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Avion 1986-08-06

Embry-Riddle Aeronautical University

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D.A.R.Y.L. in U.C.
Thursday night,
7:00 p.m.
sponsored by
Entertainment

Inside
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Week

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New building dedicated

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Okie challenges bidding procedures

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■ Raise the Akron

Search begins off Jersey coast

page 7

AVION

An Award Winning Collegiate Newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida

60 YEARS OF AVIATION EXCELLENCE

Volume 53, Issue 6

August 6, 1986

ACET gets 'green light'

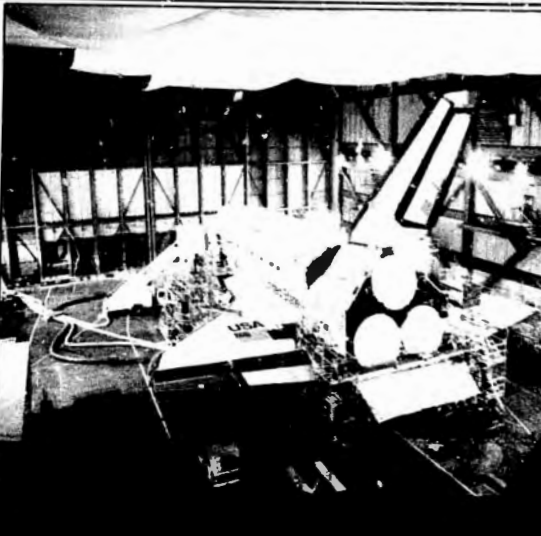
Engineering program OK'd for six more years

By J. Miguel Vidal
Avion Staff Reporter

The Aircraft Engineering Technology program received re-accreditation for six years from the Accreditation Board for Engineering and Technology (ABET) last week. Dr. Walter P. Schimmel, department chairman of the Engineering department, said "we have been granted three years of accreditation without any question, and the other three years upon completion of a progress report."

ERAU's ACET program has never lost accreditation from ABET. Six years ago, the program consisted of a marriage of two years of Engineering Technology and two years of Maintenance Technology. The accreditation board required the university to separate these two programs and to develop a new and more advanced engineering program. The university did this successfully, and the program was re-accredited at this time.

The accreditation for the newly formed Aircraft Engineering Technology was then placed in a showcase status, which is considered weaker than putting the program on probation, until the university showed why ABET should continue to accredit it.



Wild snake bites it big on campus

By Donald Tysor
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A snake was shot and killed by Campus Security Chief Bob Walters on the evening of July 29. The snake, identified by people at the scene as a three foot copperhead, was found on campus by students and, according to Walters, it had already been injured, possibly by some construction equipment.

"With all of the construction going on here at Riddle there is a good chance the snake population will be house hunting in the late evening," Walters added.

Spicer Loving, a snake expert for the Halifax Humane Society, told the Avion, "if you come upon a snake chances are he will run, snakes only strike out of fear." "If it does strike, it is important that you know what kind of snake has bitten you so that medical personnel can provide the proper treatment."

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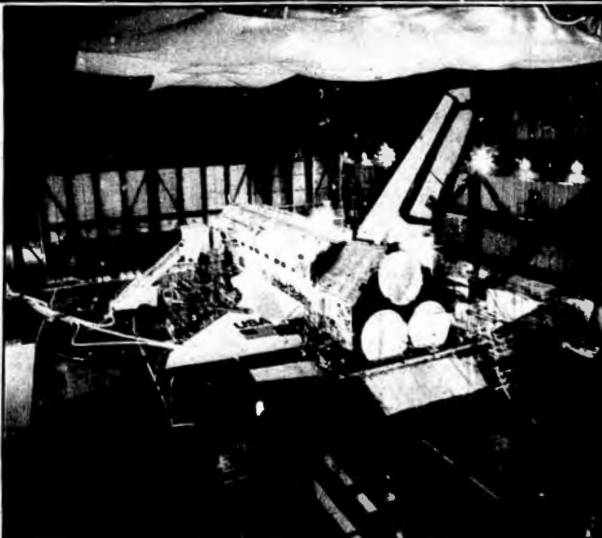
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To get re-accreditation from ABET, the program had to go through a three part evaluation. This evaluation consisted of a revision to the program in terms of courses, preparation of the faculty, and progress, preparation and performance of the

See ACET, page 10



Quietly waiting...

Although no shuttles are flying, plenty of work is scheduled for the orbiter at the space center. In this recent photo, Discovery sits in the Vehicle Assembly

Building minus its engines and maneuvering system pods. The spaceplane has since been moved to an Orbiter Processing Facility for routine maintenance.

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According to a snake information publication compiled by the Florida Game and Freshwater Fish Commission, there are 40 species of snakes in Florida and only six of them are venomous. There are two types of venomous snakes in Florida: The Crotalidae or pit vipers, and the Elapidae. The Crotalidae are readily identified by the facial pits, one located between the eye and nostril on each side of the head.

The elliptical eye pupil and broad, roughly V-shaped head are other identifying features of this group. Included in the family are the diamondback rattlesnake, canebrake rattlesnake, pigmy rattlesnake, cottonmouth, 1 rattlesnake.

The venom of these snakes is haemotoxic, that is, it destroys the red blood cells and the walls of the blood vessels of the victim.

Florida is the southern extent of the range of the copperhead, and, according to the information publication, it is hardly more than a rare occurrence in a few counties in the northwest portion

Student insurance Rate Increases

Old Rates

Student	\$47.00 per trimester
Student, Spouse	\$96.00 per trimester
Student, Children	\$96.00 per trimester
Student, Spouse and Children	\$144.00 per trimester
Optional Maternity Coverage	\$99.00 per trimester

New Rates

Student	\$76.00 per trimester
Student, Spouse	\$155.00 per trimester
Student, Children	\$155.00 per trimester

Insurance rates soon to double

By Bill Fisher

Insurance premiums for Embry-Riddle Aeronautical University students will increase by 62 percent starting this fall. The increase is due to a change in underwriters after the present underwriter failed to renew their contract.

In a letter sent to students pre-enrolled in the student insurance plan, Brown and Brown Inc., the agent handling the ERAU student plan, outlined the new prices and the cause for the price changes. "The present student accident insurance underwriter has chosen not to renew their contract. This force, to maintain the same level of benefits at

lowest cost."

The new rates will be effective as of Sept. 2, 1986 and will affect prices of the student, student and spouse, student and children, student, spouse and children insurance plans. Students who had pre-registered for the fall trimester insurance plan used the old rates were given the option to accept the new rates or drop the insurance.

In a letter to pre-registered students from Liza Kelley, Dean of Students for ERAU, explained that the university will still seek out the best insurance rates for students. "While the University acts as a middle agent with the insurance company by collecting the premiums and passing them on to the company, we are nonetheless concerned that you get

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NASA photo

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Center takes risks to improve air safety

By Jeff Guzzetti
Special to the Avion

Editor's Note: Jeff Guzzetti is a former Space Technology editor and staff reporter for the Avion. He is currently on a co-operative education assignment at the FAA Technical Center working in the Aircraft Crashworthiness Division.

ATLANTIC CITY, N.J. — Two jets streak purposely towards each other on a collision course, veering off at the last second. A twin-engine turboprop flies directly into a thunderstorm desperately hoping to be struck by lightning. A small fixed-wing aircraft descends behind a huge helicopter to see rotorblade vortices.

Sound interesting? Well, it's all in a day's work at the FAA Technical Center in Atlantic City, New Jersey, the civilian counterpart to Edwards Air Force Base

and Patuxent River Naval Test Center.

Located directly on the Atlantic City Airport (one of the three airports owned and operated by the FAA), the 5000-acre Technical Center serves as the national test center for FAA research and development programs. Over 100 ongoing technical projects involving air traffic control, navigation, and airport and aircraft safety are implemented here.

The center complex includes an aircraft hangar, several research and test facilities and the world's largest complex of computers, radar air traffic control displays and communications equipment. The center's fleet of aircraft include three Convair 580s, several Aerocommanders, an S-76 helicopter, and a Boeing 727 to name a few.

Air Traffic Safety

Perhaps the most ambitious and extensive project of the FAA Technical Center



This Convair 580 with Allison twin turbo prop engines is flown out of the FAA Technical Facility in Atlantic City into local thunderstorms to collect lightning strike data on airborne aircraft.

FAA photo

involves research into efficient state-of-the-art traffic control equipment. In order to upgrade the nation's obsolete ATC system, the FAA has initiated the NAS Plan (National Airspace System), a massive 20-year ongoing project with a

projected budget of \$11 billion. Most of the research and development of this project will originate at the Technical Center.

The center's Air Traffic Simulation Facility can simulate air traffic opera-

tions anywhere in the world on its radar displays using flight simulators in place of airplanes. Complex air traffic control problems can be solved more ef-

portant than you know what kind of snake has bitten you so that medical personnel can provide the proper treatment.

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See SNAKE, page 10

See FAA, page 8

Editorial

Cleaning up

This issue marks the end-of-term for the current Editorial Board. When you next pick up the Avion a new Editor-in-Chief will be running the show, along with a new staff. This is quite normal and most of the same faces will be around — they'll just have new jobs.

Since there will be new editors this Fall it is only appropriate we clean our desks, and in doing so, throw a few editorial comments you didn't see this summer for one reason or another.

Wet 'N Wild

No matter where you live, or who it is — the sprinklers always come on when it's raining. ERAU is no exception. This apparent waste of money may be unavoidable as we cannot control the weather — yet. While this wet activity may be normal, only Embry-Riddle can add the ironic twist of watering the lawn only after the grass is dried up and near death.

Blow it off

Keeping the campus clean is certainly important, especially when almost all important accreditors and businessmen are around. It's nice to be able to walk about a clean campus and show it off to visitors. Yet it seems almost "typical" that ERAU would be cleaning the whitest building on campus, namely the University Center, with special high-pressure cleaning guns while at the same time the existence of an armada of construction equipment is blowing dirt and sand right at the U.C. Why the cleaning couldn't wait until September when the construction is supposed to be done...

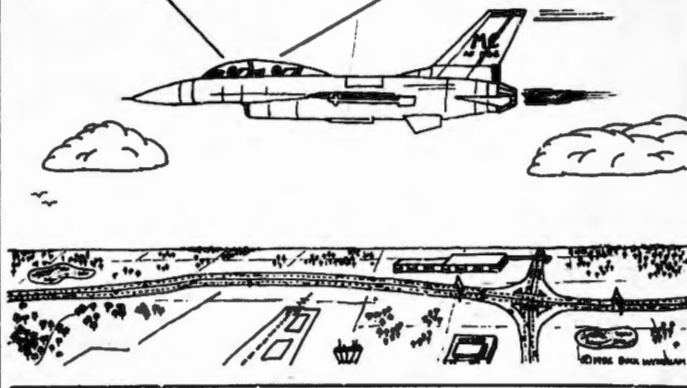
Rid-a-bug

While it is popular to bad-mouth the Administration and blame them for everything, it must be recognized that students are the litter-bugs who throw their junk mail towards a trash basket in hopes of scoring "two." Something must be wrong when you can find out the more important concerns of student life by keeping your head down near the mail boxes and read the trash on the sidewalks.

