

3-19-1986

## Avion 1986-03-12

Embry-Riddle Aeronautical University

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### Inside This Week

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An award-winning collegiate newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida



60 YEARS OF AVIATION EXCELLENCE

Volume 52, Issue 9

March 12 1986



A North American SNJ-5, flown by Jim Garenore of Ocala, Fla., streams smoke oil before pitching up in the "Missing Man" formation during the recent Valiant Air Command airshow. Held in Titusville, the show attracted thousands to view all types of military aircraft.

Aerop photo by Mark Stern Photography

### Student Spotlight

## ERAU pair take awards in model senate weekend

By Bill Fisher  
Avion Staff Reporter

Last week, five Embry-Riddle Aeronautical University's students traveled to Stetson University to attend a Model Senate. The Senate was sponsored by Stetson and according to Geoff Anderson, one of the participants, "it is designed to familiarize students with the functions of the United States Senate."

Students are assigned a senator from the current Senate and then role play that person for the duration of the weekend. The

Senate is run just like the real one and there are three main activities.

1) Each student is assigned to the committee his Senator is on and each committee holds committee meetings. The meetings are designed to clarify the meaning of bills (a bill is a draft of a proposed law) that are submitted to the committee. The Senator or Senators who proposed the bill are invited to give testimony on their proposal and present any witnesses with pertinent information.

After the committee hears all

table the bill or they may vote to testimony, they then debate on the issues and recommend amendments or changes to the bill. It then may be voted on or put away for later consideration.

2) Next the Party Caucuses convene and discuss bills that were approved by the committee.

3) The full Senate then meets and votes on bills that were passed by the individual committees. The Senators are may vote to pass the bill which then becomes Law.

Awards were presented to two ERAU students. Geoff Anderson won the Outstanding Senator award as Senator East and Joe Koch received the Outstanding Committee Member Award as Senator Benton.

Also attending the Model Senate were Jim Hurley as

## Airplane crashes into Florida swamp

By Richard B. Calvert

An Embry-Riddle Alumnus was killed recently in an aircraft accident south of Orlando. The pilot, Ernest Sherman III, graduated from the university in 1985 with a Bachelor of Science in Aeronautical Science. After ERAU, Sherman left Daytona to reside in Orlando.

National Transportation Safety Board (NTSB) investigator, Mr. Max Robas, reported that on February 23, 1986, the single-engine Piper Cherokee 6 left the Ft. Lauderdale/Hollywood Airport at 9:40 p.m. EST and crashed

at approximately 11:05 p.m. EST in a swampy area of the Deseret Ranch near St. Cloud in Ocala County. Sherman died on impact.

Robas also pointed that the Cherokee had a very shallow angle of impact and the engine was, in fact, developing power at the time of the crash.

Though the investigation is ongoing, ERAU Flight Instructor Steve Short (a close friend and former roommate of Sherman) speculated that Sherman possibly fell asleep at the controls. "It's easy to do, with the drone of the engine—especially at night on a

cross-country," noted Short.

Employed by the Orlando-based Cherokee Express Air Cargo, Sherman never bothered to file a flight plan, contrary to initial reports. A Flight plan is designed to assist rescue personnel in locating downed or lost aircraft. Sherman's plane was not found until the following day. Had he survived the initial crash, the delay in rescue operations due to his failure to file a flight plan could have been equally as fatal.

Presently, the NTSB is investigating the accident and will send its findings to Washington.



Senator Hatch Arthur Rodrigues as Senator Heinz, and Senator Shawn Murray as Senator Jefflin. The ERAU student, were sponsored by the Humanities Department.

## SGA's C.A.R.A.L. proposed to aid drunken students

By John Gealey  
Avion Staff Reporter

In an effort to help reduce the number of alcohol-related accidents in the Daytona Beach area, the SGA has created a program that will provide a ride home from local drinking establishments for intoxicated students.

The program, "Call a Ride and Live" (CARAL), is scheduled to begin Friday, March 14. It will run every Friday and Saturday from 9:30 p.m. to 4 a.m. (including the area east of I-95 (including Apartment Complex J) between the Ormond Beach Bridge (Granada Blvd.—SR 40) and the Port Orange Bridge (Dunlawton Ave.).

Any ERAU student with a properly valid ID can use this service. With the university supplying a station wagon, CARAL drivers will be volunteer students from Mike Williams' Applied Psychology class, the fraternities, the sorority, and the ROTC programs. Bob Walters, chief of ERAU security, will meet with each volunteer driver and only requires that they have a good driving record.

Linda Freeman, SGA Representative and coordinator of CARAL, says that the program "stresses confidentiality." When a similar program was offered in Spring 83, students were wary of calling the school for a ride. "Calling the school for a ride will not go on your records," says Freeman. "They can use only their first name."

## Reconstruction continues on Wright glider replica

By Carlos Roque  
Special to the Avion

Mr. Fred Mingle, Aviation Maintenance Technology Division Chairman, initiated a project last summer to recreate the Wright glider of 1902. Mingle, a former missile man in the Air Force and current private pilot and glider pilot, is interested in aviation history and the Wright brothers in particular and has personally wanted to build such a project for a long time. Heavily involved with Mingle

on the project since last summer are Michael Simonin, Michael Williams, and Thomas Fish, also AMT faculty members.

Currently, the project is in the research phase. The crew plans to build the glider here, transport it to Kitty Hawk to fly it there, and return it to ERAU where it will be placed on permanent display.

One of the problems being researched now is how to transport the glider without having to face a long assembly process at each end of the trip. The Wright brothers made no such

provisions in their plans as they built everything at Kitty Hawk.

Another problem facing the builders has to do with the fact that the Wrights were not interested in longevity. They made wing ribs in one piece that were steamed into shape. The problem with this is that ribs made in this way don't hold their shape for very long.

Currently, the team is experimenting with a jig to build ribs using a wood laminated process which should allow for a long lasting replica. One other rather minor problem is that what few drawings exist for the glider list all dimensions in meters, not feet and inches.

Upon returning from Kitty Hawk, in preparation for

display, the crew will remove all steel cables used for bracing because of strength and safety reasons and replace them with wires to more accurately recreate the Wright's 1902 glider.

Originally targeted for completion in December of this year, the project experienced a delay

See GLIDER, page 7

## School's missing official

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Also attending the Model Senate were Jim Hurley as



Avion photo by Mark Egan. Montage

#### Joe Koch and Geoff Anderson won places at the model senate

Senator Hatch, Arthur Rodriguez as Senator Heinz, and Shawn Murray as Senator Heflin.

The ERAU students were sponsored by the Humanities Department.

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## School's missing official found after 5-day absence

By Steve Cagli

Embry-Riddle public relations director Ron Marlar was found approximately 9:30 p.m. on Monday March 3, in a Daytona Beach doughnut shop.

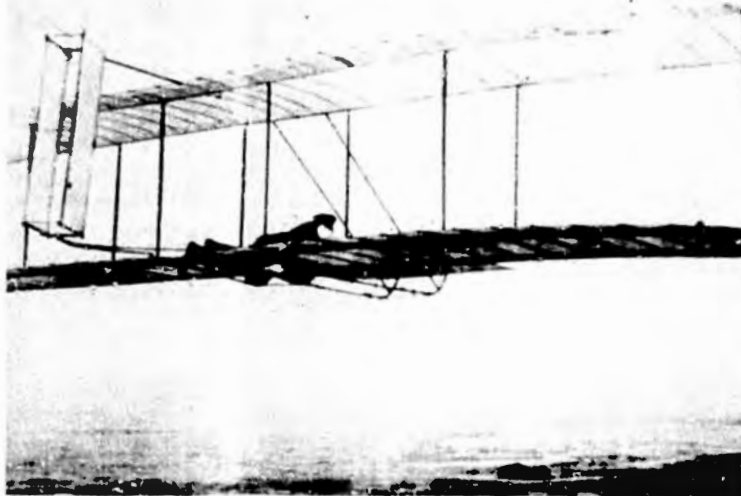
Marlar had been missing from his Ormond Beach home since Thursday, February 27. The Avion did not receive information of Marlar's return until after the paper's release on Wednesday.

According to a spokesman from the Ormond Beach Police Department, Marlar had gone for a walk Thursday morning and left voluntarily because he felt "overwrought." The spokesman said that Marlar told police he

had hitchhiked to Miami and then returned to Daytona Beach.

Marlar was recognized by an employee of Krissy Krems Doughnuts, 980 Volusia Ave., who notified Daytona Beach police. The Ormond police spokesman said that a Daytona Beach police officer picked up Marlar and took him to the station after which Ormond police and Marlar's family was notified. The spokesman added that Marlar voluntarily went to Ormond Beach Memorial Hospital for a check-up.

Marlar's wife, Sharon, was quoted in the Daytona Beach News Journal as saying, "He's back and he's safe. At this point we just need some privacy."



The 1902 Wright glider flew at Kitty Hawk, North Carolina. AMT Chairman Fred Mirgle is in the process of constructing a replica of the

famed glider. The project, which began last summer, will culminate with a trip to Kitty Hawk for an actual glider flight.

In an effort to help reduce the number of alcohol-related accidents in the Daytona Beach area, the SGA has created a program that will provide a ride home from local drinking establishments for intoxicated students.

The program, "Call a Ride and Live" (CARAL), is scheduled to begin Friday, March 14. It will run every Friday and Saturday from 9:30 p.m. to 4 a.m. and cover the area east of I-95 (including Apartment Complex 1) between the Ormond Beach Bridge (Granada Blvd.—SR 40) and the Port Orange Bridge (Dunlawton Ave.)

Any ERAU student with a proper, valid ID can use this service.

With the university supplying a station wagon, CARAL drivers will be volunteer students from Mike William's Applied Psychology class, the fraternities, the sorority, and the ROTC programs. Bob Walters, chief of ERAU security, will meet with each volunteer driver and only requires that they have a good driving record.

Linda Freeman, SGA Representative and coordinator of CARAL, says that the program "stresses confidentiality."

When a similar program was offered in Spring 83, students were wary of calling the school for a ride will not go on your records," says Freeman. "They can use only their first name."

At present, CARAL consists of one vehicle manned by two student volunteers. The vehicle will be radio and telephone dispatched. "If demand requires more vehicles, then the program will be expanded," said Freeman.

"CARAL will be tested until April 8 and is just a trial program since the present SGA leaves office April 15. Continuation of CARAL depends on student response and the next administration," commented Freeman.

A similar program was tried in the Spring of 1983. That program did not do well because of a lack of communication with the student body and the local bar owners in addition to the issue of confidentiality.

Steps are being taken to prevent these problems from recurring in the form of letters to both the local bar owners and the student body.

Editorial

Choose Wisely

In just over one week, students will once again have the opportunity to elect the people whom they would like to represent them in the Student Government Association. Unlike last year, three very different teams will be shooting for the positions of SGA president and vice-president. In addition, over thirteen candidates will vie for ten Student Representative slots. This represents a significant change from years preceding, when it was a task just to ensure that all of the vacated seats could be filled.

As the election draw ever nearer, the race for the offices becomes increasingly heated. Already, posters and flyers are strewn about campus. In addition, the candidates are continuing in the tradition of canvassing ERAU clubs for verbal and written support. Often, they attend meetings or other organizational functions, informing the clubmembers of their plans, should they acquire the office they seek. Indeed, this is a definite attempt to communicate with the student body on a more personal basis and should be encouraged. What individuals must do, however, is see through the mist of electionary frivolity and address the issues which will directly concern them and their fellow students.

While questions on campus issues should be of great importance during a discussion with these candidates, remember to ask them a few questions that they may not have prepared answers for. Spontaneity is a tool which can be well used in evaluating personality and motive. If a candidate formally speaks to the group, try and record the session for the benefit of others who may not be present. Remember, unless the club officers specifically state that any endorsement made for a candidate is strictly the opinion of the officiating body, they speak for an overwhelming majority of the organization's membership.

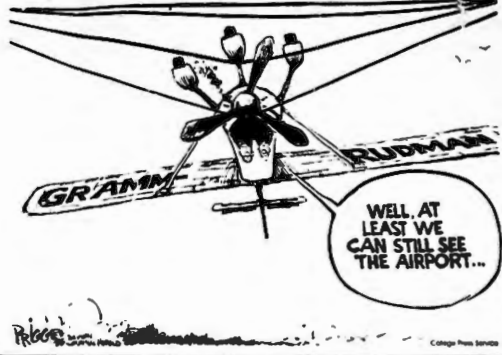
The Student Government Association operates annually on a budget in excess of \$150,000. The SGA president is ultimately responsible for insuring that these funds are being used to benefit the student body of Embury-Riddle. In addition, the next administration will receive tuition assistance while in office. This measure in itself implies a sense of accountability; and should be noted.

