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## Avion 1986-09-24

Embry-Riddle Aeronautical University

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# AVION



An Award-Winning Collegiate Newspaper

Volume 54, Issue 3

Embry-Riddle Aeronautical University, Daytona Beach, Florida

September 24, 1986

## SD director talks in front of Riddle students

Gen. Abrahamson describes the development of the new program

By Peter Merlin

Lt. General James Abrahamson, director of the Strategic Defense Initiative (SDI) program, spoke Saturday at the fall conference of the Reserve Officers Association of the United States. The public was invited to attend the event, which was held at the Desert Inn, and hear Gen. Abrahamson describe the development of the SDI research program. Many Embry Riddle cadets from both Army and Air Force ROTC attended the presentation. ERAU President Ken Tallman introduced his longtime friend and associate, Gen. Abrahamson.

Strategic Defense Initiative is a multibillion dollar research and development program to determine the cost and feasibility of creating a defense system to protect the United States from a nuclear attack. A multilayer system using space based lasers, particle beams, and kinetic energy devices would render enemy missiles impotent and without military value, according to Gen. Abrahamson. SDI is the "broadest, deepest research program the nation has ever undertaken."

SDI research is aimed at destroying missiles, decoys, and warheads. Gen. Abrahamson stressed that it would not make a useful offensive weapon. The program is in response to President Reagan's requests for a strategy for saving lives rather than avenging them, to find a means to render hostile missiles impotent, and therefore to allow the arms control community to actually begin reducing the number of offensive weapons. "It is not about war," said Gen. Abrahamson, "it is truly about the prevention of war."

The objective of SDI, said Gen. Abrahamson, is to use every available means to change the behavior of the Soviet Union from an offensive stance to a defensive one. "If they don't trust us, they can't take an offensive stance to a defensive one. If they don't trust us, they can't take an offensive stance to a defensive one."



## New students speak up

By Tommy Ross  
Avion Staff Reporter

During the opening of Embry-Riddle for its fall term, the Freshmen were racking their brains trying to find dorm one, or AS-150, or they were endlessly asking, "Where is the campus book store?" The Freshmen were out in force, finding classes, making new friends, and just plainly and simply trying to get used to the school.

The Avion decided to ask Freshmen exactly what they thought about certain aspects of the school, as well as the school itself.

A reminder — these are the opinions of Freshmen, who often haven't the foggiest idea of how things work here at ERAU. The opinions were wide-ranged, and involve the feelings of many different people.

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Many critics of SDI have complained that there can not be a perfect defense against nuclear warheads, and that some warheads would get through and hit their targets. "The best time to destroy a ballistic missile is in the first few minutes when it is on the way," said the General. A single layer system over the Soviet Union to keep the missiles in flight would be impossible, he said. It would be too costly. Therefore, SDI will include a number of layers, using different systems to destroy incoming weapons in various phases of flight. No one layer would be perfect, but the combined capabilities of all the layers would provide an effective defense.

See SDI, page 4



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The recently-completed parking lot has given a new and different look to the campus decor. The trees and carefully placed traffic signs give it a unique appearance. However,

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One question raised was, "What did you think about the orientation?" The general response was that the activities could have been more informative.

"How was registration?" Most students answered that the entire process was too long, and the lines were unmanageable.

"What do you think about the bookstore?" The reply was that the bookstore is overly expensive, and for the beginning of the year, the lines were too long.

"What is your overall impression of the school?" The Freshmen stated that the size of their class affects the course availability. In addition, they seemed to feel that there aren't enough girls at the school. Also, one person pointed out the insects in the dorm rooms, and the over-booked Freshmen class!

One suggestion brought up was to find another method to replace the lines, since the majority of the time they exist when you can't afford enough girls at the school. Also, controlling the size of an entering class to alleviate some of the unnecessary headaches. But as a whole, it was interviewed contributed these suggestions to further improve the school that they are beginning to love!

## ERAU plans aviation institution for Egypt

By Patrick W. McCarthy  
Special to the Avion

Embry-Riddle Aeronautical University has completed the final draft of a master plan for the development of an aviation academy under the auspices of the Egyptian National Civil Aviation Training Organization (ENCATO).

The report was developed as the result of a cooperative agreement between Embry-Riddle and ENCATO begun in July 1985. Following a visit to Embry-Riddle's Daytona Beach Campus last fall, General Said Abdel Monsef, Chairman of the Egyptian National Civil Aviation Training

Center requested assistance in drawing up a master plan for the development of a complete aeronautical training institute.

Correspondence between the Egyptians and Embry-Riddle officials led to the development of a questionnaire by ERAU which was answered by Egyptian aviation authorities.

ERAU faculty and staff then analyzed the responses to the questionnaire and provided the qualified input for the information desired. Recommendations were given for the development of an aviation academy, including curriculum, faculty, instructional and equipment requirements, in addition to estimated costs.

University President Kenneth Tallman, Senior Vice President William Motz and

principal investigators Larry Jackson and Carmen Felix travelled to Egypt for a tour of facilities and equipment at the ENCATO Technical Institute at Embaba, Egypt. In addition to the site tour, discussions with ENCATO officials and faculty were held to help provide more insight into the goals of ENCATO.

The visit proved to be extremely productive and afforded the ERAU team the opportunity to study first-hand the facility, facilities, equipment and mission-goals of ENCATO. Based on these findings and discussions, recommendations outlining a program of options and action plans for the development of the Egyptian Civil Aviation Academy were developed.

The ENCATO goal is to transition from their present International Civil Aviation Organization (ICAO) short-course training programs into an academically accredited, degree-granting Academy using ERAU as a model (adapted to the regional needs of the Middle East).

General Monsef and his assistants, Mohamed Sadek Foda, Director of General Planning, Hasaballa Gomaa Ibrahim, Director General of the Training Center, and Mr. Anwar El Rashidy visited the Daytona Beach Campus this past week to discuss the recommendations, tour ERAU facilities and formulate plans for continuing cooperation.

## Air science offers ground lab for AS-150 students



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## Air science offers ground lab for AS 150 students

By Jon Osterholm  
Avion Staff Reporter

Ms. Dana Middlekauff announced the start of a new study lab, called ground-lab, for AS 150 students. Ms. Middlekauff sent a memo to all of the AS 150 instructors asking them to encourage their students to attend the lab sessions if they are getting a C or worse in the class.

Ground-lab is similar to the AS 150 final exam review. The idea behind both is the same. The difference is that the new Ground-lab lasts through the entire trimester, unlike the exam review which was in session only a few times.

Ground-lab will be in session on Mondays and Thursdays in room G109 from 1900 to 2100 hours this Fall term. Like the final exam review of last year, Ground-lab will be completely free of charge.

Make sure to bring all of the materials needed to the sessions.

The study lab will be in a teaching environment with Mark Misunas and Chip Hough who "both are qualified to instruct," assured Middlekauff.

"Ground-lab will be helping freshmen to adjust to college life, keep themselves disciplined and prevent them from failing AS 150," Middlekauff stated. It is not only for freshman however. "It is the foundation of a career in flying," she said referring to AS 150.

According to Mrs. Middlekauff, ground-labs will cover most of the topics included in the AS 150 class, Aeronautics I. While attending such labs, the student will be able to get a better understanding of aerial navigation and basic aerodynamics. Ground-labs will also help the student to prepare for progress checks, as well as final exams.

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The recently-completed parking lot has given a new and different look to the campus decor. The trees and carefully placed traffic signs give it a unique appearance. However,

the traffic signs exist to protect people, while they drive and walk around the university, from accidents due to reckless driving. But, you knew that, didn't you?

Avion photo by Richard Clarke

"What did you think about the orientation?" The general response was that the activities were well thought of and quite fun, but the orientation staff could have been more informative!

"How was registration?" Most students answered that the entire process was too long, and the lines were uncalled for.

"What do you think about the bookstore?" The reply was that the bookstore is overly expensive, and for the beginning of the year, the lines were too long!

"What is your overall impression of the school?" The freshmen stated that the size of their class affects the course availability. In addition, they seemed to feel that there aren't enough girls at the school. Also, one person pointed out the insects in the dorm rooms, and the over-booked Freshmen class!

One suggestion brought up was to find another method to replace the lines, since the majority of the time they exist when you can't afford to miss a class, etc. Also suggested was some means of controlling the size of an entering class to alleviate some of the unnecessary headaches. But as a whole, those interviewed contributed these suggestions to further improve the school that they are beginning to love!



Avion photo by Paul Norwood

Last Friday, an ERAU student jumped the damage to the underside of his car. Riddle curb in his automobile causing extensive security arrived on the scene minutes later

## Editorial

## Shedding light on the construction

Campus improvements — they have been extremely hard to miss. The new parking lot is open, construction continues on the new Administration Building grounds, the circle in front of the library, and the new main entrance.

As these improvements continue, and the blueprints distributed to students mall boxes become reality, we would like to consider the designs the administration has chosen.

A point of concern is that the new design will cause a traffic problem around ERAU by dividing the campus in half.

Incoming university traffic will now enter through both the main entrance as well as the one on Catalina, causing a backup on Clyde Morris at each intersection. Now, the same rationale that required the installation of a traffic light at the main entrance may well require the university to buy one for the Catalina-Clyde Morris intersection. On that topic, Catalina and Corsair could use a light, also.

The new entrance seems to negate the reason for putting in a traffic light at the main entrance in the first place. The congestion that was relieved, slightly, by the left turn lane and signal is back at the Catalina intersection. Traffic lights are not cheap. Is the cost of lights included in the renovation budget, or will that money have to come from other sources?