Hold the chips

And finally, perhaps the greatest waste of our tuition is happening in the "Memorial Park" near the U.C. Those disgusting wood chips that are intended to make the park beautiful and tranquil instead wash away after a rain shower or two. ERAU groundsman dutifully fill up the path and make it look nice. The next day

WHAT'S THAT AREA OF DEVASTATION DOWN THERE — THE AVION PARK GUNNERY RANGE? NO, THAT'S THE EMBRY-RIDDLE CAMPUS.



Letters to the Editor

Porno 101

To the Editor:

Who is this Mr. Long that has the right to censor what we read? I am appalled to think that adults are not being allowed a choice of reading materials.

If a person wants to read Playboy, Playgirl or even Reader's Digest it is a personal choice. If we want to be told what to read then we could move to the Soviet Union.

Sure the material in Playboy may be offensive to some but they don't have to read it. Some people may find the material in

Porno 102

To the Editor:

This university has, in the past, led me to be aware of choices available to me. These choices were to be ours to decide upon. This right and responsibility has recently been challenged and denied to us. Apparently Mr. Robert Long, ERAU Bookstore manager, has determined that somehow we, as reasonable, intelligent, decision-making adults are not capable of choosing information from that which is available to us.

In response to this he might say

his responsibility to discriminate the information I receive now. Where will he be when I've left ERAU? Am I to be cast into a sea of immorality only to float about as an indecisive jellyfish?

Rebecca R. Miller
Box 7315

Another View

To the Editor:

I read with great interest the letter to the editor found in the July 23 issue of the Avion concern-

unfortunate situation. Barring any unforeseen delay, we expect to complete most, if not all, registered students by the end of the summer term.

I believe the flight department has done a commendable job in providing service to our summer students and insuring the continued success of the Flight Screening program. These positive accomplishments were realized in spite of an unexpected sudden departure of 14 flight faculty members to other aviation employment.

The department will remain committed to providing the best possible service to those students willing to put forth the effort

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Granted, these aren't major concerns, but they do comprise a lot of the small talk that happens on campus. This Editorial Board is no stranger to small talk, but we wouldn't be a newspaper if we didn't make a little noise.

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Sure the material in Playboy may be offensive to some but they don't have to read it. Some people may find the material in Ms. or Time offensive. So what are we going to do, remove all the magazines to be fair to everyone? While we're being fair let's go ahead and get rid of all the books.

The people's basic constitutional rights are being taken away and the government is not helping matters either. If Mr. Long is being the result of the Meese report he needs to be so patriotic. The Meese report is not an objective report, it is based on the personal opinions of the members of the commission.

So Mr. Long if you want it to be fair, either put the magazines back on the counter or take all the books and magazines off the shelf, including GQ and Time.

Marla Meala
Box 1074

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In response to this he might say he is exercising prudent judgment in what this university wishes to make available to the student community in an effort to support their educational endeavor. It appears, to this reader, to be an attempt to influence our moral attitude with absolute disregard to the entire information/education process.

Censorship and good sense — make no sense! The most influential practices that are adverse to my own level of consciousness, I am in control of my future and the elements it involves are of my own choosing. Not Robert Long's nor any other member of the university, thank you.

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his responsibility to discriminate the information I receive now. Where will he be when I've left ERAU? Am I to be cast into a sea of immorality only to float about as an indecisive jellyfish?

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To the Editor:

I read with great interest the letter to the editor found in the July 23 issue of the Avion concerning the "fourth class treatment" afforded our flight students as a result of the Air Force Flight Screening Program. As is often the case, the concerns expressed are not an accurate representation of what is actually occurring. Contrary to statements made in the letter to the editor, flight department has accommodated virtually all students enrolled in flight courses this summer. Of 457 registered students, we have either completed or are actively flying 418.

The bulk of the remaining students are enrolled in multi-engine courses where, admittedly, there is a continued lack-log. The unfortunate accident involving N2118ER was caused some delay in assignment.

However, the recent acquisition of our fourth Crusader aircraft should begin to rectify this

unfortunate situation. Barring any unforeseen delay, we expect to complete most, if not all, registered students by the end of the summer term.

I believe the flight department has done a commendable job in providing service to our summer students and insuring the continued success of the Flight Screening program. These positive accomplishments were realized in spite of an unexpected sudden departure of 14 flight faculty members to other aviation employment.

The department will remain committed to providing the best possible service to those students willing to put forth the effort necessary to succeed in the training program.

Paul E. McDuffee
Chairman, Flight Technology Department

Correction

In the last issue of the Avion we unintentionally stated that Robert Brown was the bookstore manager. In fact, Robert Long is the manager. We apologize for our error.



Funded by the Students of Embry-Piddie
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Editor-in-Chief
James A. Banke

News Editor: Bill Fisher
Aviation / Space Editor: Brian Nicklas
Photo Editor: Mark Stern-Montagny
Avion Adviser: Dr. Roger Osterholm
Advertising Manager: John Gatsy
Systems Manager: Gordon F. Crago
Lab Technologist: Peter Marlin

This week's staff: Steve Cagle, J. Miguel Vidal, Donald Taylor, Ed Heemskerk, Jeff Kohlman, Lora Szeznanski, and Jeff Guzzetti.

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This Avion is produced by a volunteer, student journalist staff working 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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Catching up on old news

By Jack Anderson and Joseph Spear

Liberty Notes

Some politicians who were in New York for the Statue of Liberty celebration during the fourth of July weekend found Gov. Mario Cuomo moody and distant. He ignored some of the fundraisers and power brokers who could help him get the Democratic presidential nomination in 1988. Friends said Cuomo was upset because the attention being lavished on President Reagan, Lee Iacocca (a long-shot potential rival) and New York Mayor Ed Koch kept the governor from a major chance at the national spotlight. "The statue is part of New York state," grounded on Cuomo yesterday.

the three-day fete. With the lists, the spotters could identify the owners of any plane straying into the area where President Reagan, French President Francois Mitterand and other dignitaries were gathered.

Fuddle Factory

Attorneys in the Justice Department's land acquisition section have been working six days a week, according to a July 2 memo from their assistant chief, Thomas P. Carolan. Some of them arrive at work an hour late; others leave early. "Unfortunately, the work when coupled with extended lunch hours is less than a seven-hour day," Carolan wrote. "It is apparent that a majority of the attorneys in this section are engaging in this practice," he concluded.

Dangerous Airports

The Federal Aviation Administration is

are baptized and attendance at church services is closely monitored by the police.

Watch on Washle
When movie-makers want to rent public land from the Interior Department to provide picturesque scenery for their productions, they get incredible bargains. Lusacfilm Ltd. used the El Centro, Calif., resource area for 243 days to film Return of the Jedi, for example. The movie grossed \$168 million; Lusacfilm paid the government just \$30 a day for the use of the land. According to Congressional auditors, movie companies pay between \$30 and \$200 a day to use four Southern California resource areas.

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: (904) 252-5561 Ext. 1082

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So Mr. Long if you want to be fair, either put the magazines back on the rack (or behind the counter) or take all the books and magazines off the shelf, including *Hock Finn*.

Maria Messia
Box 1074

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More Liberty Notes

Skilled spotters at seven airports within easy striking distance of the Statue of Liberty used computerized lists of 293,000 privately owned airplanes' registration markers to guard against terrorism during

the three-day fete. With the lists, the spotters could identify instantly the owners of any planes straying into the area where President Reagan, French President Francois Mitterand and other dignitaries were gathered.

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Confidential File

Cuban strongman Fidel Castro's official discouragement of religion is having a noticeable effect, the nation was once overwhelmingly Roman Catholic, but it is now less than half Catholic. There were 700 priests before the revolution; now there are only about 200. Fewer than half the children

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I read with great interest the letter to the editor found in the July 23 issue of the *Avion* concerning the "fourth class treatment" afforded our flight students as a result of the Air Force Flight Screening Program. As is often the case, the concerns expressed are not an accurate representation of what is actually occurring.

Contrary to statements made in the letter, the flight department has accommodated virtually all students enrolled in flight courses this summer. Of 437 registered students, we have either completed or are actively flying 418.

The bulk of the remaining students are enrolled in multi-engine courses where, admittedly, there is a continued back-log. The unfortunate accident involving N212ER has caused some delay in assignment.

However, the recent acquisition of our fourth Crusader aircraft should begin to rectify this

department will remain committed to providing the best possible service to those students willing to put forth the effort necessary to succeed in the training program.
Paul E. McDuffee
Chairman, Flight Technology Department

Correction

In the last issue of the *Avion* we unintentionally stated that Robert Brown was the bookstore manager. In fact, Robert Long is the manager. We apologize for our error.

Catching up on old news

are baptized and attendance at church services is closely monitored by the police.

Watch on Waste

When movie-makers want to rent public land from the Interior Department to provide picturesque scenery for their productions, they get incredible bargains. Lucasfilm Ltd. used the Ft Centro, Calif., resource area for 243 days to film *Return of the Jedi*, for example. The movie grossed \$168 million; Lucas film paid the government just \$30 a day for the use of the land. According to Congressional auditors, movie companies pay between \$30 and \$200 a day to use four Southern California resource areas.

Dangerous Airports

The Federal Aviation Administration has kept track of hijackings and attempted hijackings at airports around the world since 1970 and the results are surprising. By far the most incidents, 65 have occurred at U.S. airstrips, more than the number recorded in Lebanon, India, Colombia, West Germany, the Philippines, Japan, Iran, Venezuela and France combined.

Student Forum

The Avon asks:
What do you think about the removal of "pcrn" materials (such as Playboy, Penthouse, and Playgirl) from the ERAU bookstore?



Ricardo M. Santamaría
"I think it's the right attitude for the bookstore to remove those porn magazines, because they don't belong here, and they don't really help the students."



Brad A. Neal
"I disagree. We are mature enough so we can decide what we want to read, and whether we should look at them or not."



Jay D. Deffenbaugh
"There is so much literature out there for someone to come and tell us what we should or should not read. It is not right. We see worse things in newspapers everyday, and no one tells us not to read them."



Terry J. Fagan
"I think they should not be sold on campus, and people can buy them outside anyway. Those magazines don't belong in a school bookstore."