Look carefully at these candidates. Search beneath the political mirages that often surface during elections, and don't hesitate to ask until you receive an answer which is adequate in your own mind. Look for their weaknesses, but research their strengths as well. In all, before you as a club organization...

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Letters to the Editor

Shape Up

To the Editor:

As a representative of Future Professional Women in Aviation I am seeking an apology to our club, as well as many other clubs on campus, from the Avion concerning the repeated practice of leaving out club articles and then not even acknowledging the fact that they had received them.

Members of F.P.W.A. have confronted the officers with complaints about our lack of notification through the Avion and wondering why we don't submit articles. The officers have done their duty by submitting articles but the Avion has not done their job.

I have noticed that rarely are the various R.O.T.C. or Fraternity articles left out due to the lack of space. This service is supposed to be for all of the clubs, not just the most prominent. If for some reason space is limited, at least do us the courtesy and provide an acknowledgment of the un-

turned in but overlooked. I have in fact confronted the Avion twice in the past about it. I think that someone should carefully review the way the club and organizations articles are handled, and be more sensitive to the clubs who take the time to provide articles each week.

Diana Simon  
Secretary/Treasurer F.P.W.A.

Editor's note: It is an unfortunate matter when a mistake occurs, and we do thank you for bringing the issue to our attention.

The Avion is a student newspaper, and we make every effort to assure that it works in favor of the student.

Though we do maintain our policy of non-obligation concerning printing of any material within the Avion, we can appreciate the time and effort that your writers have placed in their club articles, and do apologize for apparent neglect.

Friendly Spirits

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To the Editor:

This is in response to the recent letter from Mark Lydos and Company.

This group of individuals may be concerned about the lack of spirit on this campus but has not helped it in the least with their attacks on the most involved organization. We have many growing and interesting events that we could help develop and take advantage of.

The athletic program is indeed lacking but, with the help of the Student Government Association, University Administration and outside contributors we should be able to build upon the existing athletic groups.

Presently the baseball, lacrosse, soccer, track, and golf teams compete against other colleges and universities. These programs are our stepping stone to a successful athletic program that could include other sports. I commend the existing athletic groups and urge them and others to work together in building our spirit and pride.

As for the comments against our fraternities and sororities; these groups have shown the most interest in building pride and spirit on this campus and assisting the community with

of our campus community. I congratulate the fraternities and sororities with their activities on our campus and look forward to continued involvement.

Many other clubs and organizations have helped this campus increase its low spirit and pride and I hope that in following trimesters we all will be able to work towards a common goal. To enjoy the social and educational atmosphere and be proud that we graduated from the best aviation school around.

Jeff A. Kohlman  
SGA Vice President

That's the Ticket

To the Editor:

Recently, I, like many others, was issued an infamous ERAU traffic citation. No, this was not for reckless driving, parking on the sidewalks, running over pedestrians, driving across the baseball field, or anything else like that. It was for an "Expired Parking Permit." Wait a minute,

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See LETTERS, page 6

Klyde Morris wes oleszewski

A comic strip titled 'Klyde Morris' by wes oleszewski. The panels show a character named Klyde Morris being repeatedly smacked or smacked with a ball. The dialogue includes: 'THE LAST THING YOU USED TO LEARN AS A NEW YOUNG REPUBLICAN WAS THAT THE PALM OF YOUR HAND SLAP IT TO YOUR FOREHEAD... LIKE THIS... RECOGNITION SALUTE!', 'SMACK!', '...IT'S HOW WE RECOGNIZE ONE ANOTHER. ON... GET IT. SMACK!', 'IF YOU DO LONG ENOUGH YOU'LL START TO THINK LIKE ONE OF US. SMACK! SMACK! SMACK!', 'AND SPRING CHEMPING BIRDS, FRESH AIR... KRACK!', '...AND SPRING BEANS SOFT-BALL... SMUCK!', 'LINE DRIVE! GREAT SWAG KLYDE!', 'LET'S STOP PLAYING GAMES, THIS COMMITTEE GAVE OUR AMERICAN ACTIVITIES THIS YOUR NUMBER ONE PRIZE.', 'OH SURE YOU'VE LIEG US TO THINK YOU'RE A REGULAR GUY ON CAMPUS, BUT WE KNOW BETTER. TWO IS NINE! NINE'S GONE ON HERE SOME KIND OF.', 'EXPLAIN THIS PHOTO COMMITTEE!', 'THAT'S MY PICTURE PRESSED ON A PHOTO WITH A THOUSAND OTHERS.', 'AH-HA! SOON YOU DO KNOW THEM! HEY, YOU GUYS ARE SURELY REPUBLICAN!'

Avion logo with a stylized arrow. Text: 'Funded by the Students of Embury-Riddle 1988 the Avion Newspaper'. Editor-in-Chief: Richard Calvert. News Editor: Steve Cagle. Managing Editor: Tim Van Milligan. Business Manager: John Trombly. Photo Editor: Mark Stern-Montgomery. Systems Manager: Gordon F. Crago. Advertising Manager: Sabrina Petchar. Production Manager: Allen Berg. Lab Technician: Ken Saunders. This week's staff: Rob Wait, Richard Clarke, Don Pysar, Brian Nicklas, Peter Merlin, Rich Grey, Jesse Clark, John Getzy. The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body. Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. Let- ters written shall continue themselves to single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor. The Avion Editorial Board members are: Richard Calvert, Gordon F. Crago, James Banks, Tim Van Milligan, Mark Stern-Montgomery, Steve Cagle, and Jim Markward. The Avion is an Associated Press member newspaper, and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advisers, and the Associated Collegiate Press.



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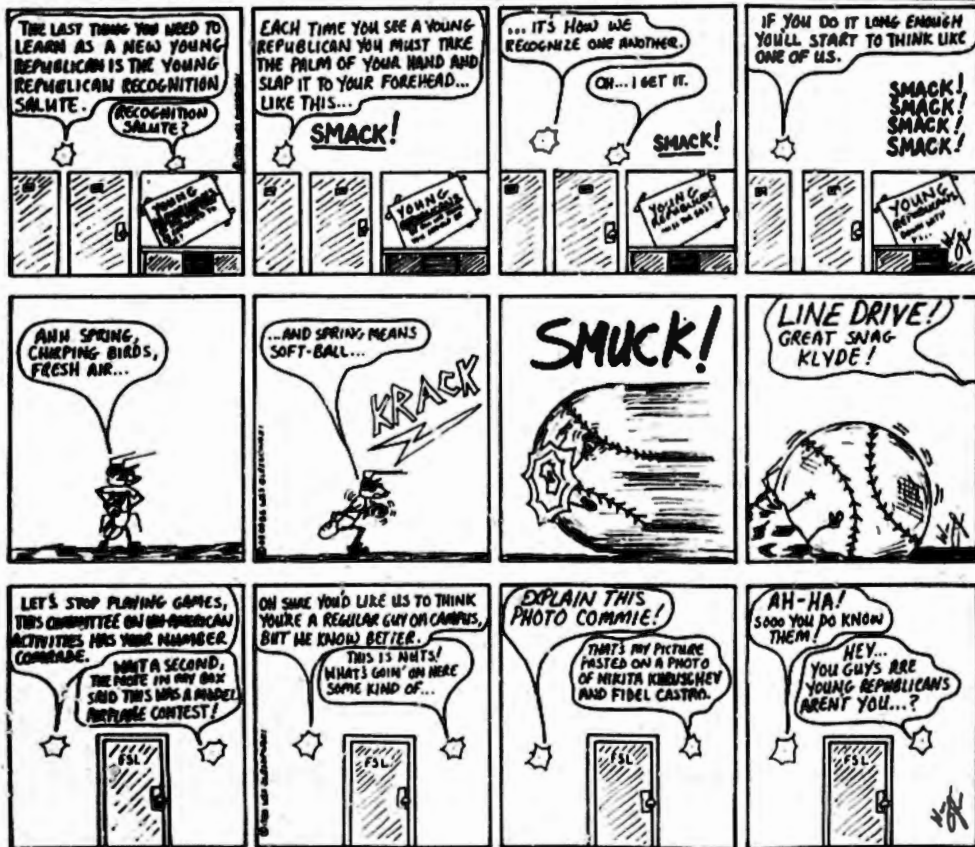
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See LETTERS, page 5

# Klyde Morris

# wes oleszewski



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This week's staff: Rob Watt, Richard Clarke, Don Fyser, Brian Nicklas, Peter Merlin, Rich Grey, Jesse Clark, John Getsy

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The Avion is produced by a volunteer, student-journalist staff weekly throughout the academic year and bi-weekly throughout the summer. The Avion is funded through student government fees and advertising revenue.

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: (904) 252-8661 Ext. 1082

### Student Forum

## Do you think the ERAU bookstore should release current listings of univ. textbooks to area retailers?



**Rawson Wood**—"Yes, I think competition always is beneficial to the consumer. I'm totally in favor of that. I think it would bring down prices for the students and make them be more competitive and basically streamline their whole operation and avoid waste."

**James Lizotte**—"I believe it would help. It would probably give a little competition. If you could say that, and maybe lower the prices which would help us all."

**David Glover**—"Yeah it would make access to some of the books easier."

By Donald Fyfar  
Avion Staff Reporter

The Student Government Association is currently working on a number of projects in committee to benefit the student body. Many of the projects are scheduled for completion before the end of the coming trimester.

A new hole punch and paper cutter have been purchased by the SGA to replace the old ones removed from the library, and

they are available for use at the SGA office.

Very soon, students will be able to purchase money orders through the Student Government Association; additionally, a plan exists to give students discounts at local merchants.

In an effort to control Dorm apathy, a joint Housing/SGA committee is planning a skating party and bowling tournament. Transportation provided by Riddle's school bus.

Perhaps the most noticeable of the special SGA projects will be the hanging of the "Pitts" Special from the ceiling of the U.C. The Pitts Special is a small bi-wing aircraft that was donated to the school and now sits out on the maintenance ramp, 750 feet above the ground. Before the plane and prepare it for its hanging, which will coincide with Embry-Riddle's 60th Anniversary celebration.

## NTSB rep visits Embry-Riddle

By Steve Cagle

Wednesday, March 5, Riddle alumnus Greg Feith, currently with the NTSB, gave a slide show presentation on aircraft accidents he has investigated. The highlight of the evening was his description of the investigation of the Eastern Airlines Boeing 727 crash in La Paz, Bolivia that occurred on January 1, 1985.

Feith graduated from ERAU in 1981 with a degree in Air Studies with a concentration in Flight. While at Riddle, he got involved with the NTSB through a Co-op position and after graduation was hired as one of the youngest accident investigators on the Board.

Feith said one of the major parts of his job is playing "Dick

Tracy" in trying to piece together evidence and information from accidents in order to determine not only the direct cause of the accident but, also, any contributing causes. According to Feith, what he has learned has been the result of on the job training with the Board.

Feith is one of the youngest people working in this field, and he joked, "My boss is old enough to be my grandfather." His job is one that would seem best suited for a young person as he is on the road seven months each year, however, he noted, "this is by choice."

The NTSB not only investigates aircraft accidents, but also highway, railroad, marine, and pipeline accidents as well.

The NTSB is also lending its expertise in piecing together accident wreckage to NASA in the investigation of the Shuttle accident. Feith noted that he would be going to Kennedy Space Center in a few weeks to assist in the investigation.

The highlight of the evening was Feith's description of his climb of the 21,223 foot Mount Illimani in Bolivia. Before the climb the NTSB had already determined the cause of the accident as being that the airliner was on the wrong airway and was also 12 miles off course.

Due to the information uncovered in the investigation, Eastern Airlines reworked their procedures for flying in Central and Southern America.



**Bill Montgomery**—"I guess it would be a good idea and then there may be some competition between the two of them and lower their prices or give the students a better chance."



**Frank Rodericks**—"Yes, I believe they should. I had friends at ASU and they had released those. You go to the book store available in Prescott and Vis- versa."



**Alan Williams**—"Yeah I think it would be a good idea. I think it would give us, the students, a choice and an option of places to stand of being restricted to just one place and one price."