This division of the campus — the elimination of the road next to the University Center that connects the traffic circle with the new parking lot — also means there is no way to drive from one side of campus to the other. The renovations are designed to make ERAU a walking campus. Given the chance, human nature will dictate that people will drive from the flight line to the new Administration Building even though it takes only 5 minutes to walk across campus. This small commute from one end of campus to the other via Catalina Avenue and Clyde Morris Boulevard adds more traffic to already congested roads.

The new traffic plan makes the campus more attractive at the expense of student convenience. This plan creates the need for another light and a connecting road to solve traffic problems. The university may have kept cars away from pedestrians on campus, but now they have to face the consequences of increased traffic off campus.

The county is now conducting a study of traffic flow to see if a light is needed at Catalina and Clyde Morris.

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## STEALTH FIGHTER

## STEALTH BALANCED BUDGET

## STEALTH ARMS CONTROL

## STEALTH SOUTH AFRICA POLICY

STEALTH '88  
RENTAL VIDEO - HIRA COLLEGE PRESS SERVICE

## Letters to the Editor

## Boo, Boo, Hiss

To the Editor:

Who is Kier? A D.B.C.C. student who needed money?

It seems as though the Entertainment Committee is trying to pacify the students at ERAU with second rate entertainment. So far the "comedians" that have come to Riddle are the joke! We supposed to be the "cream of the crop" of aviation oriented students in the nation. Why then do we get comedians that are virtually unknown and could hardly make an 8th grader laugh?

Personally, I feel insulted by the fact that we are expected to be

I am curious why the Entertainment Committee doesn't contract someone of Robin Williams or Billy Crystal's caliber and pay them a donation to Comic Relief? This would get a lot more students to come and participate in a school sponsored function. As it stands now, more students would rather sit home and watch T.V. Mr. Rodgers is more entertaining than Kier! Boo! Hiss! On efforts so far.

Come on SGA and Entertainment Committee, we at Riddle are far above average. Why don't you people start earning a little more respect and dignity in school.

## Hosing the gooks?

To the Editor:

On Friday, Sept. 12, during Mr. Van Bibber's Systems and Components, AE 356, class, Mr. Van Bibber chose to illustrate a point in class by referring to combat operations in Southeast Asia in which he had participated.

During this recollection, he described an airborne strike against ground personnel as "hosing the gooks." Although this sort of racist phrase may be commonly accepted and understood amongst Vietnam veterans, it is, in my opinion, highly inappropriate in a

not be accepted or tolerated in a university where the emphasis should be placed on education, understanding, and open-mindedness.

Although this sounds a bit liberal for this college, I can safely say that such a comment at other universities would have drawn ridicule and -desertion from the students on the spot. I fell to see how anyone could respect a teacher who finds it necessary to use such vulgar perceptions to illustrate his lectures. I know I cannot.

Respectfully

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Personally, I feel insulted by the fact that we are expected to be satisfied by such POOR quality entertainment. For the money Kier made, we would be willing to tell some really BAD jokes for an hour and a half.

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Respectfully  
A Disgusted Student

See Letter, page 14

## Klyde Morris

## Wes Oleszewski

IT APPEARS THAT WORK ON OUR CAMPUS LANDSCAPE IS PROGRESSING WELL.

ON YES SIR, THERE ARE ONLY A FEW MINOR DELAYS.

DELAYS? WHAT KIND OF DELAYS?

WE HAVE TO STOP EVERY NOW AND THEN TO CLEAN THE STUDENTS OUT OF THE EARTHMOVER BLADES.

GOOD LORD!

OH DON'T WORRY, IT'S NOT THAT MUCH OF A CHORE. A GOOD SHOVEL DOES THE TRICK.

HERE'S KLYDE MORRIS, USING ALL THE NAVIGATION SKILLS HE'S LEARNED HERE AT E.R.A.U.

IT IS GOING TO TAKE EVERY OUNCE OF THAT SKILL TO MAKE THIS HISTORIC VOYAGE.

SOON I WILL BE THE FIRST ANT TO SAIL ALONE ACROSS...

...LAKE REPUGNANT!

MY REPORT SHOWS THAT YOU WERE BEATEN INTO A PULP BY THE TENNIS STUDENTS WHEN WE BUILDING WAS THE LARGEST MALL IN THE

I WAS PRACTICING MY NEW MOVE, A HANDS-ON-FLIP, WHEN MY UNTERBOARD GOT AWAY FROM ME...

...IT SHOT OFF AND HIT THESE DUDES CARRYING ALL THESE BOMBS AND STUFF.

MAN, FROM ALL THE CRAP I CAUGHT FROM THOSE GUYS YOU'D THINK THEY WERE HERE TO

## avon

Funded by the Students of Embury-Riddle  
1988 The Avon Newspaper

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Mark Stern-Montagony

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Space Technology Editor  
Peter Merlin  
Aeronautics Editor  
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Lab Technician  
Rich Grey  
Avon Advisor  
Dr. Roger Osterholm

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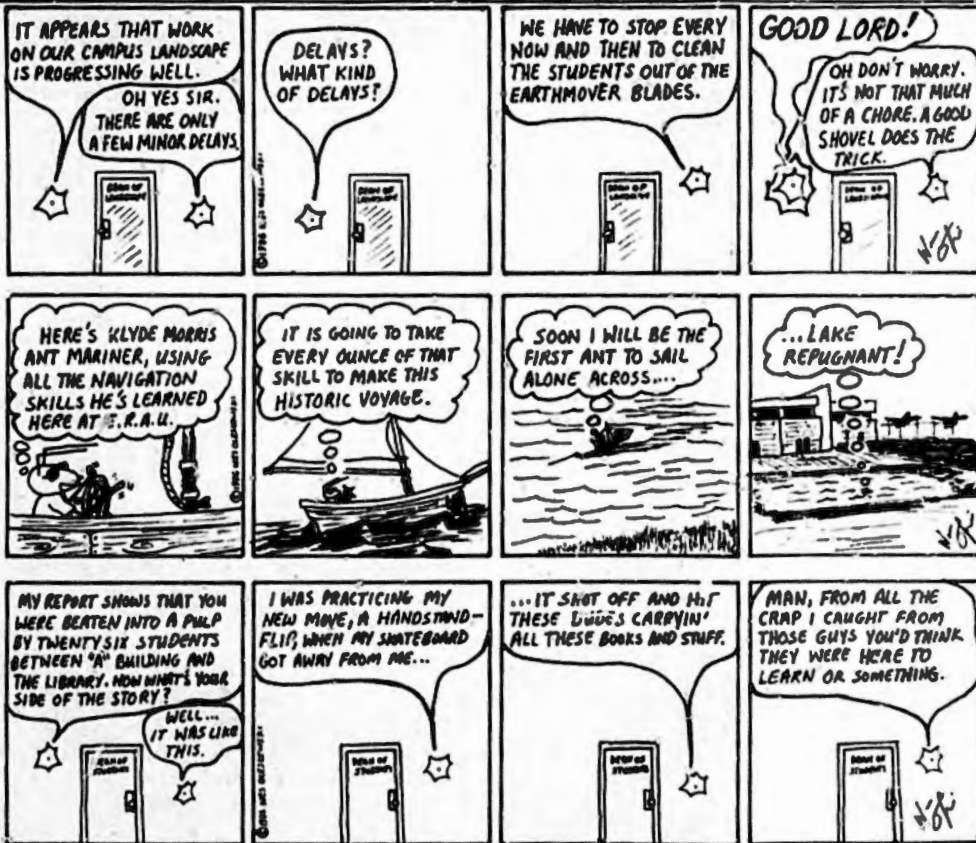
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# Private phone calls vulnerable to common FM radio reception

By Jack Anderson and Joseph Spear

WASHINGTON — You've seen the television commercial: one harried businessman stuck in traffic, fuming because he's out of touch with the office; another businessman coolly calling the office and closing the deal on his cellular telephone.

What the ads don't say is that anyone who is tired of game shows and soaps can overhear cellular phone transmissions from passing cars simply by tuning to channels 80 to 83 and adjusting the antenna. The phones use FM frequencies, which overlap I HF television bands.

If the car is moving right along, a listener may be able to overhear only a minute or two of a conversation; if there's a traffic jam, whole conversations can be picked up.

The cellular phone industry doesn't like to admit how easily their products' presumed privacy can be penetrated. Our reporter Courtney Brinkerhoff was assured by one AT&T salesman that it's impossible to tap into a cellular chat. Another, after being told how easy it was, suggested that the

monitored phones must have been installed improperly, and a Bell Atlantic salesman, who admitted monitoring is possible, insisted that "\$10,000 scanner is almost essential."

In a determined attempt to deny reality, industry lobbyists have succeeded in convincing the House that cellular phone conversations can be made private, and that the Justice Department should crack down on eavesdroppers. The House has passed the Electronic Communications Privacy Act of 1986 and it's up before the Senate now.

Why bother with a law that will be clearly unenforceable with our instituting a Soviet-style police state? "There will be the illusion that these (conversations) will be private," explained Benn Cobb, editor of Personal Communications Technology, adding: "They are not. They are being broadcast FM across the city."

The cellular phone industry evidently hopes that a congressionally mandated crackdown on eavesdropping will boost the image — and the sales — of an expensive device that actually has all the privacy of an office intercom with the switch left on.

The law "will discourage an attitude" that eavesdropping is an acceptable pastime, according to industry lobbyist Barbara Phillips.

For their part, Justice Department officials said they're not planning any big crackdown if the bill becomes law. If they did, commented Rep. Mike DeWine, R-Ohio, "I think we would all question their sanity."