John A. Santanillo
"I disagree with it entirely. Aren't we old enough to make up our minds on what we want to read, or we don't want to read? Let's be real."



Edward T. Hoemsker
"Some people like porn, and some people don't. If the ERAU bookstore want's to show its good will towards the university by taking them off their shelves, so be it, I am all for it."

BLOOM COUNTY

by Berke Breathed

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LOWER RATES/LARGEST SELECTION

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United Technologies, NASA dedicates new facility

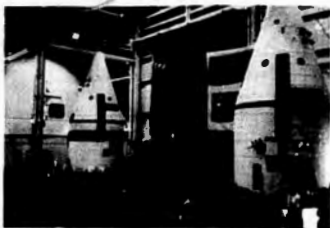
Solid Rocket Booster processing facility opens at KSC Complex 39 amid fears of launch delays, layoffs

By Jim Banks

KENNEDY SPACE CENTER, Fla. — A new facility to process the troubled solid rocket boosters of the Space Shuttle was dedicated in a ceremony held here last Friday. Top NASA and United Technologies officials were on hand as well as hundreds of employees who will work in the facility.

Those employees were treated to a ceremonial ribbon cutting and a free lunch as they cope with the persistent rumors of imminent layoffs and furloughs.

Among others, Florida Lt. Gov. Wayne Mixson, NASA Deputy Administrator William Graham, KSC Director Dick Smith, Acting Marshall Space Flight Center Director Thomas Lee, and United Technologies President Robert Daniels all briefly spoke at the ceremony, emphasizing a common theme that the space program will go



Avion photo by Charles Day

The dedication ceremony of the new SRB facility was held inside the high-bay of the building. Two fully processed SRB frustums and nose cones flanked the stage.

on, and when that happens, the government/industry team will be ready.

"Reaching out from Earth into

space can never be taken for granted. The United States needs people dedicated to the space program... This SRB facility is an

example" of that dedication and commitment to space, Graham said.

"Our pride, our confidence, is, at this moment in history, a bit tattered and torn. This is an inevitable part of life. Too much pride, unfettered confidence, isn't healthy, isn't normal. The faster you run, the more likely you are to slip. But when you get up, you keep going. That is what this new SRB Assembly and Refurbishment Facility is all about," commented Daniels.

NASA's newest facility to process components of the Space Transportation System will house manufacturing/assembly and refurbishment activities for the non-motor parts of the Shuttle's solid rocket boosters.

The functions were previously performed at various locations at KSC and Cape Canaveral Air Force Station. Among these activities are replacement of insulation to booster components; installation of electronic guidance systems; and the installation of

parachutes and ordnance and automated checkout.

Ground was broken for the facility on Jan. 30, 1985, six months after NASA selected USBI Booster Production Company to design and build the facility under a \$23 million contract.

The complex was designed by

USBI-Booster Production Company and Reynolds, Smith and Hills of Jacksonville, Fla. Construction was managed by IRTI-BPC and Federal Construction Company of St. Petersburg, Fla. The Assembly and Refurbishment facility was completed on schedule and within the proposed budget according to a United Technologies news release.



USBI photo

This \$25 million facility will house the processing of all non-motor components of the Shuttle's solid rocket boosters. The facility was finished ahead of schedule and under budget.

STS manifest may be without commercial payloads

By Merrill Hatson
Associated Press

WASHINGTON — A Cabinet group is recommending that the space agency be barred from accepting commercial and foreign payloads when shuttle launches are resumed, a presidential spokesman said Thursday.

If President Reagan accepted that option offered by the Economic Policy Council, it could leave the need for construction of a fourth orbiter, estimated to cost around \$2.5 billion, to replace the shuttle Challenger that exploded Jan. 28.

At the White House, spokesman Larry Speakes said most members of the Cabinet council favored the idea of taking

NASA out of the private satellite launching business.

"The issue was particularly timely in anticipation in light of the shuttle situation and the backlog of scientific and military missions ... that need to be flown," he said. "And the council was looking for ways to launch commercial satellites to take up the backlog."

Officials of the National Aeronautics and Space Administration refused to confirm or deny that the agency is vehemently resisting the idea of discontinuing use of the shuttle for private payloads and Speakes would not comment on that point.

Speakes said Reagan likely will make a decision soon on whether

to ban commercial and foreign satellites from the shuttle program.

Reagan has publicly endorsed building a new orbiter, and Speakes acknowledged Thursday that the president's advisers are divided on whether this should be done, given the costs involved.

Speakes said private industry has expressed interest in getting into the business of launching satellites, but that there has been a reluctance to get into commercial launching "knowing that the government might remain in it."

Dave Garrett, a spokesman at NASA headquarters, refused to discuss the agency's position on the question of banning commer-

cial and foreign satellites, which could cost \$850 million in lost contracts.

Decision too near

"The decision is too near... This is just part of a puzzle. It's just too complicated right now," he said.

Chet Lee, an official of NASA's Customer Services Division, said the agency has more than 40 contracts for private satellite launches, either through contracts of letters of agreement, most of them with owners of communications satellites.

Speakes said he did not believe any decision to ban commercial payloads would lead to a greater

militarization of the space program.

"The vast majority of space exploration, either with the manned or unmanned exploration, has been for the most part for peaceful uses," the spokesman said.

Private industry

Speakes also said he thought encourages development of a private rocket industry would speed up commercial launches, particularly because of the delays resulting from the Challenger disaster.

He said he assumed that members of the Cabinet Council "by no means overlooked" the

national security implications of allowing private entrepreneurs to develop the capacity to launch rockets. But Speakes did not elaborate on that point.

"That's their recommendation, to take remedial steps to encourage a private launch capacity," he said.

Speakes said he doubted that any new policy placing strict limitations on the use of NASA shuttles would preclude launches on behalf of other countries, if national security reasons were behind them.

The president met with top advisers on space policy Tuesday to discuss whether to build a replacement for Challenger.

Coming in September

GRAND OPENING

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West coast shuttle complex on hold

By Norman Black
Associated Press

WASHINGTON — The Air Force outlined a program Thursday to overcome the loss of the space shuttle *Challenger* by emphasizing the use of unmanned rockets to boost satellites into space.

"The Expendable Launch Vehicles (rockets) are going to be the workhorse from now on" for the Defense Department, said Air Force Secretary Edward C. Aldridge. "We cannot afford to rely on a single launch system."

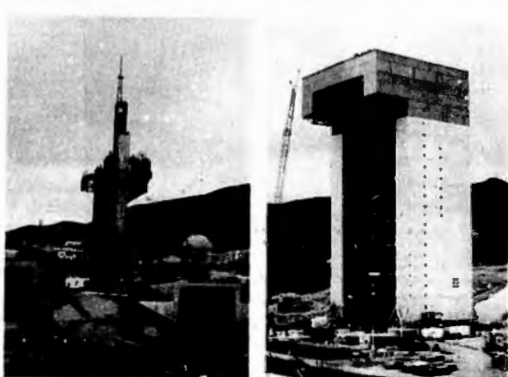
Aldridge also said the Air Force will delay activating its \$3 billion shuttle spacecraft at Vandenberg Air Force Base in California until 1992, saving an estimated \$1 billion over five years. The United States eventually will need the facility to place shuttles in polar orbit, however, and thus Vandenberg's activation is merely a matter of time, he said.

Aldridge said the White House had approved the Air Force's recovery plan, including the mothballing of Vandenberg, and that future Pentagon budget submissions to Congress would include the necessary budget requests.

Many of the points highlighted by Aldridge on Thursday had been previously disclosed. For example, Congress has already authorized the purchase of additional Titan 4 rockets, which are being designed to lift the same size payloads into orbit as the shuttle.

Among the additional detail Aldridge offered Thursday was that the Air Force now is able to launch 12 or 13 unmanned rockets a year.

Launch pads at both Cape Canaveral, Fla., and Vandenberg will have to be modified to handle the new Titan 4, he said.



Air Force Shuttle launch site at Vandenberg AFB. Activation of the \$3 billion complex will be delayed until 1992. Launch pad (left) is a

stationary structure. The Vehicle Assembly Building (right) moves on a track to cover the spacecraft on the pad.

The earliest a replacement for *Challenger* could be available is probably 1992, he said, and thus the new shuttle pad at Vandenberg will be placed in caretaker status until then. As long as there are only three shuttles in the fleet, he explained, it makes no sense to disrupt launch schedules for those orbiters by transporting some to Vandenberg.

The Vandenberg spacecraft will go onto caretaker status when tests of the new facility are finished, probably next summer, said

the base commander, Maj. Gen. Jack Watkins.

It will take 1,400 previously unanticipated civilian layoffs to get the staff down to the 1,200 needed to maintain the spacecraft while it is in mothballs, he said. The Air Force already had planned to cut the present civilian workforce from 3,100 to 2,600 by next May, Watkins said.

Two years before the revival of the launching facility, staff will be boosted as operations are gradually brought into readiness, Watkins said.

Placing sole reliance on the shuttle was "a major mistake for this country and we're paying the price now," he said.

As part of the five-year program, which Aldridge estimated would cost \$2.6 billion, the Air Force will buy at least 13 more giant Titan 4 rockets already under development, for a total of 23, and will begin a competition among defense contractors to design and build a new type of rocket with medium-lift capability.

It also will begin redesigning

certain classified satellites so that they can be launched by rocket as well as by the shuttle.

The Air Force cost estimate does not include funds for safety changes to be made by the National Aeronautics and Space Administration or for replacement of the *Challenger*, Aldridge said.

The secretary also said: — He was sufficiently concerned about the growing backlog of military satellites awaiting launch that he had held a series of discussions with ArianeSpace, the European consortium that competes with NASA for commercial business with an unmanned tacker. The discussions produced no agreement for launching any unclassified satellites, he said.

— He supports the phase-in of a policy that would force commercial communication firms to rely on private industry for launch services instead of using the shuttle.

— The Strategic Defense Initiative's Organizational Review oversees "Star Wars" research, will attempt to use some unmanned rockets to conduct experiments that had been planned for the shuttle.

— The backlog of military payloads such as spy satellites awaiting launch will stand at 21 by the time the shuttle is projected to fly again in February 1988. The backlog may eventually grow to as many as 50 payloads. Aldridge said the nation's security is not threatened at the moment, "but every day it gets more and more serious."

The Air Force secretary said he had strongly recommended to President Reagan that he authorize construction of a replacement for the *Challenger*, but had no information on whether the president would do so.

The Defense Department has no intention of either

"dominating nor abandoning the shuttle," he said, although the Pentagon does expect to commandeer more than a third of the shuttle missions when the orbiters first resume operations.



New Titan 4 booster will probably resemble the veteran Titan 3E/Centaur, shown here.