## LETTERS

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charge. "That's just the way it is," they said. How can ERAU Security issue tickets for "invalid stickers" when they are not invalid; after all, they do say \$5.86. "Don't worry," the man in the blue shirt and straw hat said, "your first ticket is just a warning." Well that's just great, I've lost my one warning on a ticket that should have been a warning. Does anyone make any sense of this, or am I missing something? How can we let the Security

Office get away with this? The students are getting the shaft once again. It's high time the SGA and Student Court get involved and do something about it. Riddle Security could do a lot more service to the students if they were there to help prevent break-ins to vehicles and get off of this rampant revenue-generating ticketing spree they're

Derry Anderson  
Box 5515

### Open Letter



**Rawson Wood**—"Yes, I think competition always is beneficial to the consumer. I'm totally in favor of that. I think it would bring down prices for the students and make them be more competitive and basically streamline their whole operation and avoid waste."



**James Lizotte**—"I believe it would help. It would probably give a little competition. If you could say that, and maybe lower the prices which would help us all."



**David Glover**—"Yeah it would make access to some of the books easier."

SGA to replace the old ones removed from the library, and transportation provided by Riddle's school bus.

## NTSB rep visits Embry-Riddle

By Steve Cagle

Wednesday, March 5, Riddle alumnus Greg Feith, currently with the NTSB, gave a slide show presentation on aircraft accidents he has investigated. The highlight of the evening was his description of the investigation of the Eastern Airlines Boeing 727 crash in La Paz, Bolivia that occurred on January 1, 1985.

Feith graduated from ERAU in 1981 with a degree in Air Studies with a concentration in Flight. While at Riddle, he got involved with the NTSB through a Co-op position and after graduation was hired as one of the youngest accident investigators on the Board.

Feith said one of the major parts of his job is playing "Dick

Tracy" in trying to piece together evidence and information from accidents in order to determine not only the direct cause of the accident but, also, any contributing causes. According to Feith, what he has learned has been the result of on the job training with the Board.

Feith is one of the youngest people working in this field, and he joked, "My boss is old enough to be my grandfather." His job is one that would seem best suited for a young person as he is on the road seven months each year, however, he noted, "this is by choice."

The NTSB not only investigates aircraft accidents, but also highway, railroad, marine, and pipeline accidents as well.

The NTSB is also lending its expertise in piecing together accident wreckage to NASA in the investigation of the Shuttle accident. Feith noted that he would be going to Kennedy Space Center in a few weeks to assist in the investigation.

The highlight of the evening was Feith's description of his climb of the 21,223 foot Mount Illimani in Bolivia. Before the climb the NTSB had already determined the cause of the accident as being that the airliner was on the wrong airway and was also 12 miles off course.

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### Open Letter

By Dennis J. Raposa, Jr.  
SGA Representative

Being the SGA Dorm Representative I feel that I have to speak out on the issue of our filthy dorms.

In my report on the state of on-campus housing, I noted that one of the major problems not only in the dorms, but on the campus as a whole, was maintenance. I.e.'s not kid ourselves any longer. Triangle Maintenance is doing a very poor job with the handling of the Unleashy Contract.

In the dorms the bathrooms are extremely dirty. It's no secret,

they are not being cleaned effectively.

In a recent editorial, someone noted that maybe Triangle should use cleansers to clean the bathrooms. I think they should, too. Cleansers will not do the trick, though someone I met with scrub and I rarely, if ever, see anyone doing that.

The toilet paper problem is not amusing. I think not have to write this article begging to have toilet paper adequately supplied to the students in the dorms.

The University Contract is also an area that is not well maintained. I think the only way that I

ever saw the floor clean was right before the Board of Trustees had their Fall meeting here on campus. It is not as dirty as it was last fall, but it is far from being called satisfactory.

The price that the students pay for being enrolled at Embry-Riddle is far from inexpensive. For this price they should be getting a cleaning service that will clean up as much more than just satisfactory or adequate service. They should be receiving the best.

Mr. Poustain, I am not trying to make the decision for you to keep or relieve Triangle

Maintenance. I would just like to convince you that Triangle Maintenance has not been keeping our school up to the same standards that it has in the Aviation Industry.

I am strongly recommending that you relieve Triangle Maintenance of their contract. They have had plenty of opportunities given them to improve their service. They have violated their contract to this school by not living up to our expectations. They have strayed off the path before and, the way I see it, will probably do so again.

## Writing class features odd gender ratio

By Beth Arthur  
Special to the Avion

Is it really true? Is there really a class at ERAU with fewer guys than girls? This has been rumored, even by some faculty.

Impossible you say? Well, it's not. In Mrs. Magaha's Advanced Writers Workshop (HU 295), the girls really do outnumber the guys. It actually looks like a normal class as a real school!

Other than just a bit of history in the sex anatomy, the feminine presence adds a "touch of class." For example, last Monday, instead of grabbing a beer at the local dive, (before attending the presentation by author Harry Crews), the class vined and dined on fine Italian cuisine. This type of activity exemplifies the cohesion and spirit of the class.

Even more noticeable, though, is the change in the masculine attitude. No longer is the lone girl in the class subjected to vulgar or sexist remarks. Now that the scales are more equally balanced, the class has overcome such communication barriers and can work and interact as equals.

At any rate, as the class collaborates on different issues, it's a minor miracle at Riddle.

## Dorm filth: SGA rep. wants cleaning firm hired

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# What can the Student Government do for YOU ?

Time for a change...

**KASH / BZEZINSKI**  
President / Vice President

Your vote **MAKES** the difference!

# German Airships from an American view

By Brian Nicklas  
Avion Staff Historian

**The Golden Age of the Great Passenger Airships, GRAF ZEPPELIN AND HINDEBURG** by Harold Dick and Douglas H. Robinson. The Smithsonian Institution Press, Washington, DC. 224 pages, \$6.84 W illustrations, 324 p.

The one era of flight that continues to be described in romantic terms is the period between the two World Wars, with airline travel one of the prime areas of focus. The aircraft which was the epitome of grace for the time was the airship, usually the Graf Zeppelin or the ill-fated Hindenburg. The possibility of a book written from "the inside" about these two floating behemoths and written by an American engineer would seem remote to the point of impossible. But here, in almost recent terms, is the story of the

two most famous dirigibles. As an employee of the Goodyear Zeppelin Company in Akron, Ohio, Harold Dick spent five years at the home of these silver cigar, Luftschiffbau Zeppelin in Friedrichshafen, Germany. As an observer of German lighter-than-air operations, Dick became the only American to make 22 transatlantic crossings in passenger airships. It was while on these flights and in the workshops in which Dick officially (and unofficially) took photos, drawings and anything else pertinent to the design and construction of these rigid gasbags. As his stay among the Germans progressed, Dick became friends with Hugo Eckener and his son Knut, who ran Luftschiffbau Zeppelin. The crews of the airships also took him under wing, to the point of looking for his presence among them whenever they went aloft.

Included in the photos are snots of the damaged lower vertical fin of the Hindenburg, which was broken during the accident for a Nazi propaganda flight over Germany in 1936. Also taken at the same time is a shot of the Graf over the Hindenburg as the younger ship is being eased out of its shed. There are possibly the only photos in existence of these events, because the Nazi officials confiscated cameras after the mishap with the Hindenburg. Dick's film survives because he hid his camera under his coat. As a Massachusetts Institute of Technology educated free-bulloon and blimp pilot, Dick offers a unique point of view which is kept from being autobiographical by the assistance of historian Douglas Robinson, who specializes in the story of dirigibles.

Lrought up, Dick covers the engine problems of the Hindenburg on her first flight to South America, and her carriage of a "small airplane" on her second trip to Rio. This small airplane was the Buckler Jungmeister of stunt pilot Alex Pampuna, who used the craft in airshows throughout the Americas. Many of Dick's charts and graphs are reproduced, such as the weather map gathered during one trans-Atlantic voyage. It is these pieces of history, gathered from a personal standpoint, that make this book such a pleasure to read. The tone of the book is sometimes harsh, but an explanation in the foreword, the opinions expressed are exclusively Harold Dick's. This book offers an insight into a world that may never again be seen.

Review copy courtesy of Smithsonian Institution Press.

# Boeing and Japanese team up

Associated Press

SEATTLE — The Boeing Co. and Japan's major aircraft builders say they have agreed to pursue joint development and production of a new high-technology commercial jet called the 737.

In a statement Wednesday, Boeing said the announcement was made in Tokyo by Boeing President Frank Shrontz and Kenkou Hasegawa, chairman of the Japan Aircraft Development Corp., the coordinating agency for the Japanese companies involved with the 737.

The new jet is planned to enter service in 1972, and will be the first of a new family of advanced jet airliners. The agreement calls for the Japanese companies to have a 25-percent share in the project, which Boeing says could cost as much as \$5 billion.



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Peter S. Hawes  
Associated Press

BRIDGEPORT, Conn. — A small commuter airline based in Bridgeport on Monday assumed control of a larger but troubled competitor in a move that officials said will result in better service and staff reductions at the acquired company.

An official of Business Express Airlines confirmed at a news conference that his company had bought 80 percent of its stock of Gorton-based Pilgrim Airlines and that negotiations were under way for the purchase of the remaining 20 percent from New Air, a New Haven airline that had merged with Pilgrim last spring.

Pilgrim's founder and largest shareholder, Joseph M. Fugere, had said Friday that he held control of his airline to Business Express, but neither he nor Business Express officials would discuss details prior to the news conference.

Business Express president James H. McManus would not divulge the purchase price, saying both Pilgrim and Business Express were private companies that were not required to release financial data. Additionally, he said Fugere did not wish the price disclosed.

McManus said Business Express immediately would restore Pilgrim's former routes from Gorton, New Haven and Bridgeport to Washington, He said the company also would replace Pilgrim's fleet of what he called "slow, old and unpressurized" planes and would improve the airline's on-time performance and the quality of its staff employees.

"For one thing, passengers will be happy employees," McManus said in a reference to a frequent critic of Pilgrim's employees as disgruntled.

Pilgrim, a has had other problems, too, including significant debt and the recent seizure by the state of a Pilgrim plane in a dispute over \$11,000 the airline own Connecticut for fuel taxes.

"It's no secret Pilgrim has had some troubled times of late," McManus said. "Their financial condition has been deteriorating rapidly."

Neither McManus nor Fugere would supply earnings figures.

James J. Rice, chief of the aeronautics bureau of the Connecticut department of transportation, estimated Pilgrim's worth at between \$10 million and \$12 million.

McManus said the purchase of Pilgrim will include the airline's debt, most of which relates to equipment financing. McManus said the extent of Pilgrim's debt was unknown, but that an audit was under way to determine the amount.

"The debt I am aware of ... is

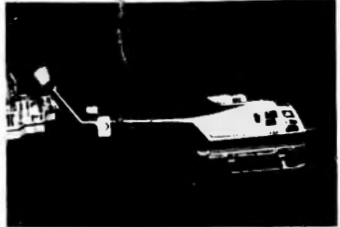
quite reasonable, not onerous," he said.

For the time being, Pilgrim will be operated separately under the name Business Express-Pilgrim, but McManus said the operations likely would be combined under a single Business Express in 12 to 18 months.

Using current figures, the combined companies have 32 aircraft, 375,000 passengers; estimated annual revenues are about \$35 million and McManus said the airline carried a total of about 350,000 passengers in 1965.

McManus, who is chairman of Business Express parent, the Western-based Marketing Corp. of America, said it was "too early to tell" how many of Pilgrim's 325 workers would be laid off. He said "there will be some consolidation of employees, particularly of ticket-counter and maintenance personnel."

Pilgrim Airlines was formed in 1962 and last year was the 17th



# ERA Helicopters marks high point with choppers

Associated Press

ANAHEIM, Ca. — The ERA Helicopters fleet of 23 Bo 105 CBS Twin Jet helicopters recently surpassed 50,000 flight hours, despite the fact that most have been in service less than three years, at the company's Lake Charles, Louisiana and Anchorage, Alaska facilities.

ERA is the largest operator of MBB helicopters in the United States, and have used the multipurpose vehicles since September, 1961. Headquartered in Anchorage, ERA Helicopters has operated in the Gulf Coast for a little more than seven years. With over fifty helicopters presently in service, the company's Gulf Coast division covers a 400 statute mile area in Louisiana and Alabama shorelines. ERA is

a subsidiary of Rowan Companies in Houston, Texas. According to Chuck Johnson, Executive Vice President of ERA, the 50,000 hour mark was easily reached because of the Bo 105's high demand. Cited as reasons for the ship's popularity was it's payload range, comfort and reliability. Johnson also added that "Our Gulf of Mexico customers especially appreciate the air conditioning."

