

the avion

The award winning newspaper of college aviation

Embry-Riddle Aeronautical University

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Issue 1



Max Conrad, Aviation Legend, Dies

Max Conrad has lived at the extremes of human experience. His life is a chronicle of personal courage, survival against the elements, loneliness and bitter defeat, triumphs, tragedies and, most of all, the will to keep flying.

Born in 1903 to a moderately well-to-do family in Wilton, Minnesota, he might easily have lived and died in that comfortable town on the upper Mississippi. Instead, in 1928, he learned to fly. A little more than a year later, his life changed dramatically. Trying to rescue a girl who was walking in to a spinning propeller, he was hit himself, sustained brain damage that affected his speech, reading and writing skills, but not his ability to fly. Clinging to that skill, he brought it to a degree of perfection that won for him six distance and endurance records.

He has undoubtedly logged more time in the air than any pilot in the history of aviation - more than 50,000

first man to make the flight since Lindbergh. Out of this, he has created a unique career. He has ferried more than 150 light aircraft across the Atlantic



Max Conrad (1903-1979)

and at least 30 over the Pacific. These deliveries in turn led him to extend his abilities to incredible limits in a bid for world records. He once flew alone in a single-engine plane from Casablanca to Los Angeles, staying aloft for 58 hours and 38 minutes.

MAX CONRAD. — HIS CO-PILOT REMEMBERS.
To me, Max Conrad is one of today's living legends in aviation.

I first met him in 1949 when I moved from the National Aeronautical Committee for Aviation to The Honeywell Corp. as an engineering test pilot. Max began with Honeywell by rebuilding a Northrup after it had encountered an unsuccessful first flight and then became their first corporate pilot.

The Delta was a beautiful six place, single engine, low wing, all metal airplane that looked like a large Spartan Executive with fixed gear. Max sold aviation to Honeywell with the Delta during World War II by moving salesmen, engineers, and technicians to critical assignments associated with war contracts providing automatic flight control systems for our B-17 and B-24 bombers. Honeywell appreciated this service, and at

gine quit on the Delta above the overcast in the Rockies, and Max dead stuck it down through the clouds to a convenient landing in a valley pasture.

To this I had started to gain a few experiences with Max. One was on a trip from Minneapolis to Chicago's O'Hare. At that time, Max had a real reluctance to file flight plans. . . I realized why later. The ceiling went down and we with it. I was flying right seat and trying to be the good copilot. The lower we got, the more frequent I suggested to Max that we file a flight plan. I had passed the point of knowing where we were, but time on the seat of the pants made me feel we were getting close to Chicago.

I kept remarking to Max that the barns and trees passing the windows were poor navigation aids. He always responded with, "I know exactly where we are, this is Ken Sawyer's farm." Finally I got him to agree to a flight plan, direct to the O'Hare OM. As the localizer needle swung from left to right, I realized that the ILS system was not a part of his repertoire at this point.

This was his first ILS approach.

When I returned from the trip, I remarked to one of the other Honeywell pilots that I thought "Max had an uncanny ability to get himself out of tight situations." The response I received was, "Yes, but have you noticed his uncanny ability to get into tight situations?"

In the years that followed, I had the opportunity to learn more about Max. He is a most friendly, outgoing person, yet very much a loner and self-sufficient. We spent considerable time together; in the cockpit, on the ramp waiting, in terminals, and evenings in a hotel. I had wondered about Max's sometimes hesitant speech, his strange eating habits, his need for physical activity and his constant challenge in life. Little by little I learned some of the story.

Probably the most traumatic event in his life happened late one afternoon when he was barnstorming with his biplane. He had returned from the last flight to unload passengers and be on his way. A woman passenger, although instructed otherwise, suddenly moved to disembark over the front of the wing. Max cut the engine and dove out of the cockpit to stop her. Both were hit by the propeller.

It was a long . . . and at first doubtful . . . recovery for Max. There was brain damage that left him unable to speak. The base line of his eyes had been altered by the accident. He had lost his coordination. But there existed within him an unbelievable strong spirit. With superhuman determination and a strenuous physical program, Max learned to talk, regained his strength and coordination, and found he could fly again. I couldn't begin to recount the triumphs and tragedies that followed in his life, in this



Max Conrad receives "Eagles of Aviation" award.

brief commentary. But I highly recommend the book "In to the Wind" by Sally Buegel which covers it in more detail and is fascinating reading for all aviation people.

Max could fly needle, ball and airdrop like a fine auto pilot. But he accepted discipline to the "system" slowly. I believe Max thought the good Lord had issued him his own part of the sky, and we had a few disagreements over this.

Max did change, but while going through it I did many sales talks on filing a flight plan. I believed in IFR flight plans and Max thought they were superfluous. Before a flight I would say, "Well, Max, I think I'll go down and check the weather." His normal response was, "Why do you want to do that? You know we are going to go anyway."

Max had another talent

pool. On it, he became a "hustler."

He found easy prey around the pool table and would gather the suckers with some poor shots, and an occasional good one. When he thought he had some interest generated, he would suggest some wagers on a really impossible shot. . . hit the 6 ball to hit the 4 ball and drive the 2 ball into the designated pocket. Impossible. Max would collect the bets, then do the impossible.

In his hustler role, Max read people and knew that if he was going to work with them, he had to keep their interest.

I was one of his choice suckers. Waiting for passengers on the ramp we pitched pennies to the line. I always lost and bought more pennies from Max to stay in the game. Max tried to keep my interest

FLYER'S ROSARY

*By night on swift enchanted wings I fly,
Bright stars above become my Rosary,
Each star a lonely prayer which bids me try
To live in faith and hope and charity.
At times I seem to question truth above
And even doubt sublime eternity,
Yet countless stars tell me a Holy Love
Will watch and care for me, Eternally.*

*All through the night I prayed my Rosary
On Heavenly Beads where only Angels tread.
How can I ever doubt Life's mystery
When first at dawn my humbled soul is awed?
The generous sun gives me so tenderly
Another day—that I may live, for God.*

Max Conrad

hours—the equivalent of almost six years, twenty-four hours a day, always in light planes and usually alone.