Minuteman missile launched by signal from EC-135 airborne command post

Associated Press

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Associated Press

Soviets announce next generation of space stations, space capsules

By Andrew Rosenthal
Associated Press

It can be of more use, said Semenyov.

"Eventually it will be brought back down to

Minuteman missile launched by signal from EC-135 airborne command post

Associated Press

VANDENBERG AIR FORCE BASE, Calif. — An unarmed Minuteman III missile made a successful test flight to a South Pacific target Thursday after the launch command was radiated from an airplane, officials said.

The intercontinental ballistic missile was launched at 5:40 a.m. from an underground silo, said Col. Michael R. Boldrick, base spokesman. The launch command was relayed from a modified Boeing EC-135 aloft over the base, he said.

After a 30-minute flight, the missile's unarmed warheads hit their targets in the Kwajalein Missile Range in the South Pacific 4,200 miles from the launch site, Boldrick said.

The 12-year-old missile was removed from F.E. Warren Air Force Base in Wyoming and shipped to Vandenberg, 140 miles northwest of Los Angeles.

"It was in a normal missile silo and we have a capability to launch Minuteman from the air," Boldrick said. "It's really a backup capability to a ground crew," he said, explaining that the missile normally is launched by a crew in an underground bunker a few miles from the silo.

The launches are to test the missile's readiness and accuracy and to train launch crews.



Minuteman missiles leap from their silos at Vandenberg Air Force Base (lower photo). An unarmed Minuteman III was launched from a Vandenberg silo by a command from an EC-135 lying command post similar to the EC-135 pictured (upper photo). The missiles are usually launched by crews located in underground bunkers a few miles from the silo.

Soviets announce next generation of space stations, space capsules

By Andrew Rosenthal
Associated Press

It can be of more use, said Semenyov.

"Eventually it will be brought back down to

MOSCOW — A four-month space mission completed by two cosmonauts has set the stage for the Soviet Union to try out a new generation of space stations and capsules, officials said.

The mission also showed that there are no apparent limits to how long humans can live and work in zero gravity, a physician said.

Leonid Klim and Vladimir Solovets, the world's most experienced space travelers, landed their Soyuz T-15 spacecraft July 16, ending a 125-day mission during which they made two space walks lasting more than eight hours and shuttled between the space stations *Mir* and *Salyut-7*.

The latest mission "enables us to look with optimism at the problems associated with continued prolongation of space flights," said Yuri Semenyov, director of the Soviet manned space program.

Semenyov told a news conference Friday that the newest space capsule, the Soyuz TM, will replace the smaller and less sophisticated Soyuz T for manned flights.

The Soyuz TM capsule has been tested successfully in an unmanned flight and has docked with *Mir*, said Semenyov.

Little is known about the new capsule, apart from official reports that it has new computers and a new guidance-propulsion system. Semenyov said the Soyuz TM is capable of more complex docking maneuvers than its predecessor.

Semenyov would not say when the next manned space flight would occur, but he expected an announcement "in the near" months.

The *Salyut-7* has completed its planned program, but scientists still have not decided whether

whether the president would do so. The Defense Department has no intention of either

it can be of more use, said Semenyov. "Eventually it will be brought back down to Earth," he said, but gave no estimate of when. *Mir*, which means peace in Russian, is the nucleus of what the Soviets hope will become a permanently manned orbiting space station. It is larger than the older model, the *Salyut-7*.

Mir has six docking ports, compared to two in *Salyut-7*, and contains more automatic systems.

Klim and Solovets, who set an endurance record by being in space for 237 days in 1984, said they adapted to weightlessness quickly and doctors were able to re-adapt them to the Earth's gravity in less than two weeks.

Neither astronaut would give details about the health impact of prolonged time in space.

Klim, the mission commander who has spent a total of more than a year in space on three flights, experienced fluctuations of pulse and blood pressure early in the latest mission.

Klim and Oleg Gorenko, director of the State Institute on Space Medicine and Biology, dismissed them as normal variations.

Gorenko said there are no apparent limits on how long humans can live and work in space. He added, however, that there are medical problems associated with prolonged weightlessness and scientists do not know whether some limits will emerge.

Asked how long a human can stay in space at one stretch, Gorenko said prolonged flight requires careful monitoring of vital signs, regular exercise and other precautions.

"Unfortunately, an exact answer (on how long) is not yet available," he said. "But my own opinion is that I see no practical limits on the duration of work in space."

He did not say what factors might limit the length of space flights.

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T-46A jet trainer remains high in skies over Edwards

Flight development program continues on despite recent cancellation of project by Congress and DOD

By Peter Martin
Avion Staff Reporter

EDWARDS, Calif. — With its future still in doubt, the Fairchild T-46A continues flight testing at Edwards Air Force Base with the addition of a second aircraft to the test force. The aircraft was designed as a fuel-efficient, high performance, low-maintenance primary jet trainer.

If Congress approves its budget, the T-46A will replace the T-37 which has been in service with the Air Force's Air Training Command for more than 25 years.

The T-46A was designed by Fairchild Republic Co., of Farmingdale, Long Island, New York. It features a squat fuselage with side-by-side seating in a pressurized cockpit. Extreme ease of maintenance, high reliability, and low fuel consumption are hallmarks of the design.

Testing and evaluation of the aircraft is being conducted by the T-46A Combined Test Force at Edwards. The CTF is comprised of Air Force and contractor personnel who test and evaluate the airframe, engine, and related systems.

Two prototype aircraft have been built to date. Prototype 1, which first flew on October 15, 1985, is the structural dynamics aircraft. Initial testing has centered on overall flying qualities and performance. A second prototype has been designated the loads instrumentation aircraft. It will be used to test and evaluate the design's maximum maneuvering loads capabilities as well as the full range of taxi and landing loads.

Results of the T-46A test program have been impressive. Test pilot Colonel Dave Edmonson of the T-46A CTF told the Avion the initial testing phase was "extremely productive."

Flights have evaluated aircraft design features and stall and spin characteristics, carried out flutter investigations, and tested fuel and propulsion systems.

Basic airworthiness tests have shown the air-



Technicians at T-46A Combined Test Force ready the prototype trainer for its next test flight.

The aircraft pictured here was used to test the basic airworthiness of the design.

craft to be very stable and easy to fly. The T-46A was found to have very benign stall characteristics, including a mild pitchover, a five degree wing drop in either direction and no altitude loss.

The T-46A is self-recoverable from a stall. One improvement resulting from these tests was the addition of a stall warning device on the aircraft's wing. The T-46A has strong directional stability and is expected to be spin resistant. It will not be taken beyond a stall until after the addition of a spin recovery parachute.

Flight tests determined that the aircraft lacked an effective trim system. Lateral trim was inadequate to produce rolling moment and longitudinal trim was good but, less than full capacity. Steps

were taken to improve the trim system after studying the results of these tests.

The CTF took a functional look at all the aircraft's systems. All systems of the T-46A work very well, according to Col. Edmonson, but they have not yet been measured to the qualification point. Test pilots have been very pleased with the air conditioning and pressurization system.

The T-46A is more comfortable to sit in on the ramp than its predecessor, the T-37. A fledgling pilot in a T-37 can work up quite a sweat just waiting for clearance. In contrast, a T-46 pilot can start the engine, close the canopy, and sit in air conditioned comfort just like in an automobile. Fairchild's T-46A is powered by two Garrett F-109-GA-100 turbofan engines, each rated at

1330 pounds of thrust. The engines have proven to be the most reliable system of the T-46A. They have exceeded all expectations for performance and operation.

The almost flawless operation was unexpected since the small turbofan was of a new design. Test pilots have found the engines capable of acceleration at altitude and are starts at altitudes as high as 30,000 feet. Pilots have flown the T-46 up to 39,500 feet and 6 Mach. The aircraft is designed with a service ceiling of 45,000 feet and a speed of 400 knots.

Col. Edmonson said he was "very pleased with the reliability of the airplane." Flight time for the T-46A has averaged over 20 hours per month. One day test sorties were flown from the CTF, each lasting a minimum of one hour.

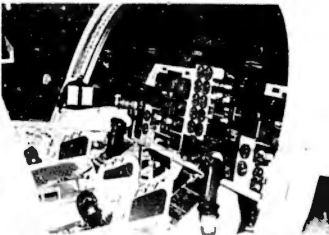
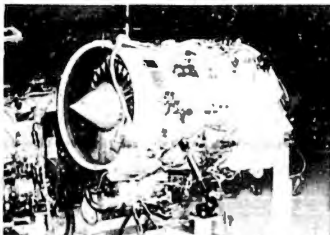
During these flights a normal crew performed normal operations. The number of sorties was limited only by the amount of daylight available. No maintenance discrepancies were reported. This is significant because Air Training Command would be using each aircraft for many hours at a time. Also there is a safety factor required for an operational aircraft being used for pilot qualification.

The T-46 has demonstrated ease of use for students and maintenance personnel.

Operational testing and evaluation, to be carried out with the first two production aircraft, is set to begin early in 1987.

Photos On p. 1 forward avionics bay (far left) demonstrates ease of access for maintenance crews. Garrett F-109 engine (center). The small turbofan can be replaced in 30 minutes. Side-by-side duplicate control panels (far right) for instructor and student are simple and easy to read.

Avion Staff Reporter



ERAU and FAA partnership threatened

Associated Press

LAWTON, Okla. — A businessman, rebuffed in an attempt to keep the Federal Aviation Administration management training school in Lawton from moving to Florida, says he will ask for an administrative rehearing to press his case.

The FAA school, which trains about 3,300 students a year, has been at Cameron University since 1971. Last year, the U.S. Department of Transportation began accepting bids to move the school from Cameron.

In March, the U.S. Department of Transportation announced that the school would be mov-

ed to the Bunnell, Fla., branch of Embry Riddle Aeronautical University.

In Finley, one of two Lawton businessmen who bid on the project, filed a protest, contending that his bid was \$2.4 million lower than the Embry-Riddle bid of \$47.3 million.

Finley said Tuesday that he has been notified by the GAO that his protest had been turned down, but said he would take steps to have the decision reversed.

The GAO decision, issued by general counsel Harry R. Van Cleave, said Finley's assertion was a technicality.

"Compared with Finley's proposal, Embry-Riddle's proposal

was somewhat higher technically, appreciably higher in business management and slightly lower in evaluated cost for facility lease and operation," Van Cleave said.

"In conclusion, we find the source selection of technical, business management and cost factors rational and consistent with the evaluation criteria," he said.

Steve Patterson, an aide to Rep. Dave McCurdy, D-Okla., said Finley can file a temporary restraining order in U.S. District Court or in the Court of Claims to have the process stopped until his lawsuit is settled.