Manufactured by Messerschmitt-Boelkow-Blohm GmbH in Germany, the Bo 105 CBS Twin Jet III was the first light twin helicopter offered on the commercial market and the first to employ five-blade rotor blades with the MBB hingetile rotor system. In fifteen years of production, the Bo 105 has exceeded 1,500,000 flight hours in commercial, civil and military roles.

# Arizona crash claims one

Associated Press

AJO, Ariz. — Two F-15A jet fighters assigned to Luke Air Force Base have crashed in southern Arizona while on training missions, killing one pilot and injuring another, a Luke spokesman says.

Both men were instructor pilots assigned to Luke, according to Groves. Groves said the crash occurred about 1 p.m. Friday about 20 miles southeast of the desert community of Ajo in an area that was part of the Gila Bend Gunnery Range used by Luke for training missions.

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"For one thing, passengers will be happy employees," McManus said in a reference to a frequent critic of Pilgrim's employees as disgruntled.

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Pilgrim Airlines was formed in 1962 and last year was the 17th largest commuter airline in the nation and the largest in New England. It serves 14 cities including Washington, New York, Montreal and Toronto.

Created when MCA acquired the former Atlantic Air in the fall of 1964, Business Express serves nine markets including Philadelphia, Boston, Hartford and Baltimore.

The airlines overlap in three cities — Gorton, New Haven and Hartford — although the companies use different airports in Hartford.

McManus said Pilgrim first contacted Business Express about a possible sale last fall but that discussions ended after Pilgrim agreed to be acquired by a group of New Haven businessmen that included Business Express officials. That deal fell through, however, as Business Express and Pilgrim renegotiated negotiations in early February, he said.



jet liners.

The agreement will allow the Japanese companies to have a 25-percent share in the project, which Boeing says could cost as much as \$3 billion.

"The 717 partnership is the logical progression for our colleagues who have been program participants in the Boeing 767 production," Shrontz said.

Hasegawa said the Japanese will take part in research and development currently under way, as well as in management of the project.

Boeing has cooperated with Japanese firms since 1969 with Japanese construction of structural assemblies for the jumbo jet 747, and since 1978 in connection with the production of the state-of-the-art 767.

The Japanese and Boeing agreed in March 1984 to pursue a possible joint development of a new medium-sized airplane.

The 717 is planned to be a 150-passenger plane using advanced technology to increase efficiency and reduce operating cost.

Plans call for a new type of engine, advanced wing design, lightweight materials, new avionics and digital communication systems.

The Japanese participants in the venture include Mitsubishi Heavy Industries Ltd., Kawasaki Heavy Industries Ltd., and Fuji Heavy Industries Ltd.

Boeing discounted concerns that the partnership would later fuel a competitive edge for the Japanese.

"Boeing would be naive to believe that they are not interested in creating a healthy aerospace industry of their own," said Boeing spokesman Jack Gamble. "But at this point in time there is a tremendous value to us in having them as a partner. It's a risk we're willing to live with."

"No single company can bear those kinds of costs in this day and age," he said.

For example, Boeing will have spent \$300 million on research and development of the new plane by the end of this year.

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Douglas Aircraft photo

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Avion photo by Brian Nicklas

This Air Force T-43 and its alumni pilot were some of many guests at last year's Skyfest. This year's show stands to be even better, as it salutes ERAU's 60th Anniversary.

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Created when MCA acquired the former Atlantic Air in the fall of 1984, Business Express serves nine markets including Philadelphia, Boston, Hartford and Baltimore.

The airlines overlap in three cities — Groton, New Haven and Hartford — although the companies use different airports in Hartford.

McManus said Pilgrim first contacted Business Express about a possible sale last fall but that discussions ended after Pilgrim agreed to be acquired by a group of New Haven businessmen that included New Air officials. That deal fell through, however, and Business Express and Pilgrim renewed negotiations in early February, he said.

## Smithsonian launches aero-magazine

By Brian Nicklas  
Avion Staff Historian

There is a new magazine on the horizon for aerospace enthusiasts, and it is produced by the National Air and Space Museum (NASM) of the Smithsonian Institution. Titled Air and Space, the magazine promises to be interesting not only for expert readers, but also for the novice with a minimum of knowledge.

Obtaining the magazine will not be by subscription, but as a membership benefit when becoming an associate member of the National Air and Space Museum. Other benefits will include invitations to museum functions and notification of special events.

Although produced by an editorial staff housed at the NASM, the articles, stories and photos will be written by freelance journalists to allow a wider range of topics to be covered.

majority of Air in an area that was part of the Gila Bend Guntery Range used by Luke for training missions.

He said Britt ejected from his jet, but McCarthy did not. Their planes reportedly fell about two miles apart.

# Valiant Air Command takes on the past and wins

By Brian Nicklas  
Avion Staff Historian

The Valiant Air Command (VAC) held their airshow which saluted the Doolittle Raiders this past weekend, and the appreciative throng as well as the VAC enjoyed every minute of it. Now the East Coast's largest "Warbird" gathering, this annual event pulls in fans from around the world. With the proceeds to benefit the ongoing VAC museum, many paid not only to see the airshow delights, but also to see and smell the "heavy iron" up close. This also had the benefit of letting the crews and the public trade stories about their favorites or find out how big the plane is in relation to the

tiny cockpit.

Rarities at this year's event included the Lockheed P2V Harpoon and P-38 Lightning, while more abundant were the North American T-6 / SNJ's. For the fighter fans, delight was found with seeing 12 P-51 Mustangs, and the 17 Doolittle Raiders must have been so that speechless by the sight of 8 B-25 Mitchell bombers.

Modern aircraft were also on display, primarily Navy craft to show the 75 years of Naval Aviation.

As the sun set Sunday, three days of fun had gone by, and participants went home with souvenirs, sunburn and memories.



Avion photo by Ron Saunders



Avion photo by Mark Storm-Monaghan

(Left) Coke Stuart of Valosta, Ga., was stood on his nose while taxiing his PT-17 by the crowd Saturday. Repaired quickly, he flew the Stearman again Sunday. (Above) "Whistler's Mother", one of the Douglas A-26 Invaders that were used extensively in WW II, Korea and Vietnam.



Avion photo by Ron Saunders

(Left) While the best spot was where ever you happened to be, this youngster tries to pull the airshow closer. (Above) "Dolly", a P-51 Mustang, forms up on a B-25 Mitchell during the many events surrounding the Valiant Air Command airshow. (Right) Some of the surviving members of the famed "Doolittle Raiders" gather around "Special Delivery", a Navy PBJ-1 patrol variant of the Mitchell bomber in which they made their historic visit to Tokyo. Leaving the dock of the carrier *Hornet* at 8:20 the morning of April 18, 1942, the Raiders left with 16 aircraft on a journey that would surprise the Japanese, and force the enemy to guard more carefully her homeland.

Avion photo by Brian Nicklas



Avion photo by Mark Storm-Monaghan

**ACE HOBBIES**  
One of the Largest selections of **RADIO CONTROLLED** Air planes • Cars • Boats

**Campus Clubs and Organizations**

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...the morning of April 18, 1942, the Raiders left with 16 aircraft on a journey that would surprise the Japanese, and force the enemy to guard more carefully her homeland.

Avion photo by Ron Saunders

Avion photo by Mark Storm-Monaghan

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**Campus Clubs and Organizations**

The deadline for submitting materials for the AVION is 6 p.m. on Wednesday preceding the date of publication. Articles submitted on computer diskette have a one day extension, until Thursday at 6 p.m.

**SeaEscape Adventure!**  
Join the Spring '86 Grads for a Sunny Atlantic Cruise!  
Bring your college friends and party onboard with us. Your fun aboard the SeaEscape includes:  
• 3 meals (all you can eat!)  
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**A Full Day and Evening of Cruising for just \$44!**  
Join us April 5, 1986  
Price includes round trip motorcoach service from local beach hotel to Port Canaveral. Contact Student Activities to sign up and for details.

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**Professional Wrestling comes to the AVIOFF!**

Join the brawl! Contribute to this year's AVIOFF Deadline for submissions March 30, 1986

**L-5 AEROSPACE SOCIETY**  
Presents  
**The Second Modern ERAU Model Rocket Competition**  
Saturday, March 22, 1986

Special NEW EVENT For this year's contest "Spot Landing"

Prizes in these Events:  
• "A" Engine Parachute Duration  
• "B" Engine Streamer Duration  
• "C" Engine Egg-lifting Duration  
• Spot Landing

Rules and registration forms available in the Avion office.

**The Co-op Corner**

**Foreign student establishes co-op with air cargo company in Caribbean islands**

By Jeff Guzzetti  
Avion Staff Reporter

Ian Blackman is a foreign student enrolled in the Aviation Management program. Last summer, the 22 year-old native of Barbados established his own co-op with the Caribbean Air Cargo company, which also happens to be native to Barbados.

"I was a Management Trainee," explained Blackman, who is the third foreign student to co-op from Riddle. "I worked for a semester and a half... from June until December."

Blackman went on to explain his duties for Caribbean Air Cargo: "I was involved with market research and the compiling of statistics. I got figures

together for high-level managers. Caribbean Air Cargo consists of a fleet of DC-3s for inter-island routes and 707s for routes to New York, Miami and Houston. Blackman wrote to the company several times and coordinated efforts in the Career Center to establish an Embry-Riddle co-op position there. Filled by the endorsement of the

**"It gave me a feel for the industry and a shot for a job after I graduate."**

company's general manager, an ERAU alumna, the effort was successful and Blackman prospered greatly.

"It was an education in itself,"

the senior explained. "It gave me a feel for the industry and a shot for a job after I graduate."

Perhaps the most educational experience that Blackman received was his involvement in the forming of a ground handling company to serve Caribbean Air Cargo. "I was exposed to all the different factors of starting up a company from scratch," he commented. "I drew graphs and compiled statistics. The project was kept secretive because of competition."

Blackman lived at his home in Barbados while working for the



Ian Blackman

cargo company; it was only a twenty-minute drive. Even though he was paid a relatively low salary of \$400 per month, Ian still managed to save some money and enjoy the tropical climate.

"It was great," Blackman summarized. "I would definitely recommend the co-op program to all students."

**Senior Class project and party confirmed**

**Volunteers needed to reach financial goals**

By Claude Franco and William J. Krebs  
Senior Class Council Communications

Seniors, pre-graduation activities are at hand! Since our first meeting a great deal has been accomplished.

Thanks to Leo Fernandez and his committee, a list of discount hotel accommodations for visiting family and friends of graduates has been compiled. The lists will be mailed to the graduate's homes this week and will also be available in the Student Activities office.

Ann Meireles has prepared the master ballot for the Outstanding Faculty Member Award, to be presented during the Graduation Social on Friday, April 25. The voting process on this important issue will be carried out at the next (and last) general Senior Class meeting currently scheduled for Monday, April 7, at 8 p.m. in the University Center.

Finis' has been selected by the Senior Class Council as the location for our major party on Thursday, April 24. Party Chairman Armando Segarra and the staff are planning a bay ride the night of the bash and several pre-party parties to be held between now and then. Among these events is a Sea Escape cruise for the student discount rate of \$44 and a St. Patrick's Day party on March 17. Details will be posted in the Student Activities office as they become available.

By a unanimous vote of the Senior Class Council, a painting of the Space Shuttle Challenger and her crew will be commissioned in a joint effort with the L-5 Aerospace Society. L-5 conceived of the project, laid the preliminary groundwork and made contact with local artist David Belim, who will begin work this week. He expects to complete the project in time for its presentation to the University at the 60th Anniversary Celebration on April 13. The cost of the project is \$1,200 and will be split evenly between the two organizations.

To accomplish our party and project goals, money must be raised. The Senior Class has been granted four concession booths at the Ocean Center and must fill at least 10 slots for each of the six shows remaining this month. Volunteers are desperately needed. Of course, they will be able to attend the show for free. Contact Student Activities immediately to get on the list.

Other fundraisers include a skating party on March 20 at Skate City from 7:30 p.m. to 10:30 p.m. The cost is \$2.75 with a student I.D. The class will also be selling T-shirts, beer mugs, buttons and donuts. In addition, a barbecue is planned.

President Brian Ferguson has sent a memo to President Tallman about the alignment of classes by graduation year. Also, he announced that graduation invitations are now available in the bookstore.

Only 50 days left, Seniors. Attempt to get the most out of each one!