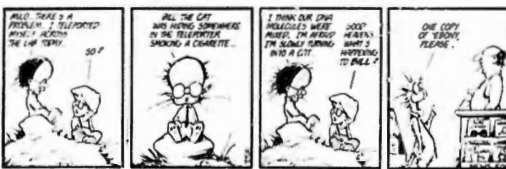
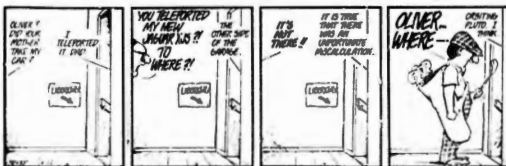
Even this did not discourage a congressional aide who favors the legislation. "There are often bills passed that the Justice Department does not enforce," the aide said.

## Middle East Report

Few are mourning for the Arab sheiks who are enduring a diminished degree of luxury because of the drop in oil prices, but the long-improvised people of Egypt are truly suffering. Thousands of Egyptians supported their families by working in the oil fields of Saudi Arabia and other neighboring countries, and they were the first to be laid off when the oil producers trimmed their payrolls. In addition, Egypt's own oil fields in the Sinai are bringing in less revenue.

## BLOOM COUNTY

by Berke Breathed



## Farnborough on the Silver Screen

Thursday night, Oct. 2, students can see highlights of this year's Farnborough Airshow. The Avon's Brian Nicklas and Mark Stern-Montagny attended the exhibition in September and will put on a slide show in the University Center.

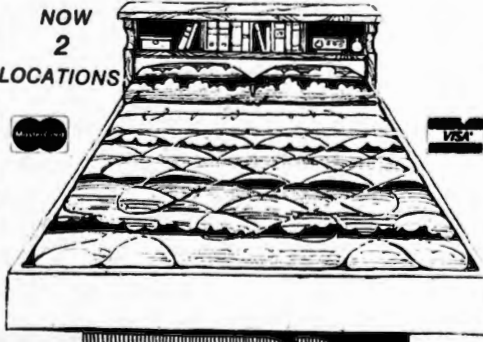
The show will precede the yet to be announced speaker for L-5 Aerospace Society's Spaceweek '86 speaker night.

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## Drinking and Driving



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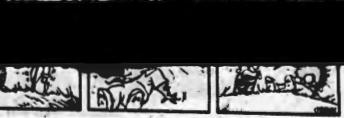
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## Drinking and Driving



## Drinking and Driving



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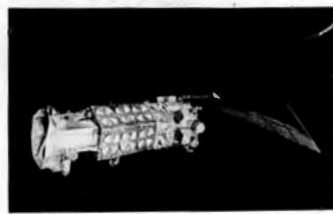
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## Successful launch places new weather satellite in polar orbit



17507 total count

NOAA 10 weather satellite is similar in design to RCA's TIROS-N series spacecraft (pictured). It will replace NOAA 6 which malfunctioned earlier this year. It was placed in polar orbit.

**By John Getsy**  
**Avion Staff Reporter**

Last Wednesday, Sept. 17, the National Aeronautics and Space Administration (NASA) successfully launched a National Oceanographic and Atmospheric Administration (NOAA) 10 weather satellite into polar orbit. Following the Sept. 5 launch of a Delta rocket with two Department of Defense satellites from the Kennedy Space Center, NASA is two for two in the recent expendable launch vehicle

NOAA G lifted off from Vandenberg Air Force Base at 11:52 a.m. EST aboard an Atlas E booster. Manufactured by RCA Astroelectronics, the

satellite was renamed NOAA 10 after it was boosted to a 519.4 x 514.8 nautical mile polar orbit by its internal apogee kick motor. Vehicle systems were switched on and satellite controllers said everything was nominal. Friday night it was returning crisp, good contrast pictures and controllers confirmed that it was transmitting good data from temperature and moisture sensing instruments.

NOAA 10 is similar in design to RCA's TIROS-N series. It replaces NOAA 6 which malfunctioned earlier this year thus bringing the number of polar orbiters back up to two.

Despite 16 delays of the launch, the Atlas performed perfectly. The delays were caused

by such problems as leaks in the liquid oxygen fuel lines and a faulty flight recorder that required changing. The electrical system of the Atlas E, similar to the electrical system of the Delta rocket, required inspection following the destruction of Delta 178 in May because of a malfunction in this system. NASA wanted to insure that the problem would not reoccur and possibly cause the loss of NOAA 10.

Additional delays were due to other technical problems and weather. Ground fog delay the last launch from Vandenberg 18 times.

NOAA is planning to launch 13 more space science payloads

on Atlas E and the Titan II boosters. Both are Air Force ICBM's decommissioned in 1967 and refurbished at Vandenberg AFB. George Diller, of NASA public affairs, says these boosters "were maintained in Cadillac condition" in the silos and require only slight modifications to carry the science payloads. This makes them far cheaper than the Atlas G and Atlas/Centaur since NOAA is paying for a booster built 25 years ago.

The only problem associated with the Atlas E is that all of the boosters have been spoken for and NASA is still faced with the problem of providing its customers with a cheap expendable launch vehicle.

## SDI

(continued from page 1)

Such a system requires three elements. First, a tracking system is needed to detect the launch of a missile, and then to track it and guide a laser beam or rocket towards the moving target. Secondly, there has to be a command and control system which can direct the operation of the automatic system when necessary. Thirdly, there would have to be weapons of a type capable specifically to destroy other weapons. Rather than machines which would be used to destroy, they would be specialized devices to surgically remove the threat. "A laser is very inefficient," said General Abrahamson, as an offensive weapon. "It is not a very good way of being able to guide at the speed of light. Sunk accurately, a laser could destroy missiles at the rate of two to five per second. Because the Soviets would try to saturate the system, the only way to destroy a laser per second. 'If it is simple enough to take and put on a missile, and negate lasers, then it is my responsibility to make sure that we have the capability to do it.' The President and the

Secretary and the Chiefs of all of the services, 'don't build lasers, try something else' "Abrahamson said.

That is why, he explained, that SDI is studying other systems such as neutral particle beam rockets, and rail guns (a device using electromagnetic coils to fire a projectile at velocities of 20 to 30 kilometers per second). The devices would be capable of destroying missiles, warheads, and decoys, but would not be aimed at destroying people. SDI "is not the kind of weapon that could be used reasonably or properly to threaten people," said Abrahamson, "and that is the objective...to find weapons that will destroy (ballistic missiles) without threatening people."

The SDI program will have civilian benefits beyond its military objectives. "It is a research program," Abrahamson explained. "It's got all kinds of exciting benefits." One spinoff from SDI is a small laser with medical applications which is being developed from technology used for the Free Electron Laser, an antimissile system. Larger

capacitors developed for the rail gun could have civilian applications. United Technologies is developing new ways to make low cost optical mirrors and build more powerful lasers. A new computer chip made from gallium-arsenide is resistant to electromagnetic pulse radiation



and is capable of processing information five times faster than

Gen. Abrahamson charges that the Soviets are back at the negotiating table because of SDI. "For the first time in the history of modern nuclear arms

control...we have a proposal to actually reduce the number of nuclear weapons," he said.

Mr. Gen. James Abrahamson was graduated from Massachusetts Institute of technology in 1955. He received a Master Science degree in Aeronautical Engineering from the University of Oklahoma in 1961. Abrahamson was commissioned in 1955 and completed pilot training in 1957. He flew combat missions in Viet Nam during 1964 and 1965. After coming back to the States, he attended the Air Force Test Pilot School at Edwards AFB. After graduation in 1967, Abrahamson was selected as an astronaut for the Manned Orbiting Laboratory program which was cancelled in 1969.

From that point on he served as a staff and command officer in numerous programs, mostly in research and development. He was a staff member of the National Aeronautics and Space Council. Later, he directed the Maverick air-to-ground missile program. For a while Abrahamson served as Inspector General



Aerosol photo by Peter Markey

Lt. Gen. James Abrahamson, director of the nation's Strategic Defense Initiative Organization spoke before the Reserve Officers Association at Daytona's Desert Inn last Saturday.

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from SDI is a small laser with medical applications which is being developed from technology used for the Free Electron Laser, an antimissile system. Large

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Lt. Gen. James Abrahamson, Defense Initiative Organization's Association of Dayton

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# Aerojet contracts to move large space structures

Associated Press

SACRAMENTO — Aerojet TechSystems Co. reported Tuesday being selected to design and build a low-thrust rocket engine to move "very large" structures in space.

The announcement said the \$7.9 million, 3-year contract is with the U.S. Air Force Rocket

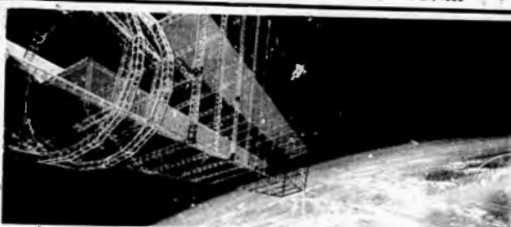
Propulsion Laboratory.

The engine, expected to be about four feet long and weigh close to 120 pounds, would move structures like communications antennas from low earth orbit, 100 to 200 miles altitude, to geostationary orbit, 22,300 miles altitude.

Such structures, to be built in Space Shuttle orbit by astronauts in the 1990s, will be hundreds of

feet in diameter and fragile, meaning that the rocket thrust will have to be kept down to about 500 pounds to minimize stress during acceleration, said program manager Roy Michel.

Aerojet TechSystems is an operating company of Aerojet General, a wholly owned subsidiary of GenCorp, based in Akron, Ohio.



Aerojet TechSystems Co. received a contract to design and build a low thrust rocket engine

to move very large structures in Earth orbit. The \$7.9 million contract will last 3 years.



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Aerojet TechSystems Co. received a contract to design and build a low thrust rocket engine

## NASA task force to study space station operations

Group will review station management concepts

National Aeronautics and Space Administration

Associate Administrator for the Office of Space Station, Andrew J. Stefan, announced the formation of an operations task force to review options and recommended concepts for managing and conducting operations aboard a permanently manned Space Station.