In spite of marriage and a large family, his life has essentially been solitary. Devoted to his wife and children, he nonetheless put an ocean between them in his effort to support them in the only he knew.

In 1954 he flew solo, non-stop from New York to Paris to deliver a small plane and to see his family. He was the

His life became a series of undertakings in which part of him always remained aware of the constant possibility of sudden violent death. Spurning conventional enterprises where other men have succeeded, he has triumphed where most men would not even dare.

(In January, 1978, Bob Whempner, E-RAU Continuing Education Special Projects Coordinator authored a Florida Aviation Journal article entitled

the end of the war bought two C-47s and put them to work transporting their people and developing new equipment.

I remember my first impressions of Max. He was a handsome man, lean and tan with clear blue eyes, crew cut and a smile that could disarm an irate FAA inspector about to award a violation.

As I started my flying at Honeywell, and with Max, I heard some of the stories about him. Such as the time the en-



NEW TAXIWAY is being constructed west of Embry-Riddle's Flight Line. The new taxiway is part of a 1.7 million dollar airport improvement project which runs from the end of Runway 16 to the end of Runway 34. The taxiway will allow direct access to runways 16 and 34, for Embry-Riddle and Nova Flight Center. The expected completion date is set for middle to late summer (Photo by Mitch Kadow).

by letting me win a certain amount. I finally realized that he was playing me like a fish.

One night, we were going up the elevator at the Book Cadillac Hotel in Detroit and Max asked me how many pennies I had. I said, "Okay Max, new rules tonight. When either has lost (meaning me), the game is over... no more buying." He said "Okay."

Max encouraged me down to his last penny, then by some

act of fate, lost the toss. He was totally frustrated and searched his pockets and luggage for that one more penny. At last he found a one cent stamp and wanted to use it to reopen the game.

Max had a Piper Pacer (tail-dragger). He talked about repeatedly. His wife and family were Switzerland and he started to formulate an idea. He told me about that dependable 4 cylinder engine that he completely trusted. Then he sprang

the idea that he could fly it to Switzerland.

At first I didn't take him seriously. But when I found out Max was running unusual tests on the Pacer, I decided he was serious. He was loading heavier and heavier weights on the Pacer, then trying to take off. When he found the Pacer would no longer take off, Max knew how much fuel he could carry.

He was now very serious. I talked to him about charts and radios. Bill Lear provided the radios. I still wondered if it would happen. Then one day... it did.

Max departed and shortly thereafter became famous as the man to fly a Cub across the North Atlantic.

At this point, I lost contact with Max. At cocktail parties I heard funny remarks like, "Anyone with 10 children who could fly a Cub across the ocean is not the pilot that I want to fly my husband. He must feel no responsibility."

Thereafter, I followed Max in the newspapers. One great record was his flight from Casablanca to Los Angeles... over 55 hours: His attempts to fly around the world over the poles is a classic saga in aviation history. Although he did not succeed in his two attempts, he established new records in courage, dedication, endurance, and Man's acceptance of the sky's challenge.

Max set many distance records for small aircraft and became an expert in ferrying aircraft overseas.

The last time I saw him,

he was passing through Washington National Airport with a light twin enroute to Europe. He said, "I've found a new navigation system for the North Atlantic." I knew there would be a Conrad angle. "Yes, all I have to do is follow the contrails of the airliners."

He's not making headlines recently, but is still very much involved in aviation. A few weeks ago, I had a phone call from him. He told me about his last project... seeding clouds with an Aztec. He said he was really enjoying it, but the insurance company noticed his age on their form and cancelled his contract.

Max was always 39 years old during the years that I flew with him and I will continue to think of him that way.

LETTER TO THE AVION

Dear Sir:

It has occurred to me that my son Bradford Sarty may have former teachers and classmates who should be told about the tragic death that happened to him January 11, 1979.

Brad was flying an AeroStar for a corporate airline and it collided in mid-air with a Mohawk. Five people were killed in the accident. I would like to tell anyone who knew him, that he was doing very well in his profession and advancing rapidly.

As a matter of record, he had taken the exam for flight engineer the week before, with a score of 90. He was confident of making commercial airlines



Bradford Sarty
within the year.

Needless to say, I write this with a heavy heart, but also pride in his being a graduate of Embury-Riddle and his determination to be a good pilot. I know he loved flying, and it was his whole life. I think anyone who helped him accomplish his goal.

Sincerely, Yvette L. Sarty

CONGRADULATIONS — FLIGHT STUDENTS

We would like to congratulate the following students for their successful completion of their flight courses and achievement of FAA certificates and ratings. Good job out there and keep up the good work. Special thanks to Lilla in flight records for her help and cooperation. Matt Corcoran

PRIVATE PILOT

John Helfrich
Jon Goldmark
Randal Kulp
James Dunlea
Mark Lechner
Mark Sibilla
Thomas Buek
Peter Marquand
James Jary
Mark Wilson

William Palmer
Scott Hintze

COMMERCIAL/INSTRUMENT

Vincent Crow
Robert Bischoff
Brian Blissey
Wolfgang Schuster
Daniel Woodward
Patricia Westover
Steve Rothstein
Timothy Glover
Peter Axelsen
Joseph Filebark

Jay Milkey
Bryan Schafer
Carlos Guzman
Jepson Ordway
Wilam Teller
Matthew Corcoran
David Mullins
Steven Loveladi
Carl Sorg
Thomas Parker
David Gutwein
Ben Klepek
Robert Wallace
Gaby Taylor
CFI/ASEL
Jeffrey Addis
John Gleason
Ronald Maspo

MULTI-ENGINE

THE PARTY'S OVER.