**L5**

**Aerospace Society**

By Jim Banke  
L5 President

The L5 Aerospace Society will hold its next meeting tonight (Wednesday) at 7 p.m. in room A-201.

Tonight we will have the third lecture in our six-week series reviewing the past, present, and future of the space program. We will talk about the space shuttle program, look at its beginnings, review how the shuttle works and is put together, and discuss some of the implications of the Challenger tragedy.

NASA has provided some literature about the shuttle and

associated topics so come for the goodies. Tonight's video will include some shuttle footage. Next week we will remember the first 25 flights of the space shuttle and learn the many space-firsts accomplished in the Space Transportation System.

Our activities for the month of March include our every-term cook out/picnic, a model rocket competition, and an early morning Comet Halley stargazing session at the Canaveral National Seshores.

This Saturday, March 8 at 10 a.m., we will have a model rocket sport launch at Mainland Senior High. We'll provide the launch

stand and maybe an engine or two, and you bring your favorite rocket to launch. The event is open to the public and everyone is invited.

Saturday, March 22, we will have our second annual Model Rocket Competition. This year we are adding a fourth contest to the line up. You can enter your model rocket in an "A" engine parachute duration, "B" engine streamer duration, "C" engine egg-toss, or spot landing contest. Complete rules are available at tonight's meeting, or on the front desk of the Avion office.

The cook out/picnic will follow the competition on that

Saturday. Our treasurer Todd Rothemel promises an experience we won't forget. *Lord knows we haven't forgotten last year.*

Work is proceeding on having a painting commissioned as a memorial for the crew of the Challenger. We have the artist, the concept, and the money. The Senior class has agreed to donate some funds towards the project, and we thank them for their financial support.

The next NASA launch will be May 1 — a Delta un-manned booster will launch a weather satellite, and you can bet we'll be there for the festivities.

See you tonight at 7 p.m. in A-201.

**A day that could**

This Saturday, March 8 at 10 a.m., we will have a model rocket sport launch at Mainland Senior High. We'll provide the launch

stand and maybe an engine or two, and you bring your favorite rocket to launch. The event is open to the public and everyone is invited.

The cook out/picnic will follow the competition on that

**WE BUY USED ALBUMS, CD's & CASSETTES**

Seniors, pre-graduation activities are now available in the bookstore.

Only 50 days left, Seniors. Attempt to get the most out of each one!

**A day that could affect the rest of your college career:**

**March 20, 1986**

**SGA Elections**

**Vote for your candidates**

**9:00-4:30**

**In the UC**

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Trade 2 used CD's for 1 new CD of \$13.99 value

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Maxell XL RS 90 Min — \$3.95	

## Hockey Results

"A" LEAGUE	"B" LEAGUE
DELTA CHI 3-1	CAPITALS 4-0
APROTC 3-0-1	WARRIORS 3-1
TRIMMONTORS 2-2	TEAM CANADA 2-2
DOO PAS 2-2	
SIGMA CHI 0-3	
SIGMA PI 0-4	

## Softball Results

FRATERNITY DIVISION	"B" DIVISION
ALPHA LTA RHO 3-1	BUSCH BOYS 6-0
DELTA CHI 3-0	FLIGHT TECH 3-1-1
SIGMA CHI 3-2	SUDENIMPACT 4-1-1
LAMBDA CHI 1-3	TALLBOARDS 3-3
SIGMA PI 2-3	ROZZI BEACH BARBLS 1-4
SIGMA PHI DELTA 1-4	

"A" DIVISION	"A" DIVISION
BUD MEN 4-2	P.A.S.T. 3-0
CLUB SHACL 3-2	OUTLAWS 4-0
BEACH BUMS 1-4	COMBIE KILLERS 2-1
VEVS 2-2	ELITE 1-4
CHICKEN HAWKS 1-4	DAVOS 0-1-4
JACOBMEISTERS 1-3	

## Soccer Schedule

ERAU's soccer squads' next game will be held on March 18 at 4:30 p.m. at the airport field.

## Baseball Schedule

The ERAU baseball team will play Thurs. march 13 and again on Sat. March 15. Both of these games will be played at home.

## Wallyball Schedule

Thursday March 6 at the racket ball courts 5:00p.m.  
 Icarus 2 VS Storm Riders  
 Icarus 1 VS Special K  
 Jolly Rogers VS Jerry's Kids  
 5:30p.m.  
 Gamma Rays VS Theta Phi Alpha

## NOTICES

### Prospective Summer Graduates

Summer graduation applications are now being accepted in the Registrations and Records Office for those students anticipating Summer (June or August) degree completion. Each student will be given a preliminary graduation evaluation in order to help prepare for a smooth completion. Any adjustment to one's registration can be done during the add/drop period.

### Library Hours for Easter Holidays

Good Friday	March 28	Closed
Saturday	March 29	Open
Easter Sunday	March 30	Closed

### AMT Advisement

Advisement for the Summer and Fall trimesters, 1986, will be from 9:00 - 1:00, March 17 through March 21 in the AMT conference room in "B" Building on a first come, first serve basis—no appointments.

Advisement is mandatory for all AMT students as well as students in other degree programs taking AMT courses. All students listed as AMT or those taking AMT courses must have an AMT advisor's signature on their registration forms or advanced registration will be denied.

There will be no advisement or signatures during advanced registration.

If the Program Chairman's assistance is required, all students must first see an advisor in the AMT conference room.

### University Photo Contest

Starting March 15, there will be photography contest sponsored by ERAU. Categories will be student social life, academic perspective and aviation excellence. The photographs will be judged for technical expertise, creative usage of idea, originality of idea and maintaining the "60 Years of Aviation Excellence" ERAU anniversary theme. Certificates and trophies will be awarded. The contest will end on 30 March. More information will be forthcoming in the next few weeks so be ready!

### Graduating Seniors

If a prospective employer requests an official transcript for a job interview, we must have a written request from you before that information can be released. For your convenience, be sure to complete a Transcript Request Form before leaving campus.

### All Graduating Seniors

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

### All Flight Students

The Flight Department is continuing its phase out of the Piper Seminole aircraft. As previously announced, the last scheduled flight activity in the Seminole will occur on April 30, 1986. The Flight Department will make every effort to complete all currently enrolled and active students in Seminole flight courses.

To facilitate the eventual phase out of this aircraft, no additional student starts in the Seminole will occur after March 15. Students desiring to continue their Commercial certification in multi-engine aircraft must do so in the Cessna Crusader. Students desiring to explore transfer possibilities to the single-engine certification track should meet with their current Training Manager to discuss this option.

## GLIDER

(continued from page 1)

because of Mirgle's six week absence due to surgery.

The project is now underway, again and Mirgle plans on having some components ready to display during the University's 60th anniversary and Skyfest. Although some students have

been involved during the research phase, student involvement will increase greatly once the construction phase begins.

Fred Mirgle believes this project will be good for the school, as well as being educational to build; he hopes it will also serve

to better integrate the AMT department with the rest of the school and with the probability of a 300 level course in Space Shuttle maintenance to be taught in the AMT department sometime in the near future, everyone will be able to see the

beginning, and the future, of aviation.

As for Fred Mirgle, it will be enough for him to take that flying machine to Kitty Hawk, "to be in that glider and experience the same thing the Wright brothers did."

**Show Time**  
 Costumes • Stage Lighting  
 Video Movies

Jolly Rogers VS Jerry's Kids  
 5:30p.m.  
 Gamma Rays VS Theta Phi Alpha

**Sorrento's**  
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MONDAY: BAKED ZITI .....\$3.10  
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All Dinners with Bread and Butter  
 Sorrento's  
 \$1.00 OFF ON 16in. PIZZA  
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 1344 Volusia Ave., Daytona Beach Phone 255-1817  
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 THE AVION

of a 300 level course in Space Shuttle maintenance to be taught in the AMT department sometime in the near future, everyone will be able to see the

**Show Time**  
 Costumes • Stage Lighting  
 Video Movies

### Coming soon in The AVIOFF:

Radioactive Waste—  
 Garden mulch and other creative uses  
 The Co-op Cage—

"Making coffee was a great experience"

Special Section: Flight Test—

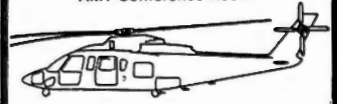
New course offerings for Fall flight students

Now is your chance to contribute to the AVIOFF. Stories, photos, and reports of unusual phenomena are welcome. Credit will be given to those who turn in nice crisp \$20 bills with their submissions. All other contributions will remain anonymous (and thereby free of blame). All material is due in the AVIOFF office before 5:00 p.m. Wednesday, March 28.

**WE'RE HERE**  
 THE AVION

### Embry-Riddle Chapter CHECK US OUT!

7:00 pm Thursday  
 AMT Conference Room



See film on Sikorsky S-76

### RED CROSS IN DESPERATE NEED OF VOLUNTEERS FOR BLOOD CENTER

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

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## Orbital Inclinations

Guest commentary

# Replace the Challenger

**Editor's note:** The *LS Society*, a national pro-space organization, has released the following policy statement in reaction to the Challenger disaster.

With the loss of *Challenger*, America lost not only seven of its bravest and most competent men and women, but also our ability to make good the promise of a new frontier.

Fifteen years ago America set about building a fleet of vehicles that would make the transport of people and cargo into space routine. We trained our astronauts to fly the Space Shuttle. Our payloads and those of our paying customers are tailored to fly in its cargo bay. The products of our emerging space industries are being developed within the orbiters. Our Space Station is planned around it. The very security of this country has come to depend upon the Space Transportation System.

The *LS Society* recommends that the United States commit itself to replace the *Challenger* with supplemental funds not taken from current, or future, NASA programs. This funding should be a line item outside the normal NASA budget.

We do not expect a commercial transportation system to operate with all of its vehicles booked solid and no reserve. If you owned shares in such a company, it would be no surprise to find its policies questioned, its managers fired, and its whole executive staff and Board of Directors brought under heavy pressure.

Through our tax dollars each and every one of us owns a share in our spacefaring capability. We will continue to reap the dividends of space development only by a strong investment in our space transportation program. With that in mind, we urge that a replacement orbiter be built, and that an additional orbiter be constructed while the production lines at Rockwell are open.

At the same time, the *LS Society* enthusiastically

## Public hearing held Friday at Cape

Blue-ribbon panel hears testimony from Thiokol, KSC personnel

Associated Press

Three officials in charge of various booster operations at the Kennedy Space Center testified they had four problems with the bottom segment of the right booster rocket when they were preparing it for flight.

The segment was found to be more than one-half inch out of round, which was more than twice the acceptable standards, said Robert Lang, head of mechanical systems for NASA's booster program at the space center.

Lang said an attempt was made to correct the condition by hanging the segment in such a way that the weight of the solid fuel inside would help round it again so that fiery gases would not escape from the side of the rocket during flight.

That was partly successful, but the segment was still more than the permitted quarter-inch out of round, Lang said.

A rounding tool then was installed "to put the squeeze on the segment" and the condition was corrected to within one-tenth of an inch, he said. Such a tool had been used successfully six times before, he said.

The second problem was "debonding" of some insulation between the rubber insulation and the metal of the case on its lower end. That was patched with epoxy, Lang said, and was in a different area from the one that is suspected to have sprung a leak. The bottom segment was left outside for a day because another solid fuel rocket was inside the assembly building, Lang said.

"It got caught in a heavy rainstorm and we noticed water coming out from underneath a cover," he said. The water was removed. He said workers also had a problem with one of the four posts used to hold the shuttle — the orbiter, fuel tank and boosters — to the mobile launch pad. Because of the problem, each booster was stacked in its entirety — a departure from the usual procedure.



Divers from the Johnson Sea Link II found this piece of the left-hand solid rocket booster casing Feb. 17. The photo clearly shows two "O" rings dangling from a booster joint — the same kind of "O" rings suspected in causing the disaster of Jan. 28.

segments were assembled; a defective rocket casing; a structural defect in a strut that connected the right booster rocket to the external fuel tank; a bad batch of propellant that could have created a hot spot on the casing, and defective O-rings or sealing putty in the joint.

The frozen rainwater theory received attention Thursday when another source, who also asked not to be identified, told The Associated Press that a puff of steam emerged from the seam area at ignition, just before the appearance of the black smoke.

Another source, who also asked not to be identified, said that water in the motor joint and boiled immediately when the booster was igniting and the fuel

temperature was rising to more than 2,000 degrees. The ice, he said, could have frozen open one or both of the O-rings in the joint.