Carl B. Shelley, manager of the Customer Integration Office, Johnson Space Center, Houston, Texas, and Dr. Peter J. Lyman, assistant laboratory director, Office of Telecommunications and Data Acquisition, Jet Propulsion Laboratory, Pasadena, California, will serve as co-chairmen of the operations task force.

"The Space Station will consist of both unmanned platforms and a manned base," Stefan said. "With Shelley and Lyman as co-chairmen of the task force, we

can capitalize on their vast knowledge of manned and unmanned spacecraft operations from long career working at the NASA centers that are preeminent in the two modes of spaceflight."

At President Reagan's direction, NASA is developing a Space Station which will serve as a permanent facility in space for the conduct of scientific, technology and commercial activities.

International space agencies currently are participating in the preliminary design of the Station and may contribute elements to it as well. The focus of the task force will be to explore alternative approaches to operating and managing the deployed Space Station, which will integrate a diverse set of U.S. and international hardware elements and accommodate a wide range of manned and unmanned user activities

and to recommend an effective concept for operating the system.

The task force will report its results and recommendations for operations planning and implementation to the Associate Administrator for Space Station. About 25 people will serve on the task force full-time. Additional people will serve part-time as consultants or in other special capacities. Members will represent NASA centers, the private sector, the academic community and other governmental agencies with experience and interest in space operations. NASA has invited the international partners to contribute to the U.S. task force activities on any similar operational assessments.

The task force will begin its work in the next few weeks and is expected to remain active for approximately four to six months. The task force will conduct its work in Washington, D.C.

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## ARMY ROTC

COT CPT Laura L. Skamra

Do you want to shed those few unsightly pounds? Thinking about joining a health club? The U.S. Army has the ultimate fitness program designed especially for you. Welcome to APRT, Army Physical Readiness Training — we do more exercises before nine o'clock in the morning than most people do in the whole day.

At 5:30 in the morning, while most of the people in Daytona Beach are inspecting their eyelids as they are captured by Mr. Sandman, Army ROTC cadets are watching the ground go up and down as they do their push-ups and sit-ups. The training ends with a leisurely long distance run.

To make the APRT more of a challenge, the standards have been raised to 82 push-ups, 92 sit-ups and a two mile run for males 17-21, ages 22-26 have to do 80 push-ups, 87 sit-ups and a two mile run. Females from 17-22 have to do 58 push-ups, 90 sit-ups and a two mile run, ages 22-26 do 56 push-ups, 85 sit-ups and the

two mile run.

The cadet who had the highest score was MS III Cde. 2Lt. Mark Weiss. He is no stranger to the APRT having been a prior service Airborne Ranger-Jumpmaster stationed at Hunter Army Airfield in Savannah, Geo. Weiss scored a total of 299 with 89 push-ups, 90 sit-ups and the 2 mile run in 12:38.

After experiencing the Riddle run-around, long lines at the book store and construction signs all over the university, cadets are now ready to begin another academic year at ERAU. Before the trimester comes to an end, stop and take the time to get to know your fellow cadets as well as the cadre.

Replacing Lt. Col. Spradlin, former Professor of Military Science, is Lt. Col. Frank L. Carson. He enlisted in the Army on June 29, 1966, graduated from flight school in 1967, served as a gunship pilot in Vietnam, then received a commission in Armor in Sept. 1969. Lt. Col. Carson comes to ERAU from Ft. Knox Kentucky where he was Training

Battalion Commander. He has a B.S. in Psychology from the University of Kentucky and a Masters in Psychology from Webster College in St. Louis. His awards and decorations include the Silver Star, Distinguished Flying Cross 1st Oak Leaf Cluster, (1st OLC), Meritorious Service Medal (1st OLC), Purple Heart (1st OLC), Air Medal with V-Device (number 54 OLC) and the Master Aviator Badge.

Maj. John Easter II, Training Officer, served in the Virginia National Guard as evaluation team leader, before he came to ERAU. He is in the Aviation Branch and got his Bachelor of Arts degree in Psychology from the University of Virginia in 1966. His awards and decorations include the National Defense Service Medal, Vietnam Service medal and the Army Commendation Medal.

Capt. Kenneth Sampson, Logistics officer, came from Ft. Rucker, Ala. He was branched in



LT. Col. Carson will be replacing Lt. Col. Spradlin as the Professor of Military Science

aviation and has a B.S. from ERAU. His awards and decorations include Joint Service Commendation Medal, Army Commendation Medal (1st OLC), and the Army Service Ribbon.

Welcome aboard gentlemen.

By Ed Jolley  
Secretary

We got another year off to a rolling start at our first meeting on Sept. 4th under the leadership of our new president, Mark Toigo. Our next regular meeting is scheduled for Oct. 6th at 7:30 p.m. If you are interested, we encourage you to come and find out first hand what the Young Republicans are all about. Or, stop by our table today at CAO day.

The purpose of Young Republicans is to promote awareness of political issues and current events (or simply, what's going on in the world) and to bring students together to discuss these things and to see what we concerned individuals can do about them.

We also seek to advance the Republican philosophy of minimizing the power of government and its influence in people's lives, decentralizing government toward the local level to make it more responsive and effective, and helping people in need to help themselves so they may

become self-sufficient, free citizens.

You don't have to be a Republican, of course, to share these goals since the common denominator is maximum freedom for all who want it. But, these are the main essentials of the Republicanism.

If you take an interest in what goes on in the world, if you have ideas and want to make things happen, if you'd like to see ERAU be the kind of school where students care and get involved, then we want to hear from you.

Our heartfelt congratulations for our alumni members Scott Haley and Arnono Segarra who both completed Navy AOCs this summer. En. Haley is now in pilot training and En. Segarra is in NFO training. Keep up the good work!

We are out to do what we can. Most of our activities for this trimester are still in the planning stage, so if you have any ideas, bring them to our next meeting.

## L-5 AEROSPACE

By John Getsey  
L-5 Vice President

The next meeting of the L-5 Aerospace Society will be held tonight, Wednesday, at 7 p.m. in the Common Purpose Room in the U.C. At tonight's meeting we will welcome all the new space enthusiasts recruited during today's CAO Day festivities.

Following the food, we will move the party to a nominal launch site for model rocket launches. Space modeling is one of many interests of L-5 members and if you have dabbled in this

the inevitable trivia contest.

First on the agenda is L-5's cook out and picnic at the BBQ area here on campus. This event is planned for this Saturday, Sept. 27 from 11 a.m. to 4 p.m. Interspersed between the fun, sun, and volleyball will be food and drink for members and their guests.

Following the food, we will move the party to a nominal launch site for model rocket launches. Space modeling is one of many interests of L-5 members and if you have dabbled in this

hobby, then that may be reason enough for you to join.

Next week is Spaceweek. At tonight's meeting, the schedule for what is to be a memorable week for L-5 and ERAU will be reviewed. The material for this extravaganza is sensitive and will only be discussed within the confines of the meeting. What can be said is that L-5 will literally do "what no club has done before."

With that teaser, our next meeting will be tonight at 7 p.m. in the CPR. Everyone is welcome.

## RESERVE OFFICERS

By Jeff Silver  
Public Affairs Officer

Welcome Back! Summer is over and school is starting to kick in, so is the Reserve Officer's Association (R.O.A.). After seeing and hearing some of the activities and events that the R.O.A. will be participating in and sponsoring this Fall and Spring, there is little doubt in my mind that this could be the most successful year the R.O.A. has ever had.

Some of the activities planned

for this trimester will be dealing with community service around the Daytona area, working with the United Way and other volunteer organizations to help out the community. Also, we will be starting a free tutor service. More information on that will be posted on the R.O.A. board (first board past Epicure).

The "Ultimate Game" is going to be set up this semester too. To those of you that are unfamiliar with the ultimate game, it is a simulated war game where you put on all the ammo you can

muster up, run around like a maniac in the woods, shoot people with paint pellets and then afterwards drink some brews. It's a good time.

There are a lot of new faces in R.O.T.C. this semester and I encourage all of you to come and check us out. I also hope to see level 200 cadets, and cadet officers coming by too.

Our next meeting will be held on the 30th of September, Tuesday—2000hrs, at the Air Force detachment building. Show your leadership, come out and get involved!

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more "go with" material, L-5 handouts, a review of our calendar and, who knows, maybe even

launch site for model rocket launches. Space modeling is one of many interests of L-5 members and if you have dabbled in this

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# AHP

By Geoff Waxman

Presently we are in the final stage of construction of an ultra-modern, custom designed fraternity house. It incorporates the latest in building technology and was specifically designed to meet the social and professional needs of our fraternity. It will be completed in the near future and we are all looking forward to its completion.

A new executive board has been elected, and the cast of characters are as follows: President, Scott Roper; Vice President, Darrin White; Secretary, Joe Pastina; Treasurer, Mike Scranon; Pledge Master, Paul Chin Fong; Parliamentarian, Ted Mandeville; Historian, Joe Hartman; Alumni Secretary, Gene Piliin and Faculty Advisor, Dr. Milton Horwitz.

The University Center was host to a united Rush by all the Greeks this past week, where a good time was had by all. Treasure Island Inn played host to Alpha Eta Rho last Friday for our Rush. The turnout was great and a lot of potential pledges learned a great deal about our fraternity. The first Pledge Orientation meeting will be held on Sept. 30th.

Alpha Eta Rho is determined to be the number one fraternity on campus. We have initiated a new beginning by building our house on fraternity row, maintaining strict policies, and implementing new and effective plans for our future. For instance, Greek Week will be taking place on Oct. 13 thru 18, and we have established a few game plans to win. We will be holding practice sessions for events in order for us to be fully prepared

to conquer all.

Dr. Margaret Bay is now teaching at ERAU in the Air Science Department. She was the Faculty Advisor for Alpha Eta Rho at Georgia State. We're looking forward to her participation with us this year.