All too often, when the party ends, the trouble begins. People who shouldn't be doing anything more active than going to sleep are driving a car. Speeding and weaving their way to death.

And don't kid yourself because they may have had some black coffee. Black coffee can't sober them up well enough to drive. If someone gets too drunk to drive, drive him yourself. Or call a cab. Or off to let him sleep over.

Maybe your friend won't be feeling so good on the morning after, but you're going to feel terrific.

PROFESSIONAL MYOPIA AMONG COLLEGE STUDENTS

By Joseph Obit

It will be in order to define what I mean by professional myopia or professional shortsightedness. In this context, professional myopia is the tendency to narrow one's perceptions, mental attitude and actions strictly to a particular profession or field of study thereby blocking out the necessity to acquire and develop some important facets and teachings of their professions or fields of study necessary and essential to survive in our dynamic and complex environment.

Lawyers, pilots, doctors, technicians, engineers and especially students in pursuit of various professions are self-made victims of this career disease. This article is aimed at college students who for one reason or another see themselves as specializing in an one field of study and therefore are not interested in some basic purports of other fields of study or professions.

Many times you hear students say I am going to be a pilot, an engineer, mechanic, a football player or whatever, therefore I do not need all those mathematics or all that chemistry, finance, psychology and management course. With this unhealthy mental attitude, they automa-

tically and unconsciously blind fold themselves to one discipline or train of thought and tend not to arm themselves with so many tools and techniques from other areas, necessary for survival, success and growth in our competitive, rough and slippery real world arena. This self-inflicted professional myopia results in harmful unintended consequences and regrettable decisions that are often too late to rectify.

That you have a college degree or finished with a 4-point GPA, or have a string of certificates, diplomas and hundreds of flight hours is not a spontaneous guarantee that you will land a job or the kind of job you want, nor is it a guarantee that you will keep and grow in your job if you find one. Also it is not a guarantee that you will make good investment decisions or that you will get along fine with your boss, wife, husband, boy friend or girl friend as the case may be.

A good job or business, growth, development and promotion on the job or art, wise and profitable investments, keeping a good and stable home, having a stable social relationship, health and happiness are the basic yardsticks with which our society measures success, irrespective of

your profession or field of study. If we accept this truth, then we can immediately see the dangers of being professionally short-sighted as no one profession or area of study can give you the best solution to all of those day-to-day problems or encounters in the real world. But there is a place or an environment in which you can pick up the necessary knowledge and techniques to help you tackle these problems. That place is an educational institution - a hybrid

of bookwork, interrelationships and overall integration.

The million dollar question then is: So what? The half a million dollar answer is make hay while the sun shines as the good old English adage has it. The point is as far as you have decided to go to college and sacrifice all those years and money, try as much as you can while you are in there to acquire as much knowledge, techniques and strategies as possible, whether it directly relates to your field or not. Once you are out in the real world, you are on your own and every other thing depends on how well you can play the GAME - the game of efficient and effective decision making, the game of choosing from among structured and struc-

tured alternatives, the strategic game of survival of the fittest. Your winning or losing in these inevitable games depends on how well you know and master the rules, tools and techniques of the game. College is one big arena where you can pick up some of these rules and tools if you know how to or better stated, if you are not lazy.

Our Educators and program designers are not foolish to often make such courses as: psychology, sociology, finance, technical report writing, decision math and a host of others, compulsory core courses in many degree programs. They know better than most students that the basic knowledge of these courses are necessary for you to survive.

Here in Embury-Riddle there are many courses that can be of great help to any student now and later in life. For example, Aviation Insurance is one course that any smart student should take. Here you are exposed to most types of insurance coverages and techniques - for the pilot, the FBO, the renter, the aircraft owner, the airport - the home-owner, automobiles, etc. And we all know that the importance and essence of insurance to anyone, pilot, manager, mathematician or engineer is

unquestionable. But will it surprise you to know that many students, especially non-management oriented students ignore this course and usually get out of college absolutely ignorant about the basic concepts in insurance. This is to cite just one example. Some other good courses worth pointing out here are finance,

management applications, current trends and problems in aviation, values and ethics, personality development, decision math, statistics, computer languages, etc. etc. (Scrutinize the course catalog, you will be amazed to find what you can pick up).

The tremendous amount of operational information you can acquire from these courses will do you a whole lot of good in your day to day ac-

tivities.

Someone may say that these extra courses cost money. Yes, of course they do, but if an additional \$80 will put your 4 years of education into a meaningful perspective water, it will be cent-wise, dollar foolish not to spend that \$80 now. Although reading of newspapers, and magazines such as the Wall Street Journal, New York Times, Fortune 500, Harvard Business Review, Aviation and Space Technology, etc. can be extremely enlightening.

Finally, the significant point here is, whatever you want to be, do not block your self from looking at other areas of study for basic tools and knowledge necessary to make it or survive in the real world.

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PUBLISHED WEEKLY THROUGHOUT THE ACADEMIC YEAR AND MONTHLY THROUGHOUT THE SUMMER AND DISTRIBUTED BY THE AVION, EMBURY-RIDDLE AERONAUTICAL UNIVERSITY, DAYTONA BEACH, REGIONAL AIRPORT, DAYTONA BEACH, FLA. 32114, PHONE 321/261-1111, EXT. 315.

V.C.M.S.A. Sponsors 'Living Bank Week'

Thousands of people who suffer from chronic kidney failure cannot receive a much-needed kidney because not enough donor organs are available.

Hundreds of people with corneal blindness await an after-life eye gift to restore their sight.

How can you help? The Volusia County Medical Society Auxiliary is sponsoring a Living Bank week to educate the general public into donating

their kidneys, eyes, and other organs upon death. The ERAU Student Government Association is supporting this valuable community project by providing an opportunity for students, faculty and staff to enroll in the donor programs.