Patterson said the U.S. Department of Transportation and the Justice Department

would have to decide to grant or deny a temporary restraining order.

Patterson said the Department of Transportation is now free to carry out a contract.

The FAA's contract with Cameron expires Sept. 30. The two sides are negotiating a lease extension, said Cleo Cox, superintendent of the FAA school. The winner of the new contract will have one year from the time the bid is officially let to build new facilities.

Cox said he has notified his staff and the University of Oklahoma, which holds the instructional contract, of the GAO decision.

Required med-kits upgraded

By Lawrence Kilman
Associated Press

NEW YORK — Airline passengers who suffer heart attacks or other illness may have longer odds of survival since new rules requiring better on-board medical kits went into effect last week.

The new kits include stethoscopes, blood pressure cuffs, needles and syringes, as well as drugs to treat insulin shock, allergic reactions and heart attacks. Those items are in addition to the bandages, ammonia inhalants, splints, burn ointment and antiseptic swabs airlines already carry.

The kits are being placed on aircraft five years after a consumer group asked the Federal Aviation Administration to require them. Two years ago, congressional hearings were held in which doctors complained of not being able to help people stricken in flight because adequate medical kits were not available.

A survey by the International Airline Passengers Association said three out of four domestic flights have a physician among the passengers, and it is likely that the kits will be used mostly by them.

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Famous author attempts airship salvage mission

Associated Press

BEACH HAVEN, N.J. — A team of seven explorers, including the author of the adventure novel *Raise the Titanic!*, is searching waters south of here for the wreckage of a U.S. Navy dirigible that crashed and killed 73 men in 1933.

The team left the port here Sunday morning on the fourth day of its search for the remains of the USS Akron, a 785-foot-long airship and aircraft carrier, about 30 miles off the coast of Little Egg Harbor.

A side-scan sonar device on a Sunday picked up the outline of a man-made object about 30 feet long, with a hook-shaped device jutting out from it, said marine archeologist Clive Cussler.

"We're not sure what it is," said Cussler, author of *Raise the Titanic!* and a well-known marine salvage expert. He said the object, in 103 feet of water 28 miles east of Beach Haven Inlet, is not the same object detected by a depth sounder on Thursday.

Cussler said the item detected by the depth sounder was a large, dense object on the ocean floor. But the side-scan sonar device wasn't working well enough to determine if the finding was significant, he said.

"It's very iffy. We think — we hope — we may have found the Akron, but we can't really say for sure," said Cussler, a Colorado resident who is chairman of the National Underwater Marine Agency, the dive's sponsor.

Two divers went down 120 feet to the bottom of the sea around the area where the depth sounder picked up something. But one diver said they were probably off the mark because ocean currents moved buoyoos dropped from the ship's boat, the 31-foot Sea Spray.

Laura Ecke, the crew's lieutenant,

based coordinator, said Sunday that the explorers "had a very strong indication that they should continue the search in a certain area."

Loria said the divers, most of whom are from Massachusetts and New York, have been involved in 56 other expeditions, of which 52 have yielded significant finds.

Among them are the *CS Merimac*, the Civil War Confederate ship used in the famed battle with the *Monitor*; the *Kerkira*, *Wenauke* and *Houstonian*, all Union Army vessels; and the Confederate ironclads *Meramec* and *Louisiana*.

"We're not into treasure hunting," Loria said. "We don't keep any of the artifacts. We find lost vessels of historical significance. They're time capsules."

He said the Akron was chosen as a search target because of its historical significance. Its destruction marked the beginning of the end for the era of such oceanic airships, Loria said.

A small trapeze underneath the Akron and a sister airship, the *Mercon*, held small fighter aircraft (Curtis Sparrowhawk), which could take off from the dirigibles, provide defense as needed, and be recovered back aboard the airship. Several of these fighters could be stored in a area within the airship's belly.

On its fateful trip, the Akron had taken off at 7:30 p.m. from the Naval Air Engineering Center at Lakehurst on April 3, 1933, en route to New England in a practice flight.

A violent, unpredicted thunderstorm surrounded the airship over the Atlantic. When it crashed, only three of the 76 officers and enlisted men aboard survived.

Book makes hints at invisible plane

By Brian Nicklas

STEALTH AIRCRAFT by Bill Sweetman, Motorbooks International, PO Box 2, Osceola, WI 54020, 96 pages, 67 illustrations.

With the recent crash of an undisclosed type of Air Force aircraft in a California forest, and the chance simultaneous release of an "F-19" airplane model kit, Stealth aircraft are once again in the news.

One side is arguing that the Air Force is nastily refusing to release any details of the California crash, while others are in an uproar that a plastics firm is revealing national secrets by selling to a private a three-

dimensional representation of the Defense Department's innermost secret.

Details on both of these stories could be settled by reading Bill Sweetman's new book, *Stealth Aircraft*. Much of what Sweetman reports has been published before in the technical press (such as *Aviation Week*) or other unclassified sources. But what makes this book great is that it tells the story in understandable terms in one source.

As Sweetman states in his introduction, "Most of the book, though, is based on a first principles analysis of the problems and opportunities involved in making a large vehicle vanish into

this air — at least as far as any feasible sensor system is concerned." He doesn't give three view drawings of a F-19 or B-2, but shows the various aerospace firms' own artist's conceptions and comments on the strengths and weaknesses of these proposals.

A Buck Rodgers look at stealth is not the sole viewpoint of the book, for Sweetman (who is the North American Technical Editor for *Aviation Week*) looks at past designs to how their stealth-like characteristics. (These go back to cellophane-covered German aircraft in World War One.)

Also shown are ideas that while sound aerodynamically, are horri-

ble for an aircraft trying to maintain a "low-profile." These include external carriage of weapons, rotating pinnacles and turbine blades and even an aircraft's own radar system. Sweetman points out that a forward-looking radar antenna would look to unfriendly radar "like a cat's eye in a headlight beam."

Design, radar cross-section, radar absorbent material, counter-measures and thermal shielding are topics covered in the book, and while going away at "secrets," the book does give a common-sense look at the current hot topic in aviation for both the layman and the professional.

Review copy courtesy Motorbooks International and available from the publisher.

'People' hope for more customers

Airline to try new strategies to improve sales and profitability

By Pamela Brownstein Associated Press

NEWARK, N.J. — Once in a class by itself, People Express Inc. is quickly blurring the distinctions between a maverick, discount airline and a traditional carrier in its effort to stay alive.

People Express lost \$34 million in the first quarter of 1986 — a figure which analysts expect to be exceeded when second-quarter income is announced in two weeks — and \$27.5 million for all of last year.

Chairman Donald C. Burr, responding to a shareholder's inquiry at the company's annual meeting Thursday, paraphrased Mark Twain: "The reports of our death are greatly exaggerated."

It was one of only three times he smiled during the meeting here, outlining new strategies to build on the company's base of budget-conscious travelers while attracting business travelers.

The non-union company will get rid of some planes, reduce destinations served and upgrade its reservation system to allow travelers to book flights by computer.

A three-tiered fare structure will replace

the single no-frills price that was the company's hallmark, and all planes will have first-class sections by the fall.

People Express, which expects to occupy a new \$150 million terminal here next year, also plans to institute mail reservations and one-stop check-in.

The airline industry, which lost a record \$650 million in the first quarter of the year, has changed since People Express began flying in 1981, Burr said.

Last year, close to 56 percent of all fares carried some discount, the tactic that allowed People Express to stand out from the start.

All People Express employees are considered managers, and a few urged Burr to do away with practices central to the company's image, such as on-board fare collection and checked baggage fees.

People Express has blamed much of its problem on its Frontier Airlines subsidiary, which it bought in November for about \$100 million cash and July 10 to sell to United Airlines for \$146 million.

United, however, announced that it has delayed indefinitely its application to toe

U.S. Department of Transportation to purchase Frontier because of talks in labor negotiations with Frontier employees.

Burr said the deal was expected to yield a \$46 million gain, excluding Frontier's operating losses, which analysts have estimated at \$10 million a month.

Additional funds are anticipated from the sale of \$53.8 million worth of other People Express assets to United, which the Department of Transportation is expected to approve, according to Sen. Frank Lautenberg, D-N.J.

Included are landing and departure slots at Chicago's O'Hare Airport, terminal gate space at Dallas-Fort Worth Airport and some Frontier aircraft, Lautenberg said.

Burr said the Newark-based company "will be focusing on our current operation, not expanding." The company will neither reduce nor increase its current debt, which analysts have estimated at close to \$300 million.

The company also will get rid of three Boeing 747 airliners, lease out eight 727 aircraft, eliminate service to five destinations and increase certain baggage fees, he said.

the mark because of our...
Laura Ecke, the crew's lieutenant,

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On-campus concerts

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Maximum charges to help cover overhead and legal expenses

FAA

(continued from page 1)

ficiently and safely in the lab than in flight.

Another area of the Technical Center houses three Air Traffic Laboratory test cells. Here, new automated air traffic control equipment and computer programs proposed for FAA field facilities are tested. One lab duplicates an enroute traffic control center while the other two are similar to airport control rooms.

New radars and radar beacon equipment are also being tested at the Technical Center. With an expected increase in the number of general aviation aircraft from 220,000 to over 300,000 by the mid-1990s, the FAA has its work cut out for them to make the skies safe.

FAA

(continued from page 1)

fitted with two Allison turboprop engines. The project manager is Mike Glynn, an Embry-Riddle management graduate who is as daring as the mission he runs.

“This year we’re targeted to fly at about 5000 feet,” commented Glynn, an ex-Army aviator. “We’re trying to find out what level of strike to protect against...right now we’re looking at about 200,000 amps.”

Glynn went on to explain that 22 strikes were achieved in 1984 at altitudes from 1500 to 2000 feet, and another 29 strikes in 1985 at altitudes from 14,000 to 18,000 feet. The aircraft was operating out of Patrick Air Force Base in Central Florida at the time. This year, however, the Conqair will fly out of the Technical Center and probe storms under radar guidance for the NASA Wallops Flight facility on the Virginia Coast.

“We’re shooting for 30 strikes this summer,” commented Glynn. “We are interested in supporting the regulations pertaining to the certification of aircraft in order to protect the safety of aircraft in terms of electromagnetic compatibility.”

“The FAA is interested in the safety of the aircraft and the safety of the pilots. We’re trying to find out what level of strike to protect against...right now we’re looking at about 200,000 amps.”

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SGA opens communication lines

Bezinski says to ‘read this article’ for the latest news from the SGA

By Lora Bazzinski
SGA President

A recent survey conducted by the Avion staff asked the question, “Do you think that the SGA provides you with enough student services?” Of the six students surveyed, half said “yes,” and half said “no.”