Notes of Interest: Congrats to Manimal in passing 315, Dave's brown b-day, Dave Anderson alias Claymont returns from playing college baseball in Naples. Ed Haloulos returns from NASA co-op in Washington. Tom Starkey lands a job at ERAU as flight instructor. Joe Elm is head coach and offensive co-ordinator for AHP football team while Mitch Williams lands job as defensive co-ordinator, and yours truly held the most ultimate party of the year so far.



This new Alpha Eta Rho fraternity house is ready for occupancy sometime at the end of September or the beginning of October.

## SKYDIVE

By Thomas M. Albert  
Club Vice-President

Attention skydivers and all interested parties!!!

Where were you on Tuesday, Sept. 16th at 7:30 p.m.? The club's meeting was a little lacking, of the 100 plus possible members who attended the first meeting of the trimester. We can't have a good club following with only a dozen members (not including officials). Personally, I was very distraught at the lack of attendance.

Those interested in participating in the sport of parachuting MUST attend. Without your support we can't help you jump cheaper, party, and, above all, get you into the rewarding sport of skydiving if you are not already!

In the meeting that we did have, we set up a few students to jump on Saturday, Sept. 20th. Anyone that is still interested please contact Kim Baumgartner or Dave Hudson at our booth on C&O Day Wednesday, Sept. 24th.

There is a possibility of a club meeting Thursday or Friday of this week. Again we will spend our valuable time (yes we are full-time students too) to send out 100 plus notices, make all the necessary arrangements for our next meeting, discuss D.Z. Day (drop zone party, including altitude adjustment hour), more demo jumps, club equipment, and doughnut sales.

Please attend, we're doing this for you. If you can't attend, drop a note in the Skydiving Club mailbox in the Student Activities office.

By Francesca Lewis  
Chapter Editor

I would like to welcome everyone back for a busy Fall trimester! I hope everyone had just as exciting a summer as I had away from Riddle! Some sisters stayed in Daytona to do some very appreciated fund raising in preparation for the Fall. Thanks a lot Rita Martin, Jennifer Johnston, Angie Becraft, Heather Barrett, Cheryl Labombard, Krista D'Sousa, Krista Martin, Karen Campbell and Mary Belin.

Theta Phi Alpha gained a new executive ward. The members are President Nacy Gutierrez, Vice President Angie Becraft, Treasurer Heather Barrett, Recording Secretary Marlene Schlan, and Pledge Trainer Krista D'Sousa.

A retreat was held on the first weekend of September, in which we planned for the upcoming trimester. All the sisters participated. We had a good practice of Steam bath to look out fraternities - we're hot and we'll win!

During the weekend, we also planned for Rush! Attention to all Theta Phi Alpha prospective females: there will be an information meeting on Sept. 22 at 6:30 p.m. in 1609. There will also be a rush kick off party on Sept. 19 at 5:00 p.m. at the Flight Deck. This is another good time for any prospects to meet us as well as the other fraternities. Good luck to all fraternities for a good Rush.

Thanks guys for a great time at your fraternity row parties! Fun was had by all of the sisters!

By Capt. Filipkowski

We are off to a great start here at Detachment 137 this trimester. Construction at the detachment is complete and everything is on schedule.

Special Projects being planned are tours at Pratt and Whitney, General Electric and Jacksonville Air Guard. Also scheduled is a POC GNC golf tournament. DDX has planned a busy trimester with performances in two counties. Seniors have only 21 days left until their graduation and commissioning ceremony.

Level 200 and below cadets should have been contacted by their big brothers with a note in their box. Big brothers will be administering physical fitness tests, which count toward promotions.

The medical team from Patrick AFB will be here from Oct. 8 to Oct. 10. When you receive your appointment from Sgt. Perez, make sure to keep that appointment. Please help to do everything that is possible to make the jobs of the NCO's run as smoothly as can be expected.

The NCO Academy will be holding its first meeting tonight, Sept. 24, in the detachment. All interested and qualified cadets should attend.

If you have not signed up for AFQOT, please do so as soon as the next sign-up sheet is available. The AFQOT is mandatory, and counts heavily towards the slot you are looking for in the Air Force.

Look for the Leading Edge in this weeks lab. It is your cadet newsletter!

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Recording Secretary Marlene Schlan, and Pledge Trainer Krista D'Sousa.

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## ΣΠ

By Doug Brooks  
Sigma Pi Herald

With the trimester just getting under way, chapter business to attend to, and rush week starting, the last two weeks have been very busy for the brothers of Sigma Pi.

On Saturday, Sept. 6th, Sigma Pi held its "Welcome Back Brothers Party" at Flagler Beach. Since the surf was not up that day, it was a perfect occasion to

test Chris Furlan's new Jet Ski. When the afternoon was over all the brothers were regaled after the long summer and a good time was had by all.

The highlight of the summer was Sigma Pi's biennial convocation, held this year in Washington D.C. At convocation our chapter received the Award of Merit from M.S. for outstanding contributions. Last spring we helped raise over \$12,000 for M.S. We would like

to thank every person who helped us out, part of the award belongs to you.

A big welcome goes to Matt Barrett and Terry Costello, two Sigma Pi transfer students. Welcome aboard guys. A welcome also goes out to our newest brother Joe Cammarota.

Congratulations are in order for Alex Baylor, our newly elected First Counselor, good luck. And good luck to all brothers in the weeks ahead.

## SILVER WINGS

By Pete Markle  
Public Affairs Officer

The members of Silver Wings would like to extend a warm welcome to the new, as well as returning students at ERAU. I hope everyone had a fantastic summer.

Now that you have settled into the hum-drum routine of classes and you are sitting in your favorite chair after an exhausting day of trekking over the in-

famous "Riddle parking lot obstacle course," you find yourself bored and with nothing to do.

The answer to your dilemma? Silver Wings — the alternative!

If you are not a member of Silver Wings, you are missing out on life at its best! Silver Wings is an active, social and community oriented club formed just last year to provide students with an outlet from the organization blues.

We have several exciting activities planned this trimester ranging from barbecue parties to our main project, the Donald Topolinski Memorial Scholarship fund.

Although our meetings are currently held every Thursday evening at 7:30 p.m. in the AFROT building, Silver Wings is open to all students at ERAU.

The members of our club extend an invitation to all interested students to join Silver Wings for a change of pace!

## ΣΧ

By Steve Avallan  
Chapter Editor

As we begin the second week of Fall Rush '86, the brothers of Sigma Chi hope that everyone is having a good time as well as taking the opportunity to check out fraternity life here at ERAU.

Events planned for this week include the Sigma Chi Barbecue and an open house. The barbecue begins at 4 p.m. on Wednesday,

Sept. 24 at the ERAU BBQ pit. Everyone is invited to attend this FREE event. So take a break from Epicure, come on out and enjoy!

The open house is at 7:00 p.m. on Friday and again all are encouraged to attend. If you are considering a fraternity, this is an excellent opportunity to find out more about them!

Congratulations to the newly elected chapter officers: Consul,

Tom Falkner; Pro Consul, Graham Crippen; Annotator, Scott Quinn; Quositor, Greg Duzinski; Historian, Dawney Tribune; Larry Hesterberg; Pledge Trainer, Brett Warrus; and House Manager, Reese Aguilar. We are confident that these men will lead Sigma Chi to yet another successful trimester.

Remember: if you need any information or rides to the Rush events, contact Kerry Sullivan at 252-177.

## ARNOLD AIR SOCIETY

By Maj. Grant Rutlin

Greetings Arnies and welcome back for another fun and excitement filled term. The Gill Robb Wilson Squadron kicked off the semester with a rousing welcome back party for all the members. To say the least, a good time was had by all.

The Squadron held its first meeting on Sept. 8th at which time the Squadron "elect" its officers for the term. D.S. Peck is the Squadron Commander and

Perry Eluin is Vice Commander. Other officers are: Michelle Miller, Administration; John Reid, Operations; Tony Osipov, Historian; Grant Rutlin, Public Affairs; Toby Wetherell, Chaplain and Greg Marlar, Controller.

These folks have a super semester planned for us, so keep abreast of what is happening. Remember, we must lead 100 percent towards our joint Na-

tional Projects, Team Suicide and POW/MIA awareness.

The members of Gill Robb Wilson Squadron would like to welcome aboard a new member to the Squadron, Bronie Marshall. Bronie is a transfer student from U.C. Berkeley and is majoring in Aeronautical Science. Stay tuned for the latest scoop on the Squadron in the next issue of the Avion. By the way, anyone knowing of the whereabouts of the "Gopher" please inform us at his present assignment.

## ΔΧ

By Chris Reilly  
Delta Chi PR Chairman

We at Delta Chi are pleased at the great turn out at our rush events. We hope everyone that attended learned what Delta Chi is all about. If you have not yet been to one of our parties, there is still one more open rush party Friday at 8:30 p.m. At this party, we will be handing out invitations for our formal rush party for those men who are serious about pledging Delta Chi.

Delta Chi is looking forward to the Fall term. The brothers are ready to defend our Greek Week trophy in October. We also have our Founder's Day banquet to be held at the Treasure Island Inn.

There are several other parties in the works — like a Hawaiian Luau, pajama party and infamous Toga party.

If you need some more information or need a ride to the party, please call 255-4767.

## RIDDLE RIDERS

By Rick Fingers  
Riddle Riders President

The ride along the Canaveral Sea Shore last weekend was great. The weather was perfect, the bikes were running good and even the mosquitoes weren't too bad, just noisy when they posed.

Eight members of the Riddle Riders ventured out to Playalinda Beach to enjoy some of the more natural sites of Florida. Some were hoping for a thrilling ex-

perience while others were hoping for anything, but! As it turned out, the only tail exposed was that of a dolphin in the area (except for Millman's, of course).