The procedure is painless and simple. Just stop by the table in the University Center and sign a donor card. You can carry this card as well as a special sticker on your driver's license to identify your willingness to donate organs.

Take the time to "make time" for others. Your cooperation and support is sincerely appreciated.

FINANCIAL AID

Students who plan to obtain a Guaranteed Student Loan from a state or a bank must submit their loan applications to the Office of Financial Aid **NO LATER THAN** June 1, 1979. Applicants whose loans have not been APPROVED by the final payment date will be unable to get a deferment for tuition for the fall.

NEED A JOB?

If you are interested in part-time work, either on-campus or off-campus, come to the Financial Aid Office. Jobs ARE available, but on a first-come, first-served basis. Just complete an Employment Application and the Student Employment Coordinator will help you to find a job which fits into your class schedule.

Thanks a lot,
Claudia Geary
Financial Aid Office

New York prepares for battle against Montreal

By KW Johnson

This year there is a new face appearing in the Stanley Cup. Of course, the Montreal Canadiens are there, but the surprising New York Rangers will be facing them. The Rangers clinched a birth in the finals by defeating the New York Islanders four games to two. The Islanders had the best win/loss record this year, but that didn't help them in the playoffs.

The Canadiens got to the finals by beating the Boston Bruins four games to three. Game seven, the deciding game, was played last Thursday night in Montreal. The Canadiens beat the Bruins in that game 5-4.

In that final game, the Bruins jumped out to a 3-1 lead as the third period started. The Canadiens quickly tied the game at 3-3, then Boston went ahead with about three minutes left in regulation time. About a minute later the Canadiens tied the game at four. And at the end of regulation time it was 4-4. The Canadiens went on to win in overtime, by a score of 5-4.

Don Cherry, the Bruins coach, stated that his team would not win this series with Montreal because of the usual poor officiating while on Canadian ice. This series contained bad calls, as usual.

My prediction? Who else, the Canadiens. After all, four of the seven games will be at home - how can they lose?

STRIKILY SPEAKING

By Tom Strom

- Career wise, you may be in serious trouble if . . .
1. you think omni bearings occasionally require lubrication
 2. the controller asks "What's your position?" and you answer "Sitting down!"
 3. you think 300 knots make a rope "awful short."
 4. you think "angle of attack" is a maneuver studied by fighter pilots.
 5. you think a Beech Baron is a man of title who strolls the surf's edge.
 6. you think the downwind leg is your left one.
 7. you think "prop wash" comes in five gallon cans.
 8. you think "prop synch." is a basin to hold prop'wash.
 9. you think ADIZ is an absminded person.
 10. you stay up all night studying for a urine test.

REEL ENTERTAINMENT

By J.T. Shelton
Entertainment Reviewer

If you are one who enjoys comedy I recommend the movie "LOVE AT FIRST BITE." This is a fast paced film following the humorous misadventures of Dracula (George Hamilton) and his bug eating sidekick (Artie Johnson) after they are evicted from their Transylvania castle and come to the U.S. to find Drac's true love; the fashion model, Susie Sundown (Susan St. James). Things get off to an amusing start when, upon arrival at Kennedy International Airport, Artie Johnson picks up the wrong coffin without realizing, to Drac, of course, goes to the wake with comical results.

This is just a sampling which I can guarantee will have you rolling in the aisle. Playing at the Halifax Twin Theatres, Halifax Shopping Center.

How about a trip to France?

Vacationers seeking a new travel experience will welcome the 1979 edition of FRENCH FARM AND VILLAGE HOLIDAY GUIDE. This easy-to-use illustrated guide shows how to rent a fully equipped home for as little as \$50 a week.

Over 1,000 cottages, farmhouses, villas, apartments and even a chateau or two are described and photographed. Booking instructions, prices for low and peak seasons, regional maps and available leisure activities are given for each property listed. As a new feature, the 1979 GUIDE includes camping sites in rural settings and some overnight accommodations.

THE YOUNG TRAVELER'S GUIDE TO FRANCE provides the tool necessary to make the most of a trip to France for those in the 16-30 age group (just a state of mind, of course). Low cost and diversity are the key words. The coverage is broad from picking a restaurant to post offices, police and highway codes. Both books are published by Duo Publishing Ltd., London and copies are available at \$4.95 each (plus sales tax and \$1.00 postage and handling charge), from UNIPUB, the exclusive U.S. distributor. Orders and correspondence should be addressed UNIPUB, 345 Park Avenue South, New York, N.Y. 10010.

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THE DEEP - Will also bring you excitement and suspense! This film will be featured on May 25 at 8:00 p.m. in the University Center.

THE DEEP

Robert Shaw, Jacqueline Bisset
Columbia, Directed by Peter Yates
Color, Rated PG, 113 minutes

Peter Benchley's (JAWS) fascinating best-seller comes brilliantly to life in this thriller adventure story. It's a romance . . . a mystery and an action-packed blockbuster which sprays excitement from the screen. "Sheer escapist adventure and the best underwater stuff ever filmed!" -LIZ SMITH, DAILY NEWS SYNDICATE. "THE DEEP is an absolute adventure in itself, a big screen bonanza that just has to fit into your screening plans. . . Terrific!" -RONA BARR. "RETT, ABC-TV. 'THE DEEP' Remarkable. . . you hold your breath." -CHARLES CHAMPLIN, LOS ANGELES TIMES.

COMA IS COMING - May 18 at 8:00 p.m. in the University Center. Come and share the suspense!!

"A THOROUGHLY ELECTRIFYING
PIECE OF ENTERTAINMENT
- A MOVIE SO PACKED WITH
UNUSUAL THRILLS, IT COULD EASILY
MATCH THE STUNNING SUCCESS
OF 'JAWS'."