All agreed that there was a problem with communications between students and their SGA. They had different ways of stating it: “They need to speak to the students...,” “...ask the students...,” “They should inform...,” “...should be more communication...,” “...let the students know...,”

“...let the students know...,” “...let the students know...,” “...let the students know...,” “...let the students know...,” “...let the students know...,”

On this campus, our only means of communication are verbal or written. To the masses, we usually resort to writing memos, letters, or articles in the Avion. However, reading requires more effort than listening on the part of the person receiving the message.

There are things that we are forced to read — bills, flight schedules, textbooks — and there

are things that we are expected to read — signs, magazines, textbooks. As a result, what little reading we do by choice is usually escapist or entertaining in nature.

When given a choice, most people prefer to receive information through audio-visual resources like radio and television — its never-ending popularity is proof of this. This kind of media requires less effort, is more enjoyable, and allows the listener/viewer to do other things while they’re taking in information.

Unfortunately, this media is not one of our alternatives at Embry-Riddle. All we can do is

hope that you read an article, poster, or sign. As a result, a lot of people remain uninformed.

If we had a television or radio station, maybe we would be able to improve communications. It is this idea that has sparked an interest in developing a radio station at ERAU. A committee to investigate and establish this station has been formed by the SGA and is making some definite progress. (See article this page.)

The SGA is excited about the possibilities of establishing a radio station on campus so that we can one day say, “Tune in to WERU for the latest campus news.”

Plans for radio updated

By Lora Bazzinski
SGA President

Since May, 1986, there has been a student interest by the students to establish an ERAU radio station. Actually, there has always been an interest; we briefly had a radio station in 1980, but it had a very limited range and the station folded.

A couple of years have passed since the old “WERU” demise and there has been a rekindled interest. This interest has resulted in the imminent chartering of the Broadcast Club and the formation of a Radio Station Committee by the SGA. The Broadcast Club’s members include students with varying degrees of experience and interest in radio.

Some hope to become D.J.’s, others sound technicians, and others just want to see this idea become a reality.

The SGA committee is headed by Yoni Bakare, who was directly involved with the previous station, and Keith Fitzgerald, an audio-visual engineer with an abundance of experience in the field.

The Radio Station Committee, in conjunction with the Radio Broadcasting Club, will render the combination of experience and motivation that will be necessary to effectively initiate this project.

The process of establishing the station has been slow and

laborious but, never-the-less, progress is being made.

After determining an antenna site location, an application must be filed with the Federal Aviation Administration (FAA) to approve the location, this should take approximately 4 to 6 weeks. The next step will be to fill out an application with the Federal Communications Commission (FCC) which, upon approval, will grant us broadcasting rights as an educational non-profit station.

A consulting firm will be hired to complete this application as it is technical and complicated. It will take approximately 4 to 6 months to obtain results from the FCC. After we receive the results, we will have 18 months to com-

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TACS

Another ongoing Technical Center project involves a system that may reduce mid-air collisions a thing of the past. Called project TACS (Traffic Alert and Collision Avoidance System), this program involves the utilization of on-board transceivers that continuously interrogate any other aircraft in the vicinity.

Technical Center pilots test the TACS system by flying two airplanes on a collision course, the aircraft abruptly veer off from each other at the last few seconds.

The TACS system was recently installed on several Piedmont Boeing 737’s for actual commercial use. If and when an aircraft approaches the proximity of one of the 737’s, an audio signal will warn the pilot and a directional arrow will be displayed on a special instrument to tell the pilot which way to veer off.

Wake Vortices

The Technical Center’s Aircraft Crashworthiness Branch is presently involved in researching the hazardous effects of helicopter wake vortices. Several corporate and large military



The FAA Technical Center’s Sikorsky 76 is City, N.J. The helicopter is used to display wakes and vortices with smoke.

helicopters will be fitted with smoke generators to create the two trailing vortices so that probe pilots can fly into their centers.

The FAA Technical Center is involved in a myriad of projects, two numerous to list here. One of them includes the Anti-Mixing Kerosene (AMK) fuel that was tested out at Edwards in 1984.

Even though the test was somewhat of a failure, much needed crash data is still being assimilated from it.

Other projects involve cabin fire safety. The Center’s Fire Test Facility is the largest of its kind in the world, and can house two wide-body fuel tanks for full-scale fuel fires and simulated in-flight cabin fires.

Research for the Microwave

Landing System (MLS) originated from the Technical Center, as well as wind shear warning systems, airport runway grooving, flight service station modification, and modern metal and explosive detectors to prevent airport terrorism. The FAA Technical Center truly is the pioneering ground for the cutting edge of commercial and general aviation technology.

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Another area of the Technical Center houses three Air Traffic Laboratories. Here, new automated air traffic control equipment and computer programs proposed for FAA field facilities are tested. One lab duplicates an enroute traffic center while the other two are similar to airport control rooms.

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Lighting Strike Research

This summer marks the third consecutive season for the FAA's Direct Strike Lightning Characterization Program. This project involves flying a twin-engine transport plane into thunderstorms in an attempt to obtain data on the effects of direct lightning strikes on an aircraft.

The aircraft is a Convair 580

since Glynn, an Entomology-Riddle management graduate who is as daring as the mission he runs.

"This year we're targeted to fly at about 5000 feet," commented Glynn, an ex-Army aviator. "We're trying to find out what level of strike to protect against...right now we're looking at about 200,000 amps."

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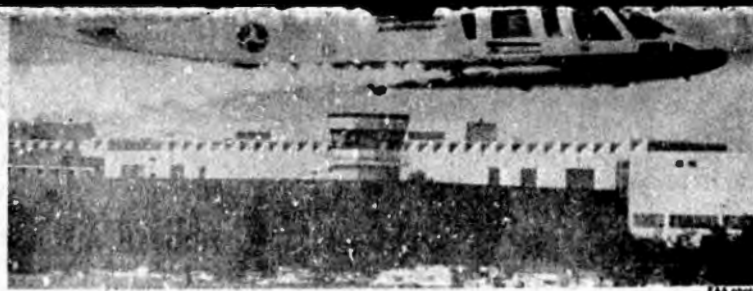
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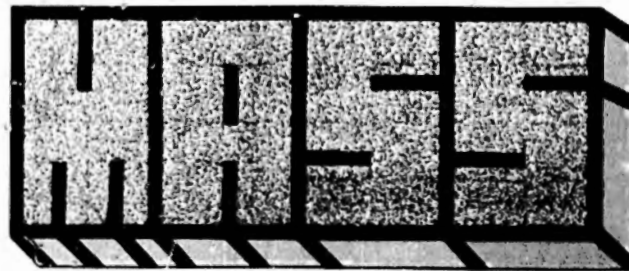
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Vets Club

By Lisa Doyle
Vets Club Writer

Good morning and afternoon. Well, now that we've chosen this year's Regatta charity recipients, Serenity House, congratulations! For those who aren't aware, Serenity House is a type of halfway house for adult males who desire to conquer their battles with alcohol and drugs and begin new, productive lives. It was a close vote, but they were the winners.

Harry Nostrant, Don Bytiner, Mike Evans and myself toured their facilities which includes 3 house in the Daytona area plus a farm out by Deland. They explained all their procedures, rules

and much information which was interesting and inspiring.

As the trimester comes to a close, everyone has a couple of weeks to take a break before Fall Kicks. However, Regatta work isn't done until the day after the event! I shouldn't be threatening people with such, but just trying to maintain, or invoke, motivation for those who need the people power.

Speaking of which, Ron Costa and Gail Clark are forming a committee to gain recruits for our prestigious club. Please note, our need not be a veteran. Amongst the plans are a welcome letter for all incoming veterans this Fall, UC banners, and campus-wide posters. If you have ideas, please

bring them to Ron, Gail's or my attention so just join us! Due are \$15 per trimester, but it has been proven that your money will be returned to you tripled! But most importantly, we have the best parties and a helluva good time!

We shall be having a meeting this Friday, August 8, at a place to be announced. To be announced locations are still in the Vets Club showcase which is across from the bookstore and our bulletin board which is at the bottom of the wheelchair ramp behind the Flight Deck in the UC. Please check it out! Beverages will be served and everyone's welcome to any and all of our meetings. And we thank you for your support!



FLASH For Leisure And Student Health

NIDA estimated in March of this year that nearly two thirds of the people now entering the work force have used illegal drugs and 44 percent have taken them during the past year.

Recent studies have linked substance abuse to increased accidents, health care costs, and burdens on state and federal treasuries as governments spend money on programs to counter abuse.

In the early spring of this year, the President's Commission on Organized Crime called for "suitable drug testing programs" of federal employees. It was not so long ago that most people associated drug testing only with Olympic Athletes but drug testing has entered the pro sports, the military, the workplace, and even families.

The concept of testing for drug use has stirred up a storm of controversy. Some believed it violates the fourth amendment. There are those that believe it is not an invasion of privacy and would be a very reasonable step in slowing drug trafficking.

There are several different tests that can determine drug usage. The most popular way is through urinalysis. The Enzyme Multiplied Immunoassay (EMIT) is the most commonly used urinalysis test. It is believed to be 97 percent accurate in the best of circumstances and it is inexpensive. However, a second test using a different method to confirm EMIT results does raise the cost.

drug use involves testing hair. Scientists have discovered that human hair holds a permanent record of all chemicals that a person has taken and by using radiation on human hair they can determine what drugs have been taken and, unlike blood or urine tests, when they were consumed.

A brainwave scan is a third method of testing for drugs.

The newest drug test is called AWAKE and like its counterparts, is also shrouded in controversy. The test is available to parents so they can test their kids for drug usage in an effort to combat the increase in availability of inexpensive drugs for children.

The legal limits of drug testing are not yet clear since the topic of drug testing is relatively new. Public employees are protected by the fourth and fourteenth amendment's safeguards of privacy and due process. However, courts are going to uphold these tests if they are job related or have something to do with job performance. There are many cases that are now coming before the courts that bring up the issues of how reliable and how invasive a drug test is.

The list of corporates that ask job applicants to undergo urinalysis includes the most prestigious firms in the United States. Firms such as Exxon, IBM, Lockheed, Federal Express, United Airlines, TWA, The New York Times, and DuPont all ask applicants to sign a form saying they will submit to a test for drug use.

It is undeniable that we have a drug problem in this country. There are an estimated 20 million Americans — 1 out of 12 — who use marijuana regularly, 6 million regular cocaine users and 500,000 heroin addicts.

A drug is any chemical substance that produces a physical, mental, emotional, or behavioral change in the user. Drug abuse, the use of a drug for reasons other than medical purpose, includes both illegal and prescription drugs.

