle

Phil chose Florida for this program because it costs less to get here, largely because it is closer to Brazil than other areas of the U.S. Phil says that Florida also has many tourist attractions. He said that he rents facilities from ERAU because "the university is an international university and my students are well received here."

One of the largest wood structures, the Ormond Hotel was also once an ERAU residence hall.

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Faculty profile: Professor Frank Delp

by Phyllis A. Salmons
Associate Professor of Physics

One of the most versatile members of the faculty of Embury-Riddle is Professor Frank Delp of the Aviation Maintenance Technology (AMT) Department. In the 12 years he has been a member of the faculty, he has taught courses in the AMT program, the Aeronautical Science Department and the Avionics Department.

He has taught undergraduate courses which include Aircraft Landing Gear Systems (AMT 212), Avionics I (AS150), Avionics for Avionics (AV 301) and Instrument and Communication/Navigation Systems (AMT 203). In the graduate school, he has taught Advanced Aircraft Systems (AS 607) and Aircraft Communications and Control (AS 600).

Delp joined the faculty of Embury-Riddle in 1976 after having gained experience as a training device specialist in the U.S. Navy and having worked as a general aviation mechanic and commercial pilot. Before joining the Navy, Delp earned an Associate of Science in Aviation Maintenance Engineering Technology from Embury-Riddle.

While teaching at Embury-Riddle, he subsequently completed a Bachelor of Science in Aeronautical Studies, a Master of Aeronautical Science and an Associate of Science in Avionics Technology. He has received certificates from the Census International Training Academy in Wichita, Kan., in Advanced Composite Repair, Corrosion Maintenance and Agricultural Aircraft Maintenance.

He earned a certificate for PTSA-112 Heavy Maintenance from Pratt & Whitney Aircraft in Quebec, Canada, and another for Loran Tech, Tex. Delp is within 20 credits of a Bachelor of Science in Computer Science with Aviation Application at Embury-Riddle and has completed some course work toward a Doctorate of Education with Nova University.

Professor Delp holds a number of certificates issued by the Federal Aviation Administration including Mechanic, Airframe and Powerplant; Commercial Pilot Airplane, Single and Multi-Engine Land and Sea; Instrument, Airplane; Helicopter; Helicopter and Gyroplane; Glider; Flight Instructor, Airplane Single Engine, Glider; and student Ground Instructor.

In addition to performing his teaching duties and pursuing further education, Delp has been an active member of numerous campus committees including the Aircraft Accident/Incident Investigation Board; Professional Programs Development Committee; Appointment, Promotion, and Evaluation Committee; and the Graduate Studies and Research Committee. He has served as an academic advisor and as the faculty advisor to two student organizations, the ERAU Chapter of the American Helicopter Society and the ERAU Glider Club.

Delp has authored five books and co-authored two other books dealing with aircraft maintenance and pilot training. He has also written nine magazine articles for the International Aviation Mechanics Journal. An excerpt from one of his texts is being used by Kell-Sum, a manufacturer of specialty aircraft maintenance tools, as an instructional film using one of their specialty tools. He is currently assembling a supplemental text to be used for Instrument and Communication/Navigation Systems (AMT 203).

Delp is originally from Winter Garden, Fla., and he enjoys photography, particularly of aviation related topics. He has given numerous introductory airplane and helicopter rides to ERAU students, faculty and staff to acquaint them with aircraft operations. He has been responsible for the donation of many thousands of dollars worth of equipment to Embury-Riddle, including a turboprop engine, several propellers and a quantity of composite structural components.

He has been extensively involved with course development by serving as a course monitor for courses in the AMT and MAS departments, constantly working on revising course content, facilities and supplemental materials used. He is currently the course monitor for Instruments and Communications (AMT 203) and for Advanced Aircraft Systems (AMT 203) and for Advanced Aircraft Systems (MAS 607) which is being revised to increase the emphasis on spacecraft systems.

When discussing the University, Delp said that he wished there were more interaction among the faculty from the various departments on this campus. The AMT faculty in particular seem to be isolated from the rest of the campus. In fact, he said he wished there were more interaction among the faculty from the various departments on this campus.

'I wish we had more (faculty) like him. I don't know how he has enough time in the day to accomplish everything...'

-Walt Wickard

Associate Chairman of AMT

'I wish we had more (faculty) like him. I don't know how he has enough time in the day to accomplish everything...'

-Walt Wickard

Associate Chairman of AMT

When discussing the University, Delp said that he wished there were more interaction among the faculty from the various departments on this campus. The AMT faculty in particular seem to be isolated from the rest of the campus. In fact, he said he wished there were more interaction among the faculty from the various departments on this campus.