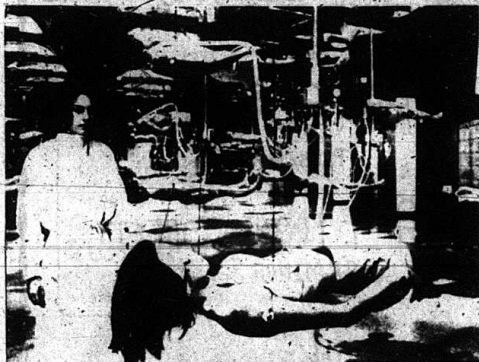
- KATHLEEN CARROLL,
N.Y. DAILY NEWS

"A CRACKLING SUSPENSE STORY . . .
STANDS WITH 'STAR WARS' AS A
PRODIGIOUS TECHNICAL
PHOTOGRAPHIC ACHIEVEMENT."

- ARCHER WINSTEN,
N.Y. POST

"SHEER ESCAPIST ADVENTURE AND
THE BEST UNDERWATER STUFF
EVER FILMED!"

-LIZ SMITH,
DAILY NEWS
SYNDICATE



COMA

Directed by Meno Guerber-Mayer
Produced by Michel Rivkin
Distributed by United Artists
Starring Catherine Deneuve, Michael Douglas,
William Allen, Richard Widmark
COPY - PG

The filming of death is macabre!
Roger from Chicago Star Times
A new, gripping thriller for those who can
stand the pace of an electric chair
-LIZ SMITH, DAILY NEWS
ALUMS INCORPORATED

FULL STREAM AHEAD for the AVION

★ Photographers

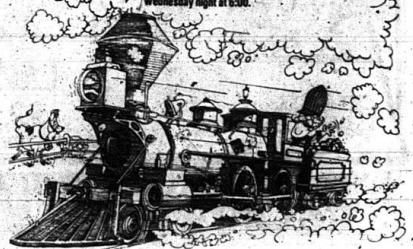
★ Staff Reporters

★ Layout Artists

★ Ad Salesmen

★ Cartoonists

The AVION staff is now meeting every
Wednesday night at 8:00.





Wilber's Rights and Wrongs



One of the most misunderstood and misused devices in Riddle airplanes is the little red knob adjacent to the throttle known as the mixture control. Space limitations in this article will not permit a thorough discussion of the subject of mixture control. Technical concepts such as mixture ratio, stoichiometric and chemically correct mixtures will have to be saved for hangar flying sessions in the engineering department. Here we will simply try to clear up some myths and misconceptions about how and when to use the mixture control on a modern, normally aspirated (unsupercharged), reciprocating engine.

The first myth is when to adjust the mixture to something from the full rich position. Many Cessna students think that the mixture should be "leaned" only at altitudes above 3,000 feet. Such belief probably comes from the take-off and climb charts in the Cessna Owner's Manual which mention not to cruise. The mixture should be properly adjusted at any altitude when cruising at or below 75% brake horsepower (BHP). The Mooney Owner's Manual does not suggest leaning the mixture for take off or climbs at higher altitudes as the Cessna manual does. However, at density altitudes above 5,000 feet takeoff and climb performance may be reduced if mixture is too rich. To find out simply ease the mixture back from full rich slightly. If the engine gets a bit smoother, you know the mixture was too rich. Lean to smoothest operation or proper exhaust

gas temperature (EGT) as appropriate. The normally aspirated engine should always be a little on the rich side at power settings above 75% BHP for added engine cooling.

The second myth is that mixture is regulated primarily for fuel economy. Of course proper mixture adjustment is important to fuel economy, but improper mixture regulation can result in burnt valves, fouled plugs and combustion chambers, uneven and improper engine temperatures, and abnormal engine wear which often outweighs the fuel economy considerations.



One of the most common misconceptions of mixture management that contributes greatly to plug and combustion chamber fouling and also wastes fuel is the habit of advancing the mixture to full rich prior to a descent. Generally speaking, the lower the power setting the leaner the mixture that can be tolerated without harm to the engine. Therefore, a mixture that is appropriate for a cruise power setting of 65-75% BHP would certainly not be too lean for a reduced descent power setting of say 50% BHP. Not to mention the fact that the application of carburetor heat enriches the mixture some anyway. If we

throw that full rich dose of excess fuel in on top of the addition of carburetor heat and the power reduction, the poor plugs and combustion chambers begin to foul, the internal temperatures go berserk and the engine takes another giant step closer to the next overhaul. Now at the moderate altitudes, where we normally operate that may be a little over dramatic, but the point is that a properly leaned descent will help keep the engine and plugs clean and extend the life of the engine.

At this point the question is often asked, "Won't you need a richer mixture at the lower altitudes?" As already mentioned, the carburetor heat effectively enriches the mixture some. If the descent is a very long one and the lower altitudes demand a richer mixture, the engine will let you know just as it does in the normal leaning procedure by starting to run a little rough. Keep it running smooth by adjusting the mixture as required. Of course the mixture should be enriched prior to advancing power at level off from the descent. Instructors often voice the fear that the student may forget to readjust the mixture when adding the power for level off at the lower altitudes. It would seem reasonable however that if a student can be taught the habit of always advancing the mixture to rich before reducing the power for descent, he could just as easily be taught the more correct habit of enriching the mixture before advancing the throttle for level off or climb. Naturally the pre-landing check list or GUMP

check will insure that the mixture is in full rich during the landing approach in preparation for a possible missed approach or go around.

So much for the "when" of mixture regulation. Now a word about the "how". There are generally two correct cruise mixture settings; best power setting and best economy set-

ting. The various owner's manuals describe the procedures adequately. The best power setting will be slightly richer than the best economy setting. These settings can be achieved with precision in aircraft that are equipped with an exhaust gas temperature (EGT) gauge. Without the EGT gauge it's a matter of leaning until the engine

runs rough then richening just until the engine runs smooth for economy or to a peak RPM in fixed pitch propeller aircraft for best power. In smooth air and with patience, you can adjust the mixture for a peak airspeed indication for best power in both fixed pitch and constant speed propeller equipped aircraft.