The cold weather theory was challenged Thursday by a leading engineer at the National Aeronautics and Space Administration who said tests showed the O-rings would not have been harmed by temperatures that dropped as low as 24 degrees on launch day.

Several engineers at Morton Thiokol, which makes the boosters, testified earlier before the commission that they had expressed concern before launch that the cold might damage the

since then a bead of grease had been used to prevent recurrence. But his superior, George Hardy, declined to dismiss that possibility.

Three Marshall engineers were scheduled to testify today, and officials said they would exhibit before the commission photographs "showing some things with the O-rings we can't explain."

Kingsbury said the center's scenario for the explosion are focused on the failure of a seam on the right booster.

"If the O-rings sealing the joint had imperfections, it would not function properly, and the manufacturing and assembly process must be thoroughly investigated," he said.

enthusiastically endorsed the following policy statement in reaction to the Challenger disaster.

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At the same time, the *LS Society* enthusiastically endorses the President's firm resolve for a newer and better space transportation system. This Aerospace Plane is not just a passenger Express to the Orient, but a low cost solution for the routine access of space by explorers and settlers. The realization of that system, however, is far enough in the future to warrant the nation's continued commitment to the original Space Shuttle program.

Never again should we become dependent on a single mode of transport into space. The *LS Society* therefore recommends that the Federal government make every effort to encourage private enterprise to develop commercial launch vehicles of its own. A fully operational Shuttle fleet, the Aerospace Plane, and private commercial launch vehicles are all necessary in order to pave the road to space settlement carved by the courage of our pioneers.

By Howard Benedict  
Associated Press

CAPE CANAVERAL, Fla. — Divers today said this was the remains of *Challenger's* astronauts and crew cabin debris from the ocean floor, but NASA said it will report family wishes and not comment on the effort until

nothing about remains being found.

In an interview with WCPX-TV in Orlando, Bruce Jarvis, father of astronaut Gregory Jarvis, said he was relieved that his son's remains had been found, but expressed frustration at having learned of it from television.

"It's not going to bring anybody back," Marvin Resnik, father of astronaut J. J. Resnik, said Sunday. "There's nothing we can do about it. As far as



Divers from the Johnson Sea Link II found this piece of the left-hand solid rocket booster casing Feb. 17. The photo clearly shows two "O" rings dangling from a booster joint — the same kind of "O" rings suspected in causing the disaster of Jan. 28.

segments were assembled; a defective rocket casing; a structural defect in a strut that connected the right booster rocket to the external fuel tank; a bad batch of propellant that could have created a hot spot on the casing, and defective O-rings or sealing putty in the joint.

The frozen rainwater theory received attention Thursday when another source, who also asked not to be identified, told The Associated Press that a puff of steam emerged from the seam area at ignition, just before the appearance of the black smoke.

The source said the steam would indicate that ice formed from water in the motor joint and boiled immediately when the booster was igniting and the fuel temperature was rising to more than 2,000 degrees. The ice, he said, could have frozen open one or both of the O-rings in the joint.

The cold weather theory was challenged Thursday by a leading engineer at the National Aeronautics and Space Administration who said tests showed the O-rings would not have been harmed by temperatures that dropped as low as 24 degrees on launch day.

Several engineers at Morton Thiokol, which makes the boosters, testified earlier before the commission that they had expressed concern before launch that the cold might damage the

since then a bead of grease had been used to prevent recurrence. But his superior, George Hardy, declined to dismiss that possibility.

Three Marshall engineers were scheduled to testify today, and officials said they would exhibit before the commission photographs "showing some things with the O-rings we can't explain."

Kingsbury said the center's scenario for the explosion are focused on the failure of a seam on the right booster.

"If the O-rings sealing the joint had imperfections, it would not function properly, and the manufacturing and assembly process must be thoroughly investigated," he said.

He said engineers won't be able to identify the root cause of the accident until they can duplicate failures leading to the explosion in testing new under way.

**NASA**

Next Launch: May 1  
Launch Vehicle: Delta 178  
Payload: Goes-G  
Launch Complex 17, Pad A

## Crew compartment found off Fla. coast

program, including Sally Ride, a member of the presidential commission, say they want shuttle safety issues resolved before they fly again.

The Navy search ship LCU's sonar tentatively located the crew compartment debris and divers from the USS *Preserver* on Saturday positively identified compartment debris and crew remains. The National Aeronautics and Space Administration statement said.

Among the victims was Christa McAuliffe, a New Hampshire schoolteacher who was flying as NASA's first private citizen in space. The others were commander Richard Scobee, Smith, Ellison S. Onizuka, Miss Resnik, McAuliffe and Jarvis.

Officials said private boats and planes will be barred from an area two miles around the search zone to keep news media and sightseers away. Twelve ships and two small manned submarines

continue to reap the dividends of space development only by a strong investment in our space transportation program. With that in mind, we urge that a space shuttle orbiter be built, not that an experimental orbiter be constructed while the production lines at Rockwell are open.

At the same time, the LS Society enthusiastically endorses the President's firm resolve for a newer and better space transportation system. This Aerospace Plane is not just a passenger Express to the Orient, but a low cost solution for the routine access of space by explorers and settlers. The realization of that system, however, is far enough in the future to warrant the nation's continued commitment to the original Space Shuttle program.

Never again should we become dependent on a single mode of transport into space. The LS Society therefore recommends that the Federal government make every effort to encourage private enterprise to develop commercial launch vehicles of its own. A fully operational Shuttle fleet, the Aerospace Plane, and private commercial launch vehicles are all necessary in order to pave the road to space settlement carved by the courage of our pioneers.

...said workers also had a problem with one of the four ports used to hold the shuttle — orbiter, fuel tank and boosters — on the mobile launch pad. Because of the problem, each booster was stacked in its entirety — a departure from the usual procedure where segments are put together alternately in a left-right, left-right sequence. But it was not the first time the normal procedure had not been used.

The commission resumed its public hearings as a source close to the investigation, speaking on condition of not being identified by name, listed several possible theories under review as causes of the accident.

These theories include: freezing launch-day weather that might have made synthetic rubber O-rings in the seam less resilient and unable to hold in hot propellant gases; rainwater that could have collected in the seam, frozen and damaged it; possible damage to the booster when

steam emerged from the seam area at ignition, just before the appearance of the black smoke.

The source said the steam would indicate that ice formed from water in the motor joint and boiled immediately when the booster was igniting and the fuel temperature was rising to more than 5,000 degrees. The ice, he said, could have forced open one or both of the O-rings in the joint.

The cold weather theory was challenged Thursday by a leading engineer at the National Aeronautics and Space Administration who said tests showed the O-rings would not have been harmed by temperatures that dropped as low as 24 degrees on launch day.

Several engineers at Morton Thiokol, which makes the boosters, testified earlier before the commission that they had expressed concern before launch that the cold might damage the rings.

Experts at Marshall were asked in an interview Feb. 28 whether anyone had considered that water might have seeped into the joints and frozen there. James Mulloy, the space agency's manager for booster rockets, dismissed the notion.

Water was found in the trough-like joints on the only booster rocket ever disassembled after standing in the open weather on the launch pad, and Mulloy said

focused on the failure of a seam on the right booster.

"If the O-rings sealing the joint had imperfections, it would not be surprising if the manufacturing and assembly process must be thoroughly investigated," he said.

He said engineers won't be able to identify the root cause of the accident until they can duplicate failures leading to the explosion in testing now under way.

**NASA**

**Next Launch: May 1**  
**Launch Vehicle: Delta 178**  
**Payload: Goes-G**  
**Launch Complex 17, Pad A**

# Crew compartment found off Fla. coast

By Howard Benedict  
Associated Press

CAPE CANAVERAL, Fla. — Divers worked this week to retrieve remains of *Challenger's* astronauts and crew cabin debris from the ocean floor, but NASA said it will respect family wishes and not comment on the effort until recovery operations and identifications are complete.

That could take several days, officials said in announcing Sunday that the remains had been found in the shuttle wreckage 100 feet below the surface of the Atlantic Ocean about 20 miles northeast of Cape Canaveral.

But CBS News reported Monday that some remains had already been brought ashore "under cover of darkness" and taken to Patrick Air Force Base, about 25 miles south of Cape Canaveral.

The report, which did not identify its source, said that personnel from the Armed Forces Institute of Pathology would begin attempting to identify the remains. CBS said that some remains were still in the wreckage.

Five men and two women died when *Challenger* exploded 73 seconds after launch on Jan. 28. NASA said Sunday's announcement was withheld until families were notified, but members of several families said they weren't told about the finding of the remains.

Tony Smith, the younger brother of pilot Mike Smith, said his family had been told Friday that searchers had found the crew cabin but he knew

nothing about remains being found.

In an interview with WCPX-TV in Orlando, Bruce Jarvis, father of astronaut Gregory Jarvis, said he was relieved that his son's remains had been found, but expressed frustration at having learned of it from television.

"It's not going to bring anybody back," Marvin Resnik, father of astronaut Judy Resnik, said Sunday. "There's nothing we can do about it. As far as I'm concerned, services have already been performed."

Carl McNair, the father of astronaut Ronald McNair, told CBS News he did not find out about

program, including Sally Ride, a member of the presidential commission, say they want shuttle safety issues resolved before they fly again.

The Navy search ship LCU's sonar tentatively located the crew compartment late Friday, and divers from the USS Preserver on Saturday positively identified compartment debris and crew remains, the National Aeronautics and Space Administration statement said.

Spokesman Hugh Harris said he could provide no information on the condition of the compartment or the remains or whether remains of all seven astronauts had been found.

**"It's not going to bring anybody back. There's nothing we can do about it. As far as I'm concerned, services have already been performed..."**

**—Marvin Resnik**

the discovery until Sunday evening.

Mark Weinberg, a spokesman for the presidential commission investigating the shuttle disaster, said he could not comment on the significance of the find to the commission's probe.

"I would not want to characterize its importance. That's to be determined. Clearly all pieces of evidence are important," he said.

Meanwhile, astronauts involved in the shuttle

A source who requested anonymity said the cabin was not intact and that "some remains" had been spotted.

Data tapes that were in the cabin could shed light on the cause of the explosion, but it was not known how well the tapes survived.

Recovering the cabin wreckage depends on weather and sea conditions, NASA said. High waves hampered search efforts for the last week.

Among the victims was Christa McAuliffe, a New Hampshire schoolteacher who was flying as NASA's first private citizen in space. The others were commander Richard Scobee, Smith, Ellison S. Onizuka, Miss Resnik, McNair and Jarvis.

Officials said private boats and planes will be barred from an area two miles around the search zone to keep news media and sightseers away.

Eleven ships and two small manned submarines have concentrated their search in recent days in a 350-square mile area roughly 20 to 40 miles northeast of here. The effort includes three robot submersibles, seven sonar rigs and 41 divers.

In the days following the accident, 12 tons of floating *Challenger* debris were salvaged from the ocean surface. Searchers then turned to the more difficult task of recovery from the ocean bottom, where most of the 126 tons of debris from *Challenger* and its cargo went.

About five tons have been retrieved from the depths, including a 4,200-pound piece of the shuttle's left booster rocket, which was brought into port Saturday.

The left booster was recovered from 210 feet of water in a rehearsal for retrieving parts of the right rocket later from a much deeper 1,200 feet down.

The right rocket is the chief suspect as the cause of the accident and investigators want very much to examine its debris for possible clues. Some officials have said the cause may never be found unless the booster can be examined.

# Halley's comet in dawn sky

By Peter Merlin  
Avion Staff Reporter



Halley's Comet at First Light of Dawn

Halley's comet has once again become visible to earthbound observers. Appearing low in the predawn sky, the comet may be seen between the constellations of Sagittarius and Capricornus.

During the early part of March, Comet Halley displayed a faint, but obvious, tail about five degrees of arc in length. The Moon interfered with observations until March 8 when it disappeared below the horizon. The Moon will not discourage viewers again until the end of the month.

Halley's comet, now outward bound after passing behind the sun, appears as a dim, pale object rising at the first light of dawn. It may be seen in the southeastern sky about ten degrees above the

horizon, one hour before sunrise. The comet will increase in length and brightness throughout the month. During the period between March 10 and 20, it will grow to about ten degrees of arc in length. The comet will present a spectacular view to observers with low power binoculars.

Towards the end of March, it will enter the constellation of Sagittarius.