He suggested that the faculty develop a "guest instructor" program, where an instructor with a special expertise would speak or present a demonstration in a class for another instructor. Such a program would enhance a course by providing "real-life" examples and utilizing the guest's knowledge and experiences of follow faculty while opening lines of communication between departments. Such a program would benefit both students and faculty.

When asked to comment about Mr. Delp, the Associate Chairman of the AMT Department, Walt Wickard said, "I wish we had more (faculty) like him. I don't know how he has enough time in the day to accomplish everything."

Veracity is the key word which should be used to describe Professor Frank Delp. He has worked extremely hard to accomplish all that he has over the years. He has used his talents to improve and enhance courses in three departments on campus while serving on a variety of University committees and pursuing further education. His hard work and dedication serves as a model for the students and faculty alike. Undoubtedly, the University is a better place because of his efforts.



A Man's Gotta Do What A Man's Gotta Do

All young men have one responsibility in common. They have to register with Selective Service within 30 days of their 18th birthday. It's quick. It's easy. And it's the law.

ERAU student Karlin Clark raises his arm to retard blood during the Red Cross blood drive. The Red Cross is always in need of blood, resulting in their frequent visits to

Notices

Attention August Graduates

The final meeting for all August Graduates will be held on Tuesday, July 26, 1988, at 8:00 p.m. in the University Center. Since there is no rehearsal for Graduation, it is very important that you attend. Graduation information will be reviewed in detail, and voting for Outstanding Faculty Awards will take place.

If you are unable to attend, please contact the Student Activities Office.

SGA Leadership and Involvement Award

SGA Leadership and Involvement Award applications were accepted until July 12, 1988. If you are a graduate in August of 1988 and have been actively involved on campus or in the community, please stop by the SGA office and pick up an application. Your GPA has nothing to do with this award. It is judged solely on your leadership and involvement. A plaque will be presented to the winner by SGA President Earl Stephens at the Social on the Friday before graduation.

FAA Examinations

Examination (PA) Private Pilot - Airplane (CA) Commercial Pilot - Airplane (PI) Flight Instructor - Airplane (FOI) Fundamentals of Instruction - Flights & Ground Instructor

(GDI) Fundamentals of Instruction - Basic (AGI) Fundamentals of Instruction - Advanced (ATP) Airline Transport Pilot - Airplane (FAR Part 121) (ADX) Aircraft Dispatcher (ATP) Airline Transport Pilot - ATP Airplane (FAR 135)

(RA) Instrument Rating - Instrument Pilot Airplane (PI) Instrument Rating - Instrument Pilot Airplane (GDI) Instrument Rating - Ground Instructor-Instrument (FEI) Flight Engineer - Basic (FEI) Flight Engineer - Turboprop (FEI) Flight Engineer - Turbogearbox

DATE/TIME/PLACE

July 19, Tuesday, 0830, H120, GRW Complex

July 30, Saturday, 0830, H111, GRW Complex

Students intending to take an FAA Pilot Written Examination are required to sign up in Office D 200 or call extension 680 prior to examination day.

At the time of the examination, each student must present a receipt for pilot exam fee, written by the Cashier's Office; a written authorization form signed by an appropriate Aeronautical Science Department ground instructor, or the failed result of a previous FAA written examination; and present a personal identification in the form of a Driver's License, or a previous FAA 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.

Alcohol Awareness Seminar

On Wed July 13 at 1915 there will be an Alcohol Awareness Seminar which will be held in the lobby of Dorm 1. Discussion will include drinking and driving and ERAU regulations regarding alcohol. Speakers will include a representative of the Daytona Beach Police, Mothers Against Drunk Drivers (MADD) and the ERAU Administration. A question and answer period will be provided. The Alcohol Awareness Seminar is sponsored by the Housing Office.

Astronomy to be offered in the Fall

Astronomy (PS 301) will be offered in the Fall term of 1988. The course may be used as an open elective in any program or as an upper level PS elective for those students requiring one. PS 301 will be offered on MWF at 11:30 in the fall. In order to take PS 301, a student should have completed either PS 102, PS 103, PS 301 or have the consent of the instructor. The instructor is Astronomy Dr. Robert Flock of the Mathematics and Physical Science Department. Anyone having questions about PS 301 should contact Dr. Flock at extension 641.

consecutive year. Phil Young has brought classes from his English school here to the Daytona Beach campus.

The school is a private, non-profit language school, which specializes in teaching English as a second language.

34 students from southern Brazil are currently attending the program here.