DISCOVER DIVING!



ERAU SCUBA CLUB OFFERS THE STUDENTS AND STAFF AT ERAU, AN "OPEN-WATER DIVER" INSTRUCTION COURSE FOR ONLY \$25.00, INCLUDES THE USE OF ALL SCUBA EQUIPMENT.

FINAL REGISTRATION: 5-16-79, 6PM IN CPR.

CLASSES BEGIN: 5-18-79 AND MEET EACH FRIDAY AT 8PM FOR 8 WEEKS IN ROOM #P-152 AND POOL

WET SESSION BEGIN: 5-25 AT ERAU POOL

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FOR MORE INFORMATION: TIM O'DONNELL, 255-1675 OR BOX #1274

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Riddle intramural team advances in Schlitz Olympics

NEW YORK, March 30—Embry-Riddle Aeronautical University's all-campus men's intramural team, travelled to Florida State University to compete in the Schlitz Intramural Olympics regional championships April 28 and 29.

This and 11 other regional competitions will pare the nation's top 200 men's and women's teams to 12 each that will advance to the Schlitz Intramural Olympics National

Finals at the University of Miami (Florida) on May 5 and 6.

The Schlitz Olympics began last September to determine the country's best college intramural teams for the current academic year.

Special scoring was used in selecting all-campus winners to reflect differences in the 200 participating school's intramural programs. The Schlitz regional and final championships will feature standard com-

petition in track, basketball, volleyball and swimming.

"Our nation has a vast population of students who love sports but who cannot participate in intercollegiate athletics," said William Gorman, Schlitz Manager of Special Events. "The Schlitz intramural Olympics is our special effort to recognize all these people and to encourage them to remain active in sports all their lives," he said.

E-RAU Board of Visitors sponsors a 'Hanger Sale'

"A hanger sale is bigger than a garage sale," according to Mr. Robert Whiteside, Chairman of the Board of Visitors for E-RAU, "therefore we need more items, hundreds more, if our Second Annual Hanger Sale is going to be as successful as the one last year." Hundreds of people were on hand opening day last year to browse through the hundreds of items donated

by friends of the University.

"Although the Hanger Sale isn't scheduled until Saturday, May 19 and Sunday, May 20, we are starting our collection of items immediately," Whiteside said. "We can use an item that's clean or workable and all donations are tax deductible." Items should be marked, labeled and taken to the Shipping and Receiving Department

at E-RAU which is located just off the street leading to the Airport Terminal. If the item is too large for the donor to handle, a phone call to 252-5561, Ext. 333 will bring an E-RAU truck to pick it up. All donors will receive receipts for income tax purposes.

"A Dutch Auction will be held on some of the larger items," said Whiteside. "Bidders can look over the item, leave their bid in a sealed envelope and we'll phone the highest bidder after the envelopes are opened." Members of the Board of Visitors are contacting their friends for donations of even larger items than were available last year. The cut off date for donations is Wednesday, May 16, 1979 with the Hanger Sale from 9:00 a.m. to 4:00 p.m. on Saturday May 19 and from 11 a.m. until 4 p.m. on Sunday, May 20.



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★ SPECIAL

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SPECIAL

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SIGMA CHI

By Mike Kugan

Well, the Summer Trimester got - off to quite a start here at the Sigma House. A major drunk front swept through this past week, leaving most of us a little under the weather for our first week of classes. But the best thing about the first week of classes, is the first weekend after classes. We started out with what was supposed to be a celebration for Pete Egler who had just received his CFI, and ended up with a Road Trip to Deland to visit the Alpha Zeta Delta Sorority House. I think we had a good time but so far no one can remember. Saturday we had our first pool party, with water volleyball, diving contests, and plenty of food, and beer. This also marked the official start of the summer "suntan" committee. Sunday we celebrated Mother's Day with a cake and another pool party for our house mother. This ends another weekend and starts the most important week of the year, this is RUSH WEEK. Our house is open all week to visitors and our Rush Party is this Friday night. There will be plenty of music, booze, and good times to be had so please drop by and look us over. I think you might find fraternity life a little different than you expected. We will have another pool party this Saturday along with our Smoker, and everyone is invited so come have a good time, on us. For those of you who don't know what a Smoker is, it is just an informal talk session letting you learn a little more about fraternities and Sigma Chi. If you have any questions our booth will be set up in the U.C. all week, or if you need a ride, feel free to call 252-

2277. Please come by and see us this week, we'll be eagerly waiting to meet you.

By Greg Chase

There comes a time in every man's life when he has to make decisions, such as if he is going to go to college and if so where, and if he will join a frater-

ternity and if so which one. When I first came to Embury Riddle last fall, I had no interest in or intentions of joining a fraternity, because I felt they were a constant party and could serve me no good. Well, after my first trimester I realized that there had to be more to college than just going to classes. So this last Spring I attended a Sigma Chi Rush Party and Smoker so that I could get my own opinions on fraternities and Sigma Chi in general. To my surprise it was really different than I expected,

the people were friendly and there was an atmosphere which made me feel welcome. I decided to pledge, and during my period of pledge-ship I realized that the objectives of Sigma Chi were not only to have a good time but, more importantly, the development of one's character and the ability to take on new responsibilities. Now I am a brother and I strongly urge you to come see us at our Rush Party and Smoker, or just stop by our house. I think you will also find it different than you expected.

USAF-E-RAU ALUMNUS RECIEVES AWARD

ENID, Okla. - Meritorious service at Pease AFB, N.H., has earned the U.S. Air Force Commendation Medal for First Lieutenant Gregory H. Power. Lt. Power, a pilot, was presented the medal at Vance AFB, Okla., where he now

serves with a unit of the Air Training Command. The lieutenant is a 1975 Bachelor of Science degree grad from E-RAU, where he was commissioned through the Air Force Reserve Officers Training Corps program.