After a few hours at the beach, food and drink became of great importance. The club stopped at a BBQ restaurant in Edgewater. The food was great and some of us also gassed up with real pit BBQ baked beans.

The club is currently preparing

for the Road Rally as well as the Riddle Regatta. There is also a start on convincing the university to sponsor the Motorcycle Foundation's two safety courses for the students of ERAU.

There is a table set up in the U.C. for today's C&O Day activities. Two motorcycles are on display as well as a picture, T-shirt, and the new club banner. Stop by to ask questions and look around.

Ride aware — Show you care.

Crossword puzzle  
Answers

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1006	TORY	TOWN
1007	SEASIDE	LO
1008	RAIO	LOVE
1009	CONTINUE	EL
1010	ENTER	AND
1011	EL	DEPARTED
1012	NAD	DAU
1013	QUINE	AD
1014	GUARANTEED	EL
1015	BORED	DOWN
1016	OLD	AD
1017	THE	GOOD
1018	TOT	TOT
1019	TON	TAT
1020	STAY	DAY

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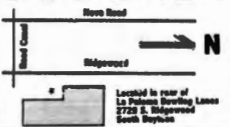
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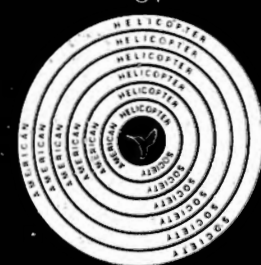
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# FARNBOROUGH 1986

The Society of British Aerospace Companies Exhibition

The Avion September 24, 1986

## Aerospace firms vie for business at SBAC biennial

By Brian Nicklas

FARNBOROUGH, England — Some knowledgeable observers of the aerospace scene may say that the Paris Air Show is a larger display, but when one sees the Royal Air Force Red Arrows Hawks lined up against Farnborough's famous "Black Sheds" — the history of aviation combines with the sight and smell of the future...the feeling is just phenomenal.

The Royal Aircraft Establishment (RAE) — Farnborough is home of the Society of British Aerospace Companies (SBAC) biennial Flying Display and Exhibition, and has been since 1948. From 1920 until 1935 the show was held at Hendon, the next two years from the de Havilland aerodrome at Hatfield. 1938 until '45 there were no shows because of World War II, and the years '46 to '47 the event was held at the Handley Page field at Radlett. Held yearly until 1964, the show did not become truly international until 1974 when restrictions placed on non-British firms were lifted.

"Aerospace Circus" could describe Farnborough, as the galaxy painted company demonstrator aircraft (both civil and military) are paraded in front of the spectators before putting on their repertoire. The blue and white striped chalets add to this air, and indeed, it is in these "tents" that the multi-million dollar deals are made which help decide whether an exhibitor returns for the next show or not. Shows such as Farnborough are expensive, but most participants agree are well worth it.

The Farnborough chalet tradition started when one firm, Bristol, wanted a more pleasant setting to conduct business. (The mobile home or trailer then used had become a bit tacky.) Bristol requested a tent, to which the SBAC replied no, unless the tent enclosed the trailer. With a raised floor built around the mobile home, and the whole affair encircled by a tent, a tradition was born.

The firms lucky enough to obtain one of the 300 chalets available have a magnificent view of the RAE airfield, as the SBAC site is built on gently rolling hills about the runways. This creates a natural amphitheatre, and even though the chalets are several rows deep, the hillside creates a natural "deck" which provides for an unobstructed view of Laffan's Plain.

Situated at the top of the Hill are the four exhibit halls, one of which (New South Hall) was added this year. The four halls add up to 42,702 square meters of display area, and combined with the outdoor exhibit areas comes to almost 68 acres of Farnborough Air Show.

The 1984 SBAC event had a total attendance for the week of 507,391 and was the most successful of better weather and economy new European aircraft, 1986 was easily over that figure. There is usually a key subject at the show, and this year's show had at least three: The Royal Air Force's Airborne Early Warning (AEW) Aircraft, the propan powerplant, and the European Fighter Aircraft.

The AEW program for England has centered around the British Aerospace (BAe) Nimrod with radar and electronics by GEC Avionics. The program has had some difficulty, so Boeing, Lockheed and Grumman have been trying to get their programs in as replacements.

The propan programs stem from searches conducted in the mid-70's for improved fuel economy for air transports. And as many major powerplant manufacturers as there are, there seems to be an equal number of propan programs. Hamilton Standard was first

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British Aerospace's ATP showed her stuff to the crowd at the SBAC display by proving how quiet an 'Advanced Turboprop' really is. The 68 passenger, Pratt & Whitney 125 powered aircraft traces its lineage to the Hawker Siddeley HS 748.

with their "Prop-Fan" and GE and Pratt & Whitney have their unducted fans. Rolls-Royce, who earlier seemed to adopt a "wait-and-see" approach, unveiled at Farnborough their "Contrafan" which shrouds the multi-bladed assembly for under wing use on transports like the 747 or DC-10. Other than Hamilton Standard's design, most of these engines are "pushers" — that is the contra-rotating fan blades are mounted at the rear of the powerplant. There is a lot of collaboration among the firms working on the propan concept, and there will likely be more partnerships announced as the idea takes hold.

The Eurofighter, a new aircraft type to adopt a "wait-and-see" approach, unveiled at Farnborough their "Contrafan" which shrouds the multi-bladed assembly for under wing use on transports like the 747 or DC-10. Other than Hamilton Standard's design, most of these engines are "pushers" — that is the contra-rotating fan blades are mounted at the rear of the powerplant. There is a lot of collaboration among the firms working on the propan concept, and there will likely be more partnerships announced as the idea takes hold.

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while others were in airline livery. Several carriers took delivery of their first aircraft types at the show, as an example, CAAC of China took the "keys" to a BAe 146-100 on September 2.

Farnborough is an aerospace exhibition, and space was a dominant theme in many displays. Aerospace had a large exhibit devoted to their "Hermes" spaceplane, which is projected to be launched atop an Ariane 5 rocket. Messerschmitt-Bölkow-Blohm of Germany also showed a lifting body, the Sanger 2, named for Eugen Sanger, the pioneer in the study of lifting-crenity. BAe meanwhile showed the latest version of their Hotol unmanned reusable craft, including Martin's Titan family of launch systems.

Rotary wing aviation was well represented, the "hot" ship of the show undoubtedly the Westland Lynx, which on August 11 set a helicopter speed record of 249.10 miles an hour. The newest rotorcraft at the show was the EH 101, a joint Westland-Agusta venture. Although appearing in mock-up form, the ship has a good future in both the civil and military markets.

A myriad of other firms participated in the SBAC show, with products ranging from aviation safety equipment, fuel bladders and aluminum fabrication to aircraft rework and anti-aircraft weaponry. With such a large venue, it is no wonder that the SBAC runs this extravaganza for eight days. That is almost enough time for one person to take it all in. Next time around, September 4-11, 1988.

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## Nimrod AEW fate in balance

By Brian Nicklas

FARNBOROUGH, England — One of the major topics of this year's Farnborough show was Airborne Early Warning aircraft, particularly as how they apply to England's Royal Air Force.

The RAF is having teething problems with their AEW platform, the Nimrod AEW MP 3, but GEC Avionics reports that they have fixed the bugs and that all tests now indicate a fully functional aircraft.

The chief competitors for the Nimrod are the Boeing E-3 Sentry (favored by some in the RAF), the Grumman E-2 Hawkeye, a variant of the

Nimrod but with the Hawkeye's avionics and, to a lesser extent, Lockheed's AEW P-3 and C-130.

Naturally, as in any country, the push is to buy a home-grown product. The Nimrod is already in service with the RAF as a maritime surveillance aircraft, so there would be a commonality in the airframes.

Unlike the rest of the AEW platforms which house the radar in a rotating radome (rotodome) above the airframe, the Nimrod AEW mounts its radar in a fixed array at the nose and tail of the aircraft. The radar sweeps black and forth inside the fuselage.

Spokesmen for GEC Avionics have said recently that the

Nimrod AEW is now a reliable system, and that it no longer has a problem in discriminating between aerial targets and clutter on the ground. England's Ministry of Defence (MoD) is getting ready to perform a total evaluation of the system, which is already late in its projected delivery to the Royal Air Force.

GEC Avionics has upgraded the Nimrod AEW, recently adding an improved antenna array, a modified transmitter and replacing the computer with a faster of larger capacity model. By fall the MoD should have reached a final decision, and quite a few firms will be watching for the outcome.



The Aero Spacelines Super Guppy made a low pass over the SBAC show on Tuesday, celebrating the 25 anniversary of the manufacturer, now known as Tracor. The flight was sponsored by Airbus Industrie, who use it to transport large payloads plant-to-plant.

## New fighters make debut at exhibition

Britain's EAP and France's Rafale demonstrators parry in skies over England

By Brian Nicklas

FARNBOROUGH, England — Fighter aircraft are always

throughout the week by Chris Yoo, BAe Wharton Chief Test Pilot. The EAP had only stretched its wings for a few times on

blue trimmed, white prototype achieved Mach 1.3 on this flight and, quickly went through hectic flight tests so it could appear at

fighter does not have to be produced by a major firm. The AMX will soon enter service with the air forces of Italy and Brazil





There is usually a key subject at the show, and this year's show had at least three: The Royal Air Force's Airborne Early Warning (AEW) Aircraft, the propfan powerplant, and the European Fighter Aircraft.

The AEW program for England has centered around the British Aerospace (BAe) Nimrod with radar and electronics by GEC Avionics. The program has had some difficulty, so Boeing, Lockheed and Grumman have been trying to get their programs in as replacements.