According to Phil, two thirds of the current class are girls, a stark contrast to the ERAU students currently enrolled at Daytona Beach. The students age range from 14 to 46 years, but the average age is in the high school range.

He said that he rents facilities from ERAU because "the university is an international university and my students are well received here."

Phil's language school is among the finest of schools which teach English as a second language. His staff includes such professionals as Bill McDavid, one of the top language teachers in Brazil, Dave Closson, who holds a doctorate in English and folklore. Marcia Campos, of San Paulo, Brazil teaches at another school in Brazil, called Network. Phil's classes at ERAU are held during Jan., Feb. And July, normally vacation months for Brazilian students.

cause "it's exciting to be around an aviation university and the instructors here are very excited to be teaching aviation."

Phil's students seem to benefit greatly from the program. Over 80% of them earn a grade of 5.50, or higher on the TOEFL test, short for Test of English as a Foreign Language test. ERAU requires a score of 5.50 or higher. This is the highest score required by any university in the U.S. Phil notes that some universities may require a higher score for specific disciplines, such as linguistics. All students completing the course take the TOEFL test, whether they will use the results to enter an American university, or not.

Academy in Wichita, Kan., in Advanced Composite Repair, Corsair Maintenance and Agricultural Aircraft Maintenance.

He earned a certificate for PT6A-112 Heavy Maintenance from Pratt & Whitney Aircraft in Quebec, Canada, and another for Loran Theory, Repair, and Maintenance from Texas Instruments in Lewisville, TX. Delp is within 20 credits of a Bachelor of Science in Computer Science with Aviation Applications at Embry-Riddle and has completed some course work toward a Doctorate of Education with Nova University.

Professor Delp holds a number of certificates issued by the Federal Aviation Administration including Mechanic, Airframe and Powerplant; Commercial Pilot Airplane, Single and Multi-Engine Land and Sea; Instrument, Airplane; Rotorcraft, Helicopter and Gyroplane; Glider; Flight Instructor, Airplane Single Engine, Glider; and Advanced Ground Instructor.

In addition to performing his teaching duties and pursuing further education, Delp has been an active member of numerous campus committees including the Aircraft Accident/Incident Investigation Board; Professional Programs Development Committee; Appointment, Promotion, and Evaluation Committee; and the Graduate Studies and Research Committee. He has served as an academic advisor and as the faculty advisor to two student organizations, the ERAU Chapter of the American Helicopter Society and the ERAU Glider Club.

interaction among the faculty from the various departments on this campus. The AMT faculty in particular seem to be isolated from the rest of the campus. In fact, he said he only knows of two faculty from other departments who have taken courses in the AMT department, whereas AMT faculty have enrolled in quite a variety of courses across the campus.

He suggested that the faculty develop a "guest instructor" program, where an instructor with a special expertise would speak or present a demonstration in a class for another instructor. Such a program would enhance a course by providing "real-life" examples and utilizing the special talents and experiences of fellow faculty while opening lines of communication between departments. Such a program would benefit both students and faculty. When asked to comment about Mr. Delp, the Associate Chairman of the AMT Department, Walter Wickard said, "I wish we had more (faculty) like him. I don't know how he has enough time in the day to accomplish everything."

Versatility is the key word which should be used to describe Professor Frank Delp. He has worked extremely hard to accomplish all that he has over the years. He has used his talents to improve and enhance courses in three departments on campus while serving on a variety of University committees and pursuing further education. His hard work and dedication serves as a model for the students and faculty alike. Undoubtedly, the University is a better place because of his efforts.

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(PA) Private Pilot - Airplane
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Instructor
(BGI) Fundamentals of Instruction - Basic
(AGI) Fundamentals of Instruction - Advanced
(ATF) Airline Transport Pilot - Airplane (FAR Part 121)
(ADK) Aircraft Dispatcher
(ATA) Airline Transport Pilot - ATP Airplane (FAR 135)

(IRA) Instrument Rating - Instrument Pilot Airplane
(FII) Instrument Rating - Flight Instructor-Airplane
(IGI) Instrument Rating - Ground Instructor-Instrument
(FEB) Flight Engineer - Basic
(FEJ) Flight Engineer - Turbojet
(FEX) Flight Engineer - Turbojet/Basic

DATE/TIME/PLACE

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July 30, Saturday, 0830, H113, GRW Complex

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

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A public service message of this publication and Selective Service System



Action photo by Richard Chiles

ERAU student Karin Clark raises her arm to retard the bleeding after donating a pint of blood during the Red Cross blood drive held in the U.C. last Thursday, July 7. The Red Cross is always in need of blood, resulting in their frequent visits to Embry-Riddle.