The most commonly abused drugs are marijuana, cocaine, along with various narcotics, stimulants, sedatives, inhalants, and hallucinogens. Alcohol and tobacco are also considered abused drugs.

Marijuana was once the most common drug in the workplace, but, according to the National Institute of Drug Abuse (NIDA), cocaine may now have become number one. A survey, conducted by the 800 Cocaine Counselor, states that the number of Americans who take marijuana at least occasionally declined from 22 to 20 million people between 1979 and 1982. During this same period, the ranks of occasional cocaine users increased from 15 to 22 million.

The problem seems to be most prevalent among young adults.

15

By Jim Burke
15 President

The 15 Aerospace Society has wrapped up a great summer, and is anxiously looking to the Fall. With so many new students coming to ERAU, we are looking for

Aerospace Society

ward to introducing many of them to the Florida Space Const.

Don't buy anything for you really, and certainly don't buy any laser prints from anyone but 15. We'll be saving you lots of money when we sell the famous laser prints during the second week of school. Keep your walls

blank for one week, and we'll give you cover them at half the normal price.

15 Aerospace Society is a group of students who are dedicated to the space program and seek out opportunities to learn and educate others about the past, present, and future of our nation's activities in space.

AAAE

By Cheryl Roy
Public Relations

As the semester ends, the American Association of Airport Executives is making plans to attend the Florida Airport Manager's Association Conference. The FAMA conference will be held in Melbourne during the week of August 11.

On Wednesday, July 30, Mr. Hal Pyke spoke to club members

at the Deland Airport. Mr. Pyke is the Airport Development Director of the Deland Airport and he will also soon be holding the position of Deland City Manager.

Mr. Pyke spoke to club members about the airport's new Master Plan and the future industrial development of the area surrounding the airport. He will be working with the Volusia County Government Agencies in the development plans for the

Deland Airport which include improving runways, and attracting new industry.

We would like to extend our thanks to Mr. Pyke for his time and helpful information.

Mr. John Gannon, the club faculty advisor, will be taking a new job with ERAU this Fall. We appreciate all the time and effort Mr. Gannon has put into AAAE and wish him well in his new position.

The next issue of the Avion will be published on Wed., Sept. 10. The deadline for that issue is Sept. 7. Twelve issues will appear weekly throughout the Fall. Deadline for club news and notices will always be the Wednesday before the date of publication. All submissions should be brought to the Avion office.

PHOENIX EAST AVIATION

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Mr. Gannon has put into AAAE and wish him well in his new position.

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Seniors near big day

There are only ten days left till graduation, we're almost there. The Senior Class Council will be operating two concession stands at the Ocean Center during the Stevie Nicks concert Friday, August 8, 1986. This is the third concert the council has worked in order to raise money for the project. The Loverboy and Billy Ocean concert generated \$400 for the treasury. Last Friday's pool party was a hit. The heat was intense, the water warm but the beer was cold — all 6 legs kept by the Senior Class. The last class meeting will be held tonight, Wednesday, August 6 at 7:30 in the U.C. Along with

reviewing information about graduation, we will be voting for our new faculty — don't forget to bring your six dollars for your Senior Class T-Shirt. It is important to attend this meeting if for some reason you cannot make, please contact Student Activities. Besides all this business, there are still some fun things left. The Social is scheduled for Friday, August 15, from 5:30 p.m. to 7:30 p.m. and the Senior Class Party is set for 7:00 p.m. August 14, at Penrod's Plantation Club. The Senior Class would like to thank all of you who have supported us in achieving our goals here at Embry-Riddle.

ACET

(continued from page 1) students. Then the ACET program was measured against all the technology programs of a similar type in other universities around the country, and was found to be acceptable after exceeding the minimum standards set by the accreditation board. The Accreditation Board of Engineering and Technology will visit the campus late this fall to

re-accredit the Aeronautical Engineering program. They will evaluate the students, the faculty, the administration and the facilities. "We are looking forward to ABET's visit in November, both here and in the Prescott campus, and know we will do well. But for now we are happy to have the ACET program all set for six years." D. Schimmel said.

SNAKE

(continued from page 1) Many snakes that are reported to be copperheads turn out to be young cottonmouths which are similar in appearance. The Elapidae, represented in Florida by the coral snake, have neurotoxic venom. This attacks the nervous system of a victim, bringing on paralysis. Coral snakes have the most potent venom of any of North America's snakes, is shy and reclusive, and seldom aggressive unless startled, tormented or hurt. It does not strike like the pit-

vipers but bites and chews to inject its poison. The coral snake is a small-sized, slender-bodied reptile with the narrow head and round eye pupils characteristic of non-poisonous species. The coral snake is often confused with the harmless scarlet king snake, which it closely resembles. Both snakes are brightly colored with red, black and yellow bands. "A helpful rhyme goes, 'red touch yellow, will kill a fellow; red touch black, good for Jack.'"

NOTICES

Registration for Fall 1986

Registration for the Fall 1986 term may be done in the Office of Registration and Records Monday through Friday, from 8:30 a.m. to 4:30 p.m. till August 15. Completed registration form with advisor's signature (if required) and cashier's clearance should be brought.

Library Hours

The Jack R. Hunt Memorial Library will be open the following times during the semester break:

Friday, August 15 — Sunday, August 31, from 8:00 a.m. to 5:00 p.m.
Monday, September 1, closed for Labor Day.
Tuesday, September 2, student activation only. The library will not be open for regular business.
Wednesday, September 3, resume regular hours.
All library material is due August 14, 1986 at 5:00 p.m.

Final Exam Schedule

Class Meeting Time	Exam day and Time
0810 — 0920	Wednesday 0800 — 1000
0930 — 1040	Thursday 0800 — 1000
1050 — 1200	Wednesday 1030 — 1230
1210 — 1320	Thursday 1300 — 1500
1330 — 1440	Wednesday 1300 — 1500
1450 — 1600	Wednesday 1530 — 1730
1610 — 1720	Wednesday 1730 — 1930

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.

Attention August Graduates

The last meeting for all August Graduates will be held in the University Center on Wednesday, August 6 at 7:30. Specific graduation information will be reviewed at that time. Elections for the Outstanding Faculty Award will take place. There is no referral for Graduation, so it is very important for you to attend. If for some reason you cannot make it, please contact Student Activities Office at extension 1049.

In accordance with University policy as stated in the Graduation Requirements section of the Embry-Riddle Aeronautical University's Catalog, effective immediately all students will be required to complete successfully 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 courses (flight of academics) 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.

In order for you to receive your diploma all library material must be returned by August 14, 1986.

Ice Skating

Want a great way to beat the heat and have fun while you're doing it? How about ice skating? The Ocean Center, Daytona Beach, will offer public ice skating from Thursday, August 14 through Saturday, August 23. Sessions will run from 1:00 p.m. to 4:00 p.m. and 7:00 p.m. to 10:00 p.m. each day. Cost is \$4.00 per person, per session and includes skate rental. For more information or to schedule private ice time, call the Ocean Center at 254-4500.

SR-71 makes emergency landing

Associated Press

LAS VEGAS, Nev. — An SR-71 Air Force spy plane was forced to make an emergency landing at Nellis Air Force Base on Thursday afternoon because of problems with its hydraulic system, a base spokesman said.

No injuries were reported, said 2nd Lt. Brad Fife, with the Nellis public affairs office.

The plane radioed to the Nellis air tower that warning lights showed problems with its hydraulic system and the pilot requested an emergency landing, he said.

The plane — a high-altitude reconnaissance aircraft based at Beale Air Force Base outside Sacramento, Calif. — was able to land on a cleared runway at the base, Fife said. "Fife said he did not know what sort of problems the craft might have experienced, but a maintenance crew from Beale

was being sent to Las Vegas to repair the craft. The Nellis base houses mostly tactical fighter craft and has no facilities for the long-range, high-speed plane. The spy plane is usually equipped with photo and electronic reconnaissance equipment.

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autos for sale

'79 GRAND PRIX - Ram good, body in good condition, no rust, 68,000 miles, a/c, power windows, and seat, new/fur/computer player. Call Mohammed at 253-3017.

'71 CADILLAC - Ram good, a/c works. \$150 o.b.o. Contact Tony Somers at 253-8796 or ext 1007.

'81 TOYOTA COROLLA SW - Very low mileage, air, stereo, ps, pb. Ram great! \$3700. 761-9364.

'75 CHEVY CHEVETTE - New brakes, new rear tires, new timing belt, 8100 run. Reliable transportation. \$600.00. Call Tom Chastain, 1644 Physical Science Dept., ERAU Ext 1223.

'78 BROWN TOYOTA CELICA GT - Ram great, good condition, 75,000 miles, a/c, air, radio stereo. Asking \$1400 o.b.o. Call Fran 253-3540.

'74 FORD LTD - 4 door station wagon. All power, luxury model. Excellent mechanical condition. \$2100. Ask for Charlotte, International Campus, Durham, ext. 304.

'76 RED TOYOTA COROLLA - Ram well, Sugo stereo, sun visors, full outfit, and only asking \$1300 o.b.o. Your Dream! Please Contact Don 253-8846. Leave a message.

'78 FORD FAHRENHEIT - Engine excellent, on body rest, new tires, well taken care of, very dependable, ask \$800. Negs. Call 756-4614.

'71 DODGE DART - Great transportation. Graduating senior must sell. \$300. Call 780-4239 or Ben 4716.

'77 PLYTO STATION WAGON - Combed, new radials, no rust, great transportation and sharp looking. Call 767-6778 or ext 1241.

'77 DODGE DART - Great transportation. Graduating senior must sell. \$300. Call 780-4239 or Ben 4716.

'77 PLYTO STATION WAGON - Combed, new radials, no rust, great transportation and sharp looking. Call 767-6778 or ext 1241.

'73 VOLVSWAGEN - Powerful engine, new ps, new fuel pump and tune-up, new distributor, in very clean shape. Make ask. \$1000 o.b.o. Call 253-2064 after 4:00 p.m. ask for Joe.

'78 TRANS AM - 400 engine, power steering, power brakes, power windows, a/c. White with red interior. \$2600. Call 253-9023 after 6:00 p.m.

'75 VW CAMPER - New engine, ram good, condition. \$2000. Call Jim at 253-9907 or ERAU Box 3133.

cycles for sale

'82 YAMAHA MAXIM 500 - Ram great only 7000 miles. \$1600. Call Eric at 253-3613.

'74 HONDA CB 500 - Good running condition, one heavy duty. \$1200. Ram great! \$1000 o.b.o. Call 257-4068.