Those wishing to see this once-in-a-lifetime celestial event should try to escape lighted areas, such as cities. An hour before actual sunrise, viewers should look to the southeast and identify

Sagittarius, sometimes called "the teapot." Sagittarius is left of the lower portion of Scorpius. The comet is between "the teapot" and the dim stars comprising Capricornus.

The Avion will continue to run Halley updates and graphics to aid observers.

# Arianespace responds to NASA disaster

By Jesse Clark  
Avion Staff Reporter

"It appears that Ariane is also a valuable asset to be put at the disposal of the Western world, as a complement to the shuttle, for access to space," said Arianespace president Frederic d'Alliest in a recent statement.

He reassures us that following the Challenger tragedy, Americans should "renew their confidence in the assurance of production and launch capability that is reaching matur-

ity" and, "that is guaranteed in the long run."

He also states that Arianespace "can be used by them (the U.S.), just as U.S. launch capabilities were used by the Europeans at the time of initial Ariane failures."

D'Alliest says that Arianespace, despite a heavily booked launch schedule, all efforts will be made to offer flight opportunities for eight additional satellites not scheduled during 1987-1988.

Arianespace, d'Alliest says, "which has been strengthened

by its failure last September, is confident that NASA... will be capable of overcoming its difficulties, and will continue to play its major role in the conquest of space."

Arianespace is expecting to gross over \$228 million from their 1985 launches. With the addition of a second launch pad at its French Guiana launch site, they will be able to conduct twice as many launches as before.

Arianespace has a great many mission goals planned for 1986. The number of launches is expected to double as Arianespace

plans to launch its first polar orbit satellite, Ariane V17 will be launched from the new launch pad (ELA2) carrying two communication satellites — GSTAR 2 from GTE and BRILLIANT 2 from Brazil on March 12.

The use of a new, updated booster — the Ariane 4 — is planned for the second half of the year.

Arianespace is offering a new insurance package in addition to that offered in the launch contract. The new package promises to help in the reduction and stabilization of insurance rates worldwide.

# Space station may suffer serious delay

Associated Press

DETROIT, Mich. — Failure to bring America's space shuttle fleet back to four by replacing the destroyed Challenger will impair the space station program of the 1990s, a space agency policy analyst says.

"The non-replacement of an orbiter would be our greatest fear," Peggy Evanchik, an astronautical and mechanical engineer, said last week in response to a question after addressing the Society of Automotive Engineers convention.

The space station, scheduled to begin operating by 1994, was designed to be serviced by seven to 12 annual shuttle launches.

That would require a fleet of four shuttles, given the military and other demands on shuttles, she said.

Challenger's destruction Jan. 28 left NASA with three shuttle craft.

President Reagan, in his 1951 State of the Union message, called for a space station to be put in orbit by 1994. Evanchik likened the deadline to the Sputnik challenge of the 1950s posed by the Soviet Union, since that nation is the United States' only space station competitor.

Proposed as an \$5 billion program, the space station project now is estimated to cost up to \$14 billion, Evanchik said, adding, "It will be shuttle-dependent."

# Langley will study solid rocket joints

Associated Press

HAMPTON, Va. — NASA's Langley Research Center will study design changes to improve the solid rocket boosters suspected of causing the space shuttle disaster, an official said Monday.

The National Aeronautics and Space Administration has asked Langley engineers to assess possible changes developed by the agency's Marshall Space Flight Center in Alabama.

Langley researchers will travel to Marshall to obtain computer models and other data on the rockets, said Charles P. Blankenship, head of Langley's structures directorate.

"I would say it will be a significant effort," Blankenship said.

"We'll be doing a lot of detail work on that joint."

One design option is replacing the pins that hold segments of the rocket's steel casings together. Exchanging the pins for bolts, for example, might lighten the seal and prevent the escape of burning gases, Blankenship said.

Investigators suspect that leaking fumes acted like a blowtorch in igniting the shuttle's liquid fuel tank to cause the Jan. 28 shuttle explosion.

Marshall engineers had come up with possible solid booster improvements before the shuttle explosion, said Marshall spokesman Carl Jones. There has been no formal study of the shuttle's options because, "we haven't found out what the actual cause of the accident was yet," he said.

# Veteran astronauts vehement about shuttle tragedy

By Paul Reecer  
Associated Press

"It would be great," added Fullerton. "But I'm enough of a realist to say that if I heik out for this present shuttle system."

Challenger exploded Jan. 28, 73 seconds after launch. The shuttle carried no launch escape system that could have permitted the crew to escape.

Brand said there are systems

able to implement in a reasonable time," he said. "If you go to something very exotic, like an escape capsule as we've had on some airplanes, I think you'd absolutely have to go to a new program and a new vehicle. It would take too long."

In any case, he said, "we're not going to get 100 percent safety," Harrisfield said studies have

"We had some other studies that showed even if you did that, the probability of a successful

launch is still very low. The new package promises to help in the reduction and stabilization of insurance rates worldwide.

about such safety issues," Brand said. "It was an oversight that none of us knew about this."

Langley's structures directorate.

"I would say it will be a significant effort," Blankenship said.

August 1984 mission by a day out of safety concerns.

They said everyone wanted to fly, but not until the problem that destroyed Challenger is found and corrected. They said they would insist upon repair of a seal design that is suspected of causing failure of a solid rocket booster. The seal should be redesigned even though it has not been proven that it was the primary cause of the Challenger accident, they said.

"Before I get on that sucker again," said Harrisfield, "I'd like to get the seal problem fixed."

But even with the rockets redesigned, said Harrisfield, "space is a risky business. It'll always be risky."

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In any case, he said, "we're not going to get 100 percent safety," Harrisfield said studies have

"We had some other studies that showed even if you did that, the orbiter would probably tear up," he said.

Harrisfield said studies were done on escape pods, where the whole cabin would be popped off and parachuted to Earth.

"To build a pod that could eject in that kind of dynamic pressure ... and make it strong enough that it didn't tear up, and put a parachute on it, you ended up with a system so heavy that you couldn't carry any payload," he said.

None of the four astronauts said they knew before Challenger blew up that engineers were concerned about the safety of the solid rocket boosters used on the shuttle, but that they felt they should have been informed.

"I was angry about it," said Harrisfield. "Still am."

"Normally we are informed

about such safety issues," Brand said. "It was an oversight that none of us know about this."

Langley's structures directorate.

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# Army ROTC

By Laura Leigh Skarra  
Unit Spokesperson

"During Peace, the Army's primary mission is deterrence—being so well-trained, equipped, and led that no potential adversary would mistake our nation's abilities and resolve to defend our interests." — John O. Marsh, Secretary of the Army.

"There is nothing so likely to produce peace as to be well prepared to meet an enemy." — General George Washington

These two gentlemen have summed up what the Army's mission is all about—to support and defend the Constitution of the United States. Not only will Army ROTC cadets become commissioned officers, fulfilling their patriotic duty, but they are also the leaders of tomorrow!

Army ROTC cadets, not to be mistaken for proponents of war, learn and utilize leadership skills that are needed in times of war and peace. These are valuable skills that are marketable to both the military and in the civilian sector.

Leading industries across the United States recognize that of-

ficers uphold the values of integrity, loyalty and commitment. Along with this, they know that you've had experience with leadership. Thus, officers tend to rate high in the selection of potential employees for many businesses.

If you are a sophomore (or have 2 years left until you earn a B.S. or Masters degree) and are wondering how you can become an officer in the U.S. Army, LOOK NO FURTHER!

See the enrollment officer, Cpt. Fitzsimmons, at the Army ROTC building. Ask him for details about going to Basic camp this summer. At Basic camp, you will begin to learn leadership skills that you can apply in any situation. You will be challenged mentally as well as physically.

At the end of the six weeks, you will get the satisfaction of knowing that you can accomplish anything that you put your mind to.

After Basic camp, you will return to our detachment where you'll expand and utilize your leadership skills in Army ROTC. This is in preparation for your commission into the Army. The



Jim McCauley teaches the MS III class how to do low crawls. Derek Crawford (on the ground) is the demonstrator.

Army is a great place to start your career!

This month, the MS IV's did well in the Army Physical Readiness Test (APRT). The APRT is comprised of push-ups, sit-ups and the 2-mile run. To achieve a maximum score of 300 in the APRT, males must do 69 push-ups, 69 sit-ups and run 2 miles in 13:05. Females must do 40 push-ups, 61 sit-ups and run

the 2 miles in 17:20.

The following MS IV cadets obtained the maximum score of 300 in the APRT: Pat Tappen, Brenda Edwards, Greg Reid, Laura Skarra, Rich Crogan, George Modrak, Rob Bahnenman, Mike Bradley, and Tim Cowen.

The question of the week: Who said: "In war there is no second prize for runner-up?"  
Answer: tekabneckp riddle.

# Young Republicans

By Geoff Anderson  
Club President

President's Report:  
Last week's meeting was another milestone for the URAU Young Republican's Club. We had our first guest speaker, Bob Wood of the Republican Club of Greater Daytona. Mr. Wood was very professional and he added a greater sense of purpose to our club.

Mr. Wood first addressed the organizational structure of the Republican party, which is similar to that of the Democratic party. The organization of the Republican party on the national level consists of an affiliation of state parties in the Republican National Committee. Most of the power and support for the national party comes from state organizations and county chapters, as well as grass roots groups, such as the local Republican's Clubs and the Embury-Riddle Republicans.

The second part of Mr. Wood's discussion was on the basic philosophical differences

between Republicans and Democrats. The Republican ideals are:

1. The least government is the best government. Although the government has certain responsibilities, such as national defense and foreign policy, its power and growth must be limited to prevent encroachment on our personal freedoms.

2. Delegating the power to act to the lower levels of the party and government. Local governments certainly have a vested interest in controlling and regulating local affairs. The idea of a cold-hearted bureaucrat in Washington, D.C., dictating policy to a local government is definitely against the Republican philosophy.

3. Fiscal conservatism. The Republican party doesn't believe in handing out money for every new idea or social program. The Democratic administrations of Kennedy, Johnson, and Carter believed in printing money whenever it was needed. The end result of printing money with nothing to back it up is inflation.

See IDEALS, page 12

# FPWA

Future Professional Women in Aviation

By Rita Martin  
Vice President

Hello! FPWA has been resting up after our car wash March 1. It was a bit chilly and the wind was a little fierce, but, like the dedicated professional women we are training to become, FPWA stuck it out and had a successful car wash. So successful, in fact, that we will be having another car wash March 22 from 10:00 a.m. to 4:00 p.m. at Harder's in Port

Orange (on US 1 at the Port Orange Bridge). A big thumbs up to all the members who participated.

On Sunday, Mar. 9, FPWA worked at the motorcycle race. We had a lot of fun and raised a lot of money for more parties.

Although the trimester is about over, new members are always welcome. Our next meeting will be held Mar. 19 at 7:30 p.m. in room E-606. We will discuss our car wash to be held Mar. 22.



American Helicopter Society

By Stephen Wooster  
Club Writer

The American Helicopter Society, the hub of the vertical flight industry, now has a chapter at Embury-Riddle.

The American Helicopter Society (AHS) is the focal point of the vertical flight industry and has been since its inception in 1943. For over 40 years, professionals interested in advancing the research, development and

applications of vertical flight aircraft have looked to the AHS for direction.

Society membership includes professionals from all aspects of the industry such as corporate engineers and management personnel, military and government regulatory agency personnel, pilots and maintenance personnel, educators, students and consultants. This broad-based membership is crucial for the Society in meeting its primary ob-

jective—establishing itself as an organization and general public can look to for assistance, information, direction and leadership in the vertical flight field.

The VFF (Vertical Flight Foundation) was formed in 1967 as the gift-giving arm of the American Helicopter Society and today offers scholarships to deserving students majoring in a helicopter-related curriculum.

Our chapter has many things

planned for this trimester: trips, tours and films along with our regular meetings.

Last weekend we went to the Sheriff's Dept. to look over their helicopter facilities and helicopters—a Bell 206B and Hughes 369. All had a good time. We are open to new members throughout the trimester. So, if you are interested, stop in on our meeting at 7:00 p.m. Thursday in the AMT conference room. See you there!

## BARBEQUE AND PARTY

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... ..

## BARBEQUE AND PARTY

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# TPA

By Beth Arthur  
Assistant Pledge Trainer

The Theta Phi girls have a busy couple of weeks coming up. First of all though, we'd like to thank the Surf Club for the party which we were invited to and attended. We had a wonderful time!

Also, we'd like to thank the guys at Sigma Chi for the great time we had at the Kaitiaki Party! We really had a lot of fun!