The propfan programs stem from searches conducted in the mid-70's for improved fuel economy for air transports. And as many major powerplant manufacturers as there are, there seems to be an equal number of propfan programs. Hamilton Standard was first

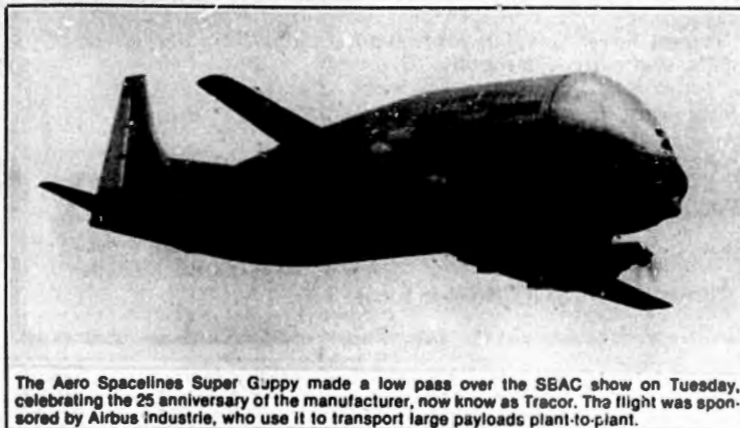
at Farnborough, the BAe Experimental Aircraft Program (EAP) demonstrator was flown, as was the Rafale-A. The EAP is a testbed for the EFA, and the Rafale-A will lead to an improved Rafale-B. The Gripen and Lavi were not present at Farnborough, but are expected to make a showing at the Paris Air Show next summer.

Transport aircraft were also a big part of Farnborough, with aircraft as diverse as the BAe 146 to the SAAB SF 340. Some of these transports appeared in the house colors of their parent companies,

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## New fighters make debut at exhibition

Britain's EAP and France's Rafale demonstrators parry in skies over England

By Brian Nicklas

FARNBOROUGH, England — Fighter aircraft are always popular at Farnborough, and this year's show was no different. Especially when new fighter prototypes are present.

The British Aerospace (BAe) EAP and the Dassault-Breguet Rafale were the two aircraft that drew more attention than any other aircraft at the show, and as they had only been flying a short time before the show, this attention was well deserved.

The EAP (Experimental Aircraft Program) is not a fighter per se, but a technology demonstrator for the Eurofighter — which appeared in mock-up form on the flightline.

The EAP was flown

throughout the week by Chris Yeo, BAe Wharton Chief Test Pilot. The EAP had only stretched its wings for the first time on August 8, and during the one hour and seven minute flight, pilot Dave Eagles achieved Mach 1.1 at 30,000 feet.

The nimble blue and white craft popped and darted above the crowd in an amazing display that hid the fact that the maneuvers were restrained due to the newness of the ship. The EAP's landings were a delight to the crowd as the plane slowed to a stop by using both a large, white drag chute and dumping the canard downwards.

The Dassault-Breguet Rafale A made its first flight on July 4. Guy Mitaux-Muroard flew the Rafale on that occasion and at Farnborough. The sleek red and

blue trimmed, white prototype achieved Mach 1.3 on this flight and, quickly went through basic flight tests so it could appear at Farnborough.

Powered by a pair of GE F404 engines, the Rafale shot skyward every afternoon during the presentation of the Avions Marcel Dassault-Breguet Aviation family of aircraft, and repeatedly zipped down the show line showing off her maneuverability. During the slow speed passes and during landings, one could easily see the canards cycling up and down, adding to the mystery about the aircraft.

The AMX, a fighter co-produced by Aeritalia and Aeritalia of Italy with Embraer of Brazil, made its first appearance at the SBAC show and this little attacker proved that a quality

fighter does not have to be produced by a major firm. The AMX will soon enter service with the air forces of Italy and Brazil and orders from third world countries will most likely follow.

Closer to the English hearts as an attack fighter, the BAe Hawk not only was shown in its standard trainer role during the flying display, but was also seen as a single-seater in mock-up form. (As a full scale model, the British have dubbed the Hawk 200 dummy as "G-AIRFIX.") BAe had a flying Hawk 200, which unfortunately crashed, fatally injuring its pilot two months before the show.

See FIGHTERS, page 12



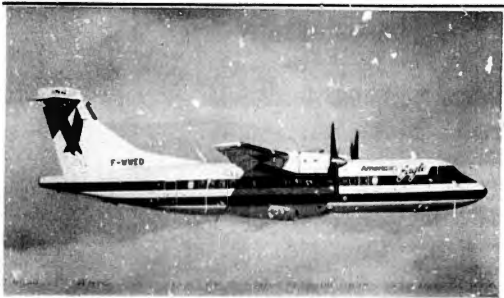
Aerith photo by Mark Stern-Montgomery

The Avions Marcel Dassault-Breguet Aviation 'Rafale A' leaves the runway aided by its GE F404 engines and fly-by-wire control system. The Rafale is a demonstrator aircraft, and improvements will appear on the subsequent Rafale B.



Saab-Scania photo

The SAAB SF 340 (above) is a 35 passenger, GE CT7-5A powered regional airliner that originated as a joint venture by Saab and Fairchild. Over 80 of these have been delivered, with the US carrier Comair the largest user. A joint venture between Aerospazio of France and Aeritalia of Italy, the ATR 42 is a new 42 seat commuter. With only 18 in use, Simmons Airlines uses theirs as feeders for American Airlines. Power comes from Pratt & Whitney PW 120's.



ATR photo

## Farnborough Photo File



Westland photo by Mark Spence-Manning



Avion photo by Brian McKee

Westland Helicopters Lynx (top) set a world speed record on August 11, besting the old speed of 228 mph by hitting 249.10 mph. Crewed by Trevor Egginton and Derek Crows, the feat was made possible by the unique composite blade and improved rotor blade design. A most unique aerial observation platform, the Optica Industries Optica OA-7 promises to deliver the surveillance qualities of a helicopter at the price and operating expense of normal fixed wing aircraft. Intended for use by police departments, aerial photographers and utility inspectors the OA-7 is powered by a Lycoming IO-540 driving a fixed pitch, ducted prop. The powerplant is behind the cockpit, leaving the crew of three an unobstructed view outside the cabin "egg".

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# Airliners popular stars at airshow

By Brian Nicklas

FARNBOROUGH, England — Although the Airbus A300 fly by wire demonstrator was the only "heavy" airliner at the SBAC show, airlines were a "large" presence.

Short Brothers of Ireland were present with the 330 and 360 commuter liners, ATR displayed the ATR 42. BAE had the ATP, 146 and Jetstream; CASA had their 212 and the CN-235 produced with IPTN of Indonesia. Boeing's new acquisition, de Havilland of Canada showed the

STOL (Short Take-Off and Landing) Twin Otter and Dash 7 as well as the Dash 8 commuter. Fairchild, who no longer produces the SF 340 with Saab had a representative in with the other commuters, the Metro III. Fokker of the Netherlands flew a prototype Fokker 50, which never stayed long, as it is still involved in flight trials. The 50 is a derivative of the popular Fokker F27.

Even though these aircraft are passenger transports, they went through some on-airline like maneuvers. The Shorts 360 kept

pace with a C-23 Sherpa (330), showing that there wasn't a lot of difference between the civil craft and it's military cousin.

All of transport showed how quick they could stop, with almost STOL qualities seen here and during the take-off roll. Reverse-thrust props roared, tires smoked, and the attentive crowds watched again and again as the cycle repeated.

The largest transport on the field was the sole representative of the builder, as well as the only aircraft on the field made in the Soviet Union. The Antonov

An-124 made its first public showing at the Paris Salon last year, and is the heaviest and largest "wingspan aircraft currently flying. Appearing in the colors of Aeroflot, Russia's national airline, it sat out display throughout the show, and moved only when towed across the field to make room for the airshow.

With the large and the small well represented, only having the Airbus fly-by-wire tested corner of the sky at ridiculous angles of attack could take your mind off the huge selection.



Seen on the far terrace, these ground to air weapons were on display from the Cerillon Buhrie Group of Switzerland.

# Naval Air history shown from the Great War to the Falklands

By Brian Nicklas

YEOVILTON, England — Britain is home to many museums, not which the least are military museums. Most of the military collections have some aviation items, but one of the prime aeronautical collections is that of the Fleet Air Arm Museum in Yeovilton, Somerset.

Yeovilton is home to the Royal Navy's air branch, the Fleet Air

Arm (FAA), and it is at the end of the RN airfield where one finds the Museum.

There is no doubt that you are at a working airfield, as while you gaze at the impressive past of Royal Navy aviation, the whine and roar of Harriers, Hunters, Canberras and helicopters; passes back and forth across the back of the hangar.

There is a lot of activity here, as Yeovilton could be considered

the equivalent of the US Navy's facilities at Pensacola, Florida.

On any given day which you may pay aside for the FAA Museum, you will probably see Westland Sea Kings and Lynx in flight as well as BAE Sea Harriers and Hawker Hunters in action.

The entrance to the Museum is "protected" by a Blackburn Buccaneer 1, which is set to appear as if leaving the deck of a carrier. Up a flight of steps and into the

oyer, to a booth to pay your modest admission fee, and then you descend to the first hall, which highlights the near recent events in the Falklands.

The Falklands Islands Exhibition is the most complete display commemorating the conflict, and features not only RN aircraft, but also aircraft and equipment used by the Argentinian forces.

An Argentine Pucara ground attack aircraft dominates the hall, while a Beech T-34 Mentor and a Bell UH-1 are also on display to represent the Fuerza Aerea Argentina.

The Royal Navy is shown by two helicopters, a Wasp from the HMS Endurance, and "Humphrey", a Westland Wessex from the HMS Antrim. Humphrey is famous not only for saving lives throughout the battle, but also for sinking the Argentine submarine Santa Fe. Humphrey saw close action, and this is readily apparent by the shrapnel holes which dot the fuselage and rotors.