'81 KAWASAKI ZX 750 LTD - \$7,500, miles, and clean. Make ask \$990. Call Eric at 253-4942.

rooms for rent

FEMALE ROOMMATE NEEDED - 2 bed apartment behind Babal Mall. Nice community, nice quiet place. No smoking! One block from beach, Fort Belvoir, a/c. \$130 month. \$130 deposit and 1/2 utilities. Call 673-9498 or box 8153.

FEMALE ROOMMATE WANTED to share 2 bed, 1 bath apartment. Available Aug. 1st. Ten miles off campus, beautiful, quiet, clean, central air and heat. \$150 per month plus utilities, first and last \$150 dep. Call Sharon at 673-9498 or Todd at 257-4669.

ROOM FOR RENT - Private home, swimming pool, cable, one block from beach, \$150 per mo., no charge for utilities. Please call from ERAU. Call 767-6778 or extension 1241, ask for Mary.

ROOMMATE NEEDED August 1st or later. Christian male preferred for large, 2 bed, 3 bath apartment behind Babal Mall. Nice community, nice quiet place. No smoking! One block from beach, Fort Belvoir, a/c. \$130 month. \$130 deposit and 1/2 utilities. Call Sharon at 673-9498 or Todd at 257-4669.

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MALE to share my new 2 bed, 2 bath house, 3 mile, stereo, microwave, cable, washer/dryer, large living room, kitchen, \$2400 and 1/2 utilities. Call Paul 767-7070.

LIVE IN BEAUTIFUL CONDO on Halifax, Yacht Courts, pool, tennis, club, 2 bedrooms apartment only \$120 per month and 1/2 utilities. Call 258-4274, ask for Mary.

RESPONSIBLE FEMALE - Non-smoker to share new condition, 2 bed, 2 bath, air/heat, ceiling fans, washer/dryer, pool, tennis. Please call from ERAU and easy to walk to Volusia Mall. Available Aug. 1st. \$225/month and 1/2 utilities. Call 257-4597.

TWO BEDROOM, furnished mobile home. \$310/month and security dep. Quiet area. 767-7074.

ROOMMATE WANTED to share 2 bed, 1 bath home-ap. with central air, partially furnished, across the street from beach. About 7 miles from ERAU. \$150/month, \$150 dep., 1/2 utilities (non-cheap) and phone. Available immediately! Contact Chara at 673-9498 or on 1323.

miscellaneous for sale

MOVING SALE - Must sell this week! Full-out couch, tables, etc. Best offer. Call Angela 258-6683.

BEAUTIFUL ADULT TIGERSE - 4 year old, dehydrated. Want to keep but can't. Call 253-7274 evenings and weekends.

SINGLE BED with bed spring - best offer. Don \$40. Graduating senior must sell! Call 257-4068.

BOOKCASE HEADBOARD BUNK BEDS with orthopedic mattresses. Purchased in Feb. 86. Kites set \$300. Will trade for \$175 cash. Call 253-7274 evenings and weekends.

BOFA BED - Quora size with big pillow, ortho, perfect condition. \$300. Call 253-7274 evenings and weekends.

'80 CAMARO PARTS - Exhaust, high performance engine, misc. parts. Call 753-7274 evenings and weekends.

BOOKCASE HEADBOARD BUNK BEDS with orthopedic mattresses. Purchased in Feb. 86. Kites set \$300. Will trade for \$175 cash. Call 253-7274 evenings and weekends.

SOFA BED - Quora size with big pillow, ortho, tennis, perfect condition. \$300. Call 253-7274 evenings and weekends.

'80 CAMARO PARTS - Exhaust, high performance engine, misc. parts. Call 753-7274 evenings and weekends.

SAILBOARD - He 700 with 2 new sails, all. Make ask \$990 o.b.o. Call 253-7274 or box 8094.

B.F. GOODRICH 7/4 RADIAL - Brand new, P185/70 R14 size without air over \$200. Make ask. Best offer. Call Mario 258-0869 or Box 4323.

GOLF BAG AND CLUBS - Great for beginning golfer. \$60. Call 673-1180 ext. 208 (Business Office) between 6:00 & 3:00. Ask for Harriet.

GUITAR AMP - Pyley Classic VTX stereo Amp, 60 watts, 2 1/2 inch Scorpion speakers. Bought new Jan '86. List price over \$200, asking \$300. Call Dave at 253-6763.

MOVING SALE - Everything must go! Student desk, tables, lamps, chairs, etc. Everything brand new plus many more items. Call Rex, 258-9590.

SWAY BAR lending kit for G.M. middle cars '66-'77, Cadillacs, Malibu. Ram good. Add. information front and rear bar. New to bus. Retail over \$300. Asking \$125. Call 258-7610.

PERFORMANCE TAPE DECK - New in original box. Will sell, sacrifice for \$90. Dolby, metal. CMC. Call 253-6403 ask for Gordon or leave message.

FOR SALE - Couch, coffee table, chairs, twin beds and kitchen table with chairs. Plus much more. Graduating seniors must sell cheap! Call 756-0011. Best offer accepted.

35mm CAMERA - Praktica L2 with telephoto lens, light meter and flash. About 1000 shots. Call 253-4307 after 5:00 p.m. and ask for Bill.

FOR SALE - 30 inch, 3 spd fan \$7.00. Bookcase \$15, upright vacuum cleaner \$25, folding chair \$7, door mirror \$7. Call 258-6683 and ask for Cheryl.

FOR SALE - 4 WD Electric 3/4 car, new motor and transmission, \$189 o.b.o., 4 channel radio BC, form size fridge \$70.00 o.b.o. Call 253-7683 ask for Scott.

FOR SALE - am/fm radio, cassette, 2 track, record player. Everything you can think of with two speakers. Only \$65! Call Joe after 4:00 p.m. 253-9364.

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FOR SALE - am/fm radio, cassette, 2 track, record player. Everything you can think of with two speakers. Only \$65! Call Joe after 4:00 p.m. 253-9364.

RUBBER RAPPY - Four men, with padding, 12nd issue, great! For everyone. \$60. Call Jim 253-9842.

MOVING SALE - Quora bed with springs and box, dresser, desk, single bed with springs, lawn mower. Come see and make best offer! Call Brian even days 253-7941.

CAMERA - Minolta taller Service the camera price \$139.95, asking \$95.00. Color flash, new cost \$20.00, asking \$45.00. Emerson stereo with cassette and record player. New cost \$245.00, asking \$80.00 excellent condition. 756-1373.

miscellaneous

FREE GARDEN TAIN - One ticket for gardening. Call 253-7941.

I found an AVON. If you can tell me where and where you live it and the serial number, I'll give it back. Call 253-0195.

NEED TYPING DONE? Available for work, call after 5:00 p.m. 677-2125.

FLIGHT INSTRUCTOR PITCHING - Flight. Contact Guy or Cathy. Phone (617)-478-0749.

LEGAL CLINIC - If you need a last meeting with an attorney to discuss your legal problems and obtain legal advice then this service is designed for you. Non-criminal matters. William Navarra. Attorney, 6018 Herbert Street, Fort Geneva, 756-4400. Open only 10:00-4:00 p.m. 300 per visit.

BUSINESS OPPORTUNITIES - Annual opportunity for sale. Equipment 2 drivers. Business equipment, factoring equipment, field vehicle. Company well established and has been serving the Daytona Beach area for 7 years. \$39,000.00 cash. No serious inquiries only please. (904)-235-1563.

personals

Spices' Kites, I'd rather be flyin' too! But we all got to eat sometime. I can take the boys behind at six on churchyard. Plus the word on a pro or any through channels. If you'd rather, there are many Hollywood products which need to be perused. Matt Mann

When I see you in the morning, I get all was in taste - not only from what's in the dark room. Under the red lights, we would expect a subject, enlarge it and see what develops from there. photo man

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Sorry, YIPPER SKIPPER IT'S OVER! I'm free, I'm free, I'm free. Let's go and spend some of money in celebration. I can, I recovered. Now I'll be a sun god like the rest of them. CSC III

Oh, I'd love to come out and play...around! I like the proverbial Ode, you've got me dreaming all over everything. So you want. Ode II

That's what. There have you been? After you proposed to me you blew me off - so to speak. I've never know me standing at the altar. You'll never be in waiting. Ode III

As you can tell from the above, I'm mighty glad to be out of the job. It was fun, you were fun, I observed the privilege of work as much as possible. As my last and I'm being the coach back if you're good this for work. The chief

I find my feet will be sorry to see you go. You're certainly "be" retired and welcome about meet I'll miss it. You been brave though...I'm still proud to say you're personal with you after the job. Tackles

I propose that you come + see me in the dark room. Under the red lights, we would expect a subject, enlarge it and see what develops from there. photo man

I wish we had met soon to get to know you. So do it. We are a whole lot fun. Allen

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Classified Ad Form with Yorktowne Villas advertisement and Network Video advertisement.



Avon photo by Mark Stern-Montaghy

Students cool off at pool party blast

By Ed Heemsker
Entertainment Chairman

The Entertainment Committee sponsored a pool party last Friday afternoon that was considered to be a moderate success. Comedian Dan Magnafichi opened the show with a half-hour set that almost had the students rolling out of the pool area (one way or the other). Approximately six hundred students attended the event and had a great time, especially when The Malones began to play. This is the fourth time they've performed here within the last two years having performed at the last two Halloween Dances and

the last Valentine's Day Dance. Chances are that they'll be back again soon!

Unfortunately that's the only show (besides movies) that the Entertainment Committee has done, or will do, this summer. We are looking forward to a great Fall trimester with the new Attitude Adjustment shows that we'll be re-introducing then. Check the *Avon* every week for your Fall Entertainment information. Good luck with finals...we'll see you in the Fall! *Editor's note: The Entertainment Committee is a division of the SGA and is financed through the \$15 student fees.*



Avon photo by Mark Stern-Montaghy



Avon photo by Mark Stern-Montaghy



Avon photo by Mark Stern-Montaghy



Avon photo by Mark Stern-Montaghy

Welcome to Summer B term at Embry-Riddle from

Welcome to Summer B term at Embry-Riddle from



As always, there is NEVER an admission fee for Riddle students! *



Cleared for the approach!

MONDAY - Hawaiian Tropic Mini Skirt Contest (Free Drinks! 9 till 12)

TUESDAY - I-100/Nair Legs Contest

WEDNESDAY - Dollar Drink Night (all drinks only a buck!)

Ladies' Night (ladies drink free from 9 p.m. - 1:30 a.m.)

THURSDAY - Miss 701 South Contest (Free Drinks! 9 till 12)

FRIDAY - TGIF Night

SATURDAY - 2 for 1 Drinks

SUNDAY - 2 for 1 Drinks and Dollar Heinekens

** Except free drink nights*

**701 South Atlantic Avenue, Daytona Beach
255-8431**