NTSB Report

6:30 P.M. EDT - Saturday, May 12, 1979 - Transportation accidents in the United States killed 55,083 persons in 1978, nearly 2,000 more fatalities than in 1977, according to preliminary statistics released today by the National Transportation Safety Board.

The increase of nearly 4% over the 1977 death toll of 53,141 was the second significant rise in as many years.

Highway deaths, which topped 30,000 for the first time in five years, were the transportation fatality pacemaker. The 50,145 highway deaths, up nearly 5% over 1977, represented a third successive annual increase and the worst year since the oil embargo and reduction of the national speed limit to 55 mph.

Safety Board Chairman James B. King, in releasing the 1978 statistics for Transportation Week (May 13-19), termed them "very simple, and, very frightening."

"Statistically, there are no complicating factors," he said. "Everywhere except on our

highways and at rail-highway grade crossings, fatalities decreasing in 1978. But an additional 2,332 deaths in highway and grade crossing accidents more than offset fatality reductions in aviation, pipeline, marine and railroad accidents.

"And what is frightening is the apparent determination of the motoring public - and that means every one of us who operates any type of motor vehicle - to go steadily back to the old days of faster driving and higher speed crashes."

Grade crossing fatalities in 1978 totaled 1,064, a 6% increase over 1977.

Of the modes registering fatality decreases in 1978, AVIATION and pipeline transportation achieved the largest safety gains. AVIATION's total of 1,749 fatalities was a 16% decrease, with air carrier's drop from 654 to 161 more than offsetting an increase in general aviation (non-airline) fatalities from 1,395 to 4,548. Pipeline deaths dropped from 43 to 33, down 23%.

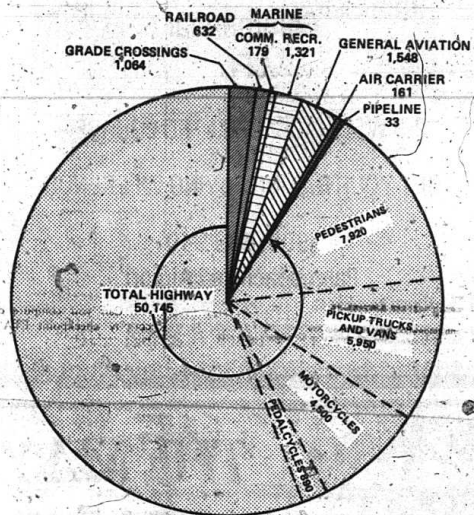
Railroad and marine fatalities decreased 2% each. The rail total of 632 included 569 crew, pedestrian, and other

deaths in intercity service; 13 deaths in intercity service; 13 intercity passenger fatalities; and 50 deaths in rail rapid trans-

it. The marine total of 1,500 included 179 deaths in commercial operations and 1,321 in recreational boating.

TRANSPORTATION FATALITIES * 55,083 IN 1978

*Numbers are preliminary estimates.



This is **SIGMA CHI**
RUSH WEEK
that means **PARTY!**

GIRLS!

FUN

The Biggest Party on the East Coast
THE RUSH PARTY

Fri 18th 8:30 pm

MUSIC

BOOZE

Sat 19th

Pool Party and Smoker



PLEDGE THE
PROFESSIONAL AVIATION
FRATERNITY

TO FURTHER THE CAUSE OF AVIATION IN ALL ITS
BRANCHES.

TO INSTILL IN THE PUBLIC MIND A CONFIDENCE IN
AVIATION.

TO PROMOTE CONTACTS BETWEEN THE STUDENTS OF
AVIATION AND THOSE ENGAGED IN THE PROFESSION.

TO PROMOTE A CLOSER AFFILIATION BETWEEN THE
STUDENTS OF AVIATION FOR PURPOSES OF EDUCATION
AND RESEARCH



By KWJohnson

Congratulations are in order for the Spring of '79 winners. They are Barry Conrad, John Vellines and Bob Vojuda and they made up the team of 'Old No. 7.' They snuck by

'Win, Place, Show' during position week, to take first. 'Win, Place, Show' finished second and '172's' claimed third for the second season in a row.

The annual Bowling Banquet was held at Derbyshire Apts. last month because of an inconsiderate manager on the part of Snappfinger Apts. The banquet was very good this tri, and I'm sorry that more people didn't show up. All the bowlers that did show up went home with some type of 'door prize.'

All of the league officers retained their respective positions for the summer tri and

are looking forward to seeing a big turnout for the summer league. The Summer league will start on 18 May, a Friday. Show up, bring a friend or two to the Halifax Lanes at 7:00 p.m. sharp! Bowling will be each Friday at 7:30 every week.

The final standings for the Spring of '79 term officially are:

1. Old No. 7	36-16
2. Win, Place, Show	34-18
3. 172's	33-19
4. Magnum Force	31-21
5. Los Caribes	31-13
6. Citations	30-5-21-5
7. 3 Ball Express	28-20
8. DC-3	28-24

9. OOPS!	26-26
10. Graduates	26-26
11. Pins A-Go-Go	25-27
12. Samurais Bowlers	25-27
13. Butter Dusters	24-28
14. Ball Busters	23-29
15. 3 Times Bad	22-22
16. 3 Time Losers	21-31
17. 301 Club	20-32
18. West Wingers	16-32
19. Surprise	15-37
20. Two Hers & A Him	13-54-5

Good luck for all Summer Bowlers; and remember Friday, 18 May at 7:00 Halifax Lanes is the opening night for the Summer League!



By Scott Bowman

Art Trow is planning to organize a swim and/or diving team.

Mr. Trow is our E-RAU swimming coach. He has an abundance of swimming and

SWIM TEAM

diving experience. Mr. Trow is one of the few coaches who can actually get up on the diving board or help in the water to show the student exactly what he wants done.

Art Trow offers personalized coaching between 10:00 and 5:00. So, if you are interested in swimming and/or diving, stop by the POOL.