During last weekend, we also had a "Find Your Way to Theta Phi Alpha" for the pledges. I think all the pledges had a good time finding their way to us, even though they ended up at the

## Theta Phi Alpha

Sigma Chi party. We all hoped you learned a lot from the experience.

This weekend, we're going to attend a Hot Tub Party with Sigma Phi Delta. We will be our second social mixer, and I'm sure that the girls are looking forward to a relaxing day in the "Hot Tub!" We also have a "Siena Bow" with our pledges to make sure that they're learning their lessons. We hope they don't show us up too bad! Good Luck Pledges.

Sunday morning, the Pledges will have a car wash to start raising funds for their class. We hope a lot of the sisters show up and give their support.

Next weekend, some of the girls are looking forward to a couple days in St. Augustine to "get away from it all" and become closer to one another in the Theta Phi Spirit. We will also be wishing one of our sisters a "Happy Birthday" — to Rita Martin. We love ya!  
Our sports team is also in order for some Conrats for a job well done on the Walleyball court. Good going girls! Keep it up!  
We hope everyone in Theta Phi Alpha has a very enjoyable week! Pledges, keep up the good work! Hang in there! And everyone remember the words of our Patroness — "Nothing great is ever achieved without much enduring."

# CFC

By Dawn Keith  
CFC Writer

So what is the purpose of Christian Fellowship anyway? The Christian Fellowship is NOT a church, and it is not meant to take the place of your regular place of worship. Christian Fellowship is not set up to provide to members with pastoral guidance, visitation, and counseling. In fact, we would encourage anyone to get involved in a local church in order that everyone get the full attention that they need.

Christian Fellowship Club is just what it says, a club. It is an organization designed to give the Christian students on the Embury... it is an opportunity to get involved with God here at the school.

Whether we are Catholic, Methodist, Baptist, Church of Christ, Protestant, etc. — we all

## Christian Fellowship Club

have Jesus Christ and the Word of God. Jesus commanded us to finish the work He had begun by saying, "Go ye into all the world, and preach the gospel to every creature." If we are continually working against each other, then how can God move in the mighty power that we know He can? Jesus said a house divided against itself will fall, but a house built on the "Rock" will weather any storm.

Let us begin to focus our attention on the HEAD of the body, Jesus, who is perfect and able to do exceedingly above and beyond all that we can imagine. Let us also put our petty differences behind us and begin to let God use us on this campus as the BODY OF CHRIST. A body without a head is dead and intellectual.

Colossians 3:12-15 says, "Bear with each other and forgive whatever grievances you may have against one another."

Forgive as the Lord forgave you. And over all these virtues put on love, which binds them all together in perfect unity. Let the love of Christ rule in your hearts, since as members of one body you were called to peace. We all need each other because we are brothers and sisters in the same family. We are all important and have a talent that God wants to develop.

Let me challenge you to examine your walk with God and make a decision to give your best. The Christian Fellowship Club is not an end, but rather a means to serve you as a Christian. If you have any ideas, need help, or wish to discuss anything PLEASE feel free to contact us by way of the Christian Fellowship Box in the Student Activities Office. Our regular meetings are held on Saturdays at 6:00 p.m. in the Common Purpose Room.

# Vet's Club

By Lisa Doyle  
Club Spokesman

Well, the races have passed and it's time to reap the fruits (and B's) of our labor. The MVA'S/H party will be on Sat., March 22 at Brendon Twomey's party grounds.  
For those who aren't familiar with this theme, what occurs is everyone tries to fit into their old uniforms, flight suits, cammies, etc. and we set up a mess tent (which usually looks like a mess

food) and of course quantity beverage is provided for attitude adjustment and morale boost. Don't get too spiffed up though, because the volleyball court is well lit and always ready to be torn up.

Tentatively a beach party is set for Saturday, April 5, with a rate date on Sunday, the 6th (the weekend between Easter and Skyfest '86). We got a little washed out last time but a few of us chose to lay out and go swimming anyway. Well, if it's cold we can always build a fire.

I'd like to make a suggestion to readers that, although these are good, we should come up with alternative party ideas. Perhaps a birthday party (for everyone on the same day), a Mexican Fiesta (with a piñata full of ???), or a 50's party were all previously successful. Any ideas? Bring 'em up at the meeting. The next meeting is Friday, Mar. 14 at 3:30 p.m. in the CPR. I think (don't hold me to that please). When in doubt, check your mailbox or see Student Activities people.

# ΣΧ

By Anthony Quinn  
Chapter Editor

Congratulations to the newly installed Little Sisters of the fraternity. These young women will now have to work in order to become Little Sisters. With Brother Leo Shanahan leading them down the path, and with such talented and dedicated girls, the program is guaranteed to be a success.  
The Brothers have begun planning for their annual spring Spirit

## Sigma Chi

Roll for Laster Seals. Everybody walks down the beach for several miles in order to collect funds that have been pledged to this worthy cause. Public relations chairman Steve Robinson is leading the way.

Two weeks ago, the Sigma Chi/Red Cross Blood Drive was held. The total amount of blood collected this time was 402 pints, with a grand total of over 11,000 in the last 15 years. We kind you to everyone who was kind

enough to give blood to help save a life.  
This week in so-called Sigma Chi defeated Lambda Chi 20-12. Good job guys.  
Finally, this week's article is dedicated to two outstanding Brothers of the Week. Thanks to Greg Dudzinski and Tom Faulner for putting on a good spaghetti dinner at the house last weekend. It was an excellent time, with a good turn out of Brothers, Little Sigmas and Pledges. Thanks again.

# Riders

By Rick Fingers  
Club Spokesman

The Middle Riders enjoyed Bike Week very much last week. Popular activities among the club members were the Harley Davidson Super Rides, the bike

## Motorcycle Club

shows in the Ocean Center and just cruising down Main Street. A few of the members met nightly to go for rides together.  
There has been a new T-shirt design chosen to represent the club. They will be available soon. The second camping trip will be

coming up soon as well as the daring canoe trip. Notices will be sent to inform club members of upcoming events.  
The next meeting will be this Thursday, Mar 13 at 7:00 p.m. in room E-611. Ride Aways — Show You Care

Club writers must turn in their articles by 6 p.m. on the Wednesday prior to publication. Organizations may submit material before 6 p.m. on the Thursday preceding publication if on diskette in wordstar format. The Avion encourages clubs and organizations to submit photos of recent activities to further inform the student body of Embury-Riddle.

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# Arnold Air Society

By Tat. Lt. Russell Barlow  
Public Affairs Officer

Another week has slipped by on pledges and members are gearing up for final projects and activities.

The pledge class for Spring 1985 has completed three of their four projects of service. One each to the School, the Squadron, the corps, and the community. As the school project the

pledges helped with the Ash Wednesday services in the U.C. For the Squadron and the Corps, the pledges worked many hours at the races and sponsored a motivational Squadron gathering. The project for the community will consist of the pledges volunteering their time to work at the Daytona Beach Library For The Blind. After completing these projects the pledges will have to go before the squadron in a formal interview. Good luck to

all pledges.

The members will also be busy the remaining time with activities such as working for the March of Dimes Walk-a-Thon in DeLand, attending Nations In Chicago, and the initiation dinner for the pledges.

The members would like to remind the pledges to continue working hard at their projects and pledgebooks.

# Surf Club

By Brad Bauld  
Club Spokesman

The Stormriders are promoting an interclub challenge to determine a team for the upcoming LSA collegiate championships.

The challenge will consist of three events with the overall standings determining the A and B teams. The contests are slated for each weekend up until the LSA championships, to start at 9:00 a.m. on Saturday mornings. It is essential that all competitors

show up on time to alleviate heat scheduling difficulties. The contests will consist of 15 minute heats and basic NSSA format.

It has also come to the attention of the "old guard" that there are some hot new guys on the team. Well, new guys, this is your big chance.

A couple of weeks ago the Stormriders had a pool party with the Theta Phi Alpha sorority. Good times were had by all, and if you missed it, you missed a lot of fun. The Stormriders

The club is planning a surf trip to Sebastian the weekend after the LSA Collegiate Championships. Hopefully, it will be a chance to celebrate our performance in the LSA event. We plan to stay overnight, a surf safari campout at Lopez Point Park. As the "Talking Heads" would say, "everyone get in line." P.S. Pray for surf!

## BLOOM COUNTY

by Berke Breathed



# Silver Wings

By Pete Markle  
Public Relations Officer

SILVER WINGS would like to extend our gratitude to all those who came out to the car wash and supported the club. Our car wash was a tremendous success; we raised over a hundred dollars towards our scholarship fund.

The 16th of March at 1:00 p.m. we will have a club B.B.Q. for all members to become better acquainted. On Wednesday, 12

March, we will have a club social at Carmichael's Pub on Volusia Avenue, at 6:00 p.m.

With the elections approaching, SILVER WINGS would like to take this time to urge all students to vote. The S.G.A. election is your chance to voice your opinion by electing the candidates you want to represent you.

At our last meeting, SILVER WINGS voted to endorse the

ticket of KASH/BZEZINSKI for S.G.A. President/Vice-president. Lora Bzezinski is a co-founder of the SILVER WINGS organization and has also been instrumental in setting up the Don Topolinski Memorial Scholarship Fund. Her enthusiasm and dedication have been very motivating for our members. We wish all candidates the best of luck and again urge all students to vote. Remember, your vote can make the difference!

## IDEALS

(continued from page 10)

This is one of the main reasons for Carter's defeat in 1980. 4. The desire to help people help themselves. What we have today is a welfare program that encourages families to break up and impoverished women to have

illegitimate children, qualifying them to receive more money.

What we need is a program that offers assistance, job training, and helps to keep families together. A system like this could return some of the dignity and impoverished women to have

underprivileged.

We enjoyed Mr. Wood's visit and we thank him for bringing his enthusiasm to our group. For those who may be interested in attending future meetings, we meet on Mondays at 7:30 p.m. in the CPR.

## ATTENTION STUDENTS

The following referendum to the SGA Constitution will appear on the ballot for the March 20, 1986 SGA elections. Any questions about the referendum should

members by voting before acquainted. On Wednesday, 12

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Remember, your vote can make the difference!

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## ATTENTION STUDENTS

The following referendum to the SGA Constitution will appear on the ballot for the March 20, 1986 SGA elections. Any questions about the referendum should be directed to the Chairman of the Student Union Board in the SGA Office.

The Student Finance Board

A) Membership shall consist of:

1. a chairperson, to be the SGA Vice-President.
2. Sub Advisor shall be mutually agreed upon by the administration and SJB as an (ex-officio, non-voting) member.
3. Division Representatives:
  - a. AVION Editor in Chief, to be selected from the Avion staff.
  - b. PHOENIX Managing Editor, to be selected from the Phoenix staff.
  - c. ENTERTAINMENT Chairperson, to be selected from the Entertainment staff.
  - d. SAC representative, to be selected by the President with ratification of SAC.
  - e. STUDENT COURT Chief Justice, as a voting member during the budgeting process and addendums to the Student Court Budget.
4. Two Students-at-Large, to be selected by the SFB with ratification of SAC. Students may not be members of any SGA Division. At least one Student-at-Large shall be active in at least one Fraternity, Club or Organization.
5. Secretary-Treasurer, an (ex-officio, non-voting) member.

B) The SFB shall:

1. coordinate the budgetary and financial processes of the SGA financed divisions.
2. submit annual budgets of each division for planning purposes to SAC at the beginning of the fiscal year.
3. submit trimesterly divisional operating budgets to the SAC for approval.
4. have the authority to conduct performance reviews of SGA financed divisions and in the event of an unfavorable outcome, make recommendations for action to the Student Court.
5. have the authority to close its meeting to the public for executive sessions.
6. have the authority to override a Vice-President veto by a 2/3 majority vote.

These changes should help with the process of reviewing all proposals that are submitted to SJB and to make sure that they are passed or not passed in all fairness.

## ATTENTION STUDENTS:

### ABSENTEE BALLOTS ARE AVAILABLE FOR THE SGA ELECTIONS TO BE HELD MARCH 20, 1986

- To be eligible students must meet one of the following criteria:
1. Be out of town the day of the election.
  2. Be working or have class during the voting hours the day of election.(9:00-4:30)
  3. Be physically disabled and be unable to attend election.

For more information or an application for an absentee ballot please see Joyce or Alan in the SGA Office from 9:00 a.m. to 5:00 p.m., Monday through Friday.





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