The museum next turns from the recent to the beginnings of the FAA, the Royal Navy Air Service (RNAS). Seen here are a Sopwith

Pup and Sopwith Camel, as well as the impressive Elmore Collection, a 49 model display of some of the many varied types of aircraft used by the RNAS and FAA. Adjacent to the Sopwiths is an Albatross DVA, the German WWI fighter that was the opposite number to the Sopwiths.

As you turn the corner to head into the main section of the Museum, you will find an assortment of displays, ranging from a salute to the WRNS (Women's Royal Naval Service), to a study on rotary-wing aviation in the FAA.

A close look at the FAA in the Pacific Theatre in WWII is shown, and not only are the appropriate British naval aircraft like the Supermarine Seafire shown, but some American types as well. Grumman's family of "cats" is well-represented, although the Wildcat is going under its British name of Martlet. The enemy is represented, with a Yokosuka Ohka Kaikaze rocket plane seen mounted as if on its final run.

The FAA played an important role in Korea during the hostilities there, with Sea Furies

and Fireflies helping out the ground forces with bombing and strafing sorties. All of this is portrayed at Yeovilton.

Jet aircraft of the Fleet Air Arm can be seen in all shapes and sizes, from the diminutive de Havilland Sea Vampire, the first pure jet to operate from the deck of an aircraft carrier, to exotic sounding ships like the Scimitar and Buccaneer. The ungainly appearing Fairey Gannet is shown in a salute to the anti-submarine craft and as an Airborne Early Warning patrol plane.

There is a large array of artwork and dioramas commemorating the rich history of the FAA, but before you leave, there is one more exhibit hall to see.

The British-built prototype of the Concorde is set by apart to commemorate the achievement of supersonic commercial flight. Concorde 002 is not alone, however, as two aircraft that helped develop the "winged needle" sit right beside. The BAC 221 and HP 115 give a striking

See NAVAL, page 12



This Pucara of the Argentine Air Force is the centerpiece of the Fleet Air Arm Museum's Falkland Islands display. Several of these ground attack aircraft were captured during

the conflict in the South Atlantic, and this example helps form the most complete exhibition on the subject, which includes other Argentine and British aircraft and equipment.

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See NAVAL, page 12

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The Royal Air Force's Red Arrows, flying British Aerospace Hawks, are considered by many to be the premier aerobatic display team in the world. Flying a nine plane formation, the team trails red, white and blue smoke during much of their display, tracing

graceful arcs across the sky. Several of the formations flown by the Red Arrows are unique to the group, including the classic 'Concorde.' The Hawks used by the team have recently been upgraded to Hawk T1A standard, and now are capable of carrying missiles.

Avion photo by Brian Hedges

## FIGHTERS (continued from page 9)

The Panavia Tornados were seen in the air at Farnborough as well as on the ground at the static park. The Tornado made full afterburner takeoffs during its aerial sessions and curious onlookers soon went from seeing this craft from a distance to looking at the two on display. One of these was painted in the markings of the Royal Saudi Air Force, a recent Tornado customer.

The Europeans had many different types of fighters on display; so, the most notable country was the United States by virtue of their absence. But then again, the loss was theirs, as the interest generated at Farnborough proved what an excellent display arena it is.

## Thank You

Avion coverage of Farnborough '86 would not have been possible without the help of the following people: Mr. James Aron, Pan American World Airways; Capt. Kim Scribner, Pan Am (ret.); EBAU Trustee Emeritus; the Student Government Association; the Avion staff; especially John, Jim, Pat and Gordon, Mr. and Mrs. Keith Cingelli, Chris Cingelli, and a very special thank you to Paul and Wendy Cingelli.

## NAVAL (continued from page 11)

contrast to Concorde, and really drive home the changes that happen in aviation during a brief span of time.

Spread throughout the Museum are various aircraft in dilapidated condition, but this is only because they have only recently been recovered from watery or earthen graves. The FAAM would like to have complete examples of all the aircraft used by the FAA, but that is not always possible. Some veterans will have to content themselves with a few pieces of their old mounts.

The Museum plans for the future include the acquisition of a F-4 Phantom II

from the US Navy, which will then be the only museum Phantom in Europe. Also needed soon is a new building, one to house the aircraft pertaining to the RNAS, and as like aviation museums the world over they are soliciting funds for this and other projects.

There is a small admission charge for entry and research facilities are available by appointment. If you plan photography, a flash and tripod are recommended. The countryside around Yeovil is very pretty, so if you find yourself in England, do yourself a favor and make a visit.

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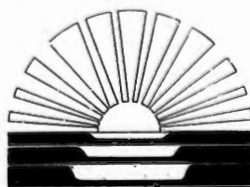
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## Freshman observes Riddle Run-around

Tommy Rose  
Avon Staff Reporter

As entering freshmen, one of the first things that the orientation staff warned us to look out for is the notorious "Riddle run-around!" The majority of these so called "Run-Around!" cases involve the usual lost papers in the office; "I'm sorry, not today we're busy;" or even the every now and again "Foul!" attitude when it's not really needed.

Of course, any Riddle student doesn't have to be reminded of the outrageously long lines for those important things such as books, meal plans, etc. So far, the run-around hasn't collectively been all that bad, but there are a few individual cases that stand out. Some of these cases are very serious, while some are not quite as intense in nature.

One of the cases that immediately comes to mind, quite naturally, is my own. When I arrived here recently, I was placed in the over booked meeting where I was assigned a room. As soon as I got there, I guess I knew that I had a hard time coming when I saw that there were a lot of personal effects in the room, but no roommate! Eventually

both of the guys who were living in the room during the summer tri returned, eager to have their room back!

Later, after informing a very helpful R.A., Bob, we eventually agreed that we would take care of the problem as soon as possible. But there was one big catch, out of the goodness of my heart, I agreed to let them sleep in the room until we got every thing straightened out. Little did I know that I would be sleeping in about five different rooms, have my belongings shifted and my first impression of Embury-Riddle formed!

From many personal testimonies of upper classmen, it is common practice at lots of colleges to inflict as much mental anguish as possible. The methods might be different, but any way you look at it, you get the bad end of the stick! Be it "Lost" transfer credits, or schedule conflicts, or even teacher/student conflicts, I guess every collegiate student can expect some kind of run-around. But as this freshman, has learned, if there's one thing that we here at ERAU have that no one else has, it's the original "Riddle Run-Around!"



What you don't see...

The separation of the airflow from the surface of a stalled airfoil can be seen in this photo taken in the Engineering

Department's smoke tunnel. Smoke is used to see how the air will flow over a wing or an entire aircraft.

## It is better to help then catch, says recent college drug survey

By Carol Woodford  
Associated Press

ATLANTA — A Georgia Tech management professor says companies concerned about employee drug abuse may come out better — and certainly cheaper — by offering programs to help those with drug problems rather than requiring tests to catch violators.

Terry Blum, who spent three years studying drug testing in the work place while on the faculty at Tulane University in New Orleans, said her research indicated such tests are not yet widely used.

"We see the quote that 30 percent of the Fortune 500 companies have some form of drug testing. But I think that it's somewhat of an exaggeration,"

she said in an interview. She said less than 20 percent of the 480 companies she surveyed in California, New York, Texas, Michigan, North Carolina and Minnesota actually are requiring pre-employment drug tests.

Whether drug testing is an effective way to curb employee drug use is undecided, Ms. Blum said. In her three-year study —

which was conducted with her husband, Paul Roman, who now heads the Institute for Behavioral Research at the University of Georgia — Ms. Blum found that companies requiring pre-employment drug tests don't have their employees come forward about drug problems any more frequently than other companies. And companies requiring the tests actually have a higher

alcoholism rate, she said.

Ms. Blum said her research did not cover the question of whether drug tests in the work place are unconstitutional, as some groups have argued. But she said any company planning to test its employees either before or after employment should take steps to protect itself from lawsuits.

"If a company does follow procedures, announces it

beforetime, follows due process and does not violate privacy by telling the results, it's still possible they'll be sued," she said.

"But, again, you can sue the Archbishop of Canterbury. ...

There will be cases no matter what (but) I think that a company can do things to protect themselves."

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**EPICOT AND DISNEY WORLD** — 1/2 price for groups of 3, Saturday and Sunday only. No gimmicks. Contact Dave at Box 5023.

**personals**

**Space Cadets**, Will Jahnke survive the wrath of the Chief Space Cadet? Probably not, my Pentagon officials, NASA sources were quoted as saying "He will never work in this town again." As usual, Jahnke was not available for comment.

**CSC 4**

**N.E.**

I've come to regret not taking the opportunity to see you first thing in the morning. I hardly see you anymore. Well maybe I can get Jahnke to hire you to work for me. Better yet, maybe I can get you to work for me. Better still, let me ship the work and play around!

**J.G.**

**Ms. X:**  
You do not know me because you never cared to look. But I hope you could get together CDR

**W.Y.R.C.**  
Can the sale get any shadier? Take care, and good luck at your job-joy.

**John**  
Did you ever have a bad taste in your mouth after taking? Drink a glass of milk and see if you are in the mood.

**The Rat**

**Family**  
The weeks are passing quickly and I can't wait for you to arrive. The house will be clean (yes, even my room), and we'll have a blast at Epco! Bring the two along too.

**The Cheshire Kid**

**Beck**  
Did you ever stop and wonder why they call it Halloween? It certainly hasn't. Here's your California govt. Remember, April 1988. I'd have my plane today! And always remember, little BUFFET!

**SCR**

**NEIL**  
Hollie says "Sail" and hopes you can come over to play some. Don't forget to bring the cookies.

**Mr. Shaji**