RESULTS

Men's Singles

1st Round - B. Gabrelcik defeated Scott Young 8-7, D. Mann defeated P. Contreras 8-0, F. Wilson defeated B. Steele 8-4, S. Frothingham defeated K. Johnson 8-2, C. Castro defeated K. Greenwood 8-3, V. Khosro bye, D. Pierce by, R. Keck bye.
2nd Round - Gabrelcik defeated Khosro 8-1, Wilson defeated Mann 8-6, Keck defeated Frothingham 8-2, Pierce defeated Castro 8-3.
Semi-Final - Gabrelcik defeated Wilson 8-4, Keck defeated Pierce 8-2.
Final - Keck defeated Gabrelcik 8-2.

Men's Doubles

1st Round - J. Collins & S. Young defeated P. Contreras & K. Greenwood 8-7, B. Steele & B. Gabrelcik defeated C. Williams & N. Kluga 8-2, J. Wilson & J. Cunningham bye, D. Mann & R. Keck bye.
Semi-Finals: Mann & Keck defeated Collins & Young 8-4, Steele & Gabrelcik defeated Wilson & Cunningham 8-4.
Final: Steele & Gabrelcik defeated Mann & Keck 8-5.

Come by and see the Daddy Buck, Mama Leona, Diver Dave, Josh Bowman, Kevin Keck, Boy Ed & Professor O'Donnell. Until next Wednesday COME ON DOWN!

SPRING TENNIS

The E-RAU Spring Tennis Classic was held Saturday March 31 at the Indigo Inn Resort Racquet Club. Idyllic playing weather and lounging conditions provided the setting for an enjoyable day for all participants.



Do YOUR skills measure up to those of the Flight Team members?

*Can you recognize a slide picture of an Avro Lancaster?

*How long does it take you to compute a climb, cruise, and descent problem on your EG-B or CR-3?

*How "accurate" are your accuracy landings?

*Do you check your airplane's exhaust pipe when you preflight?

*How well can you execute a prescribed set of flight maneuvers in a simulator?

*Can you compute cross-country checkpoint ETAs to within seconds?

*How'd you like to be involved in an accuracy "bomb drop"?

Bill Gabrelcik and Brad Steele teamed to win the Men's Doubles Championship edging David Mann and Rudy Knabe, 8-5 in the final.
Randy Keck defeated Gabrelcik 8-2 to win the Men's Singles title.

Ellen Nagourney and Keck emerged with the mixed doubles in round robin competition.

SCUBA CLUB

Hello all you summer fans of higher learning. Our Dive Club will be very active in case any of you are interested. We have another super special dive package to offer again. The tuition is \$25.00 plus \$5.00 to join the Club. The other expenses are books, mask, snorkel, boots and fins. Scuba equipment will be furnished. It starts May 18, 8:00 p.m. Room P 152. The classes are from 8-11 and last 8 weeks. If you have any questions meet with us at 6:00 p.m. in the CPR - Room on Wednesday evening, we will be happy to tell you all about our activities.

Any of you gals who like to join feel free to drop by. It isn't reserved for only guys.

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MEDIUM SOFT DRINK AND
OUR

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FOR ONLY
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AND A REGULAR ORDER OF FRENCH FRIES

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FOR SALE: 1978 Mazda RX-4 - original owner 21,000 miles, crushed velvet interior, entire car in beautiful condition. Warranty still good for two years and 47,000 miles. \$14,500 Call: 255-5205 or 255-5561 Ext. 409 ask for Don.

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ROOMS FOR RENT
1 Roomy, in beautiful new home near golf course on Beville Rd. Garage and swimming pool, fireplace, \$110 a month and 1/4 of utilities. Call 255-5205 or 255-5561 ext. 409 ask for Don.

FOR RENT: 8 rm. efficiency - Kitchen, bath, full bath, walk-in closet (2 mi. from campus). Air Con & Heat. \$110 p/m + 1/8 utilities Call Bud: 255-6574.

SUMMER TRIMESTER: Show 2 bedroom very comfortable home in Holly Hill. Well to well kept, central air conditioning, modern kitchen, \$150 - \$160 covers rent and utilities monthly. Contact Howie Box 4516 or 255-5145.

LOST: 1 Ford, grayish green completion, large wart over left eye; nearest to name of Myron - new, valuable - must have to check for license in subject's hand. If found please return to George in Rm. 215, Dorm 1.

FOR SALE - MISC

JEFFERSON APPROACH PLATES
All east of Mississippi plus New Orleans, St. Paul & Minneapolis. 3-leather binders 1-Plastic binder & 4 book case - 6 current with revisions to July - \$200.00. Call Al-756-2890.

FOR SALE: Casio 183 K-1867 - 3,000 TT - 1150 SMOH - very reasonable - contact Jack McCommen (300) 425-4902 or (200) 655-7887.

PERSONAL

CORRESPONDENCE WELCOMED: We are pleasantly surprised and have been confirmed for over four years. We'd enjoy exchanging letters with students! If you respond, a photo will be considered an additional pleasure. Be gentle with your self! Sincerely, Frank Hall 20816-101, Thomas Pickney
P.O. BOX 24550, Memphis, Tenn. 38124

MIKE WILLIAMS IS COMING
WHERE IS MIKE WILLIAMS?
MIKE WILLIAMS WILL BE HERE ON JUNE 1 AT THE CAMPFIRE.
BOY DOGS WILL BURN AT THE CAMPFIRE.
MARSHMALLOWS WILL BURN AT THE CAMPFIRE.
THE BEER WILL STAY COLD AT THE CAMPFIRE.
CAMPFIRE JUNE 2, FRIDAY NIGHT, WHO IS MIKE WILLIAMS?

CHUCK: It was nice while it lasted, only wish it could have lasted longer. Thanks for the wonderful time! PO 1064, CDO, St. Paul, MN 55104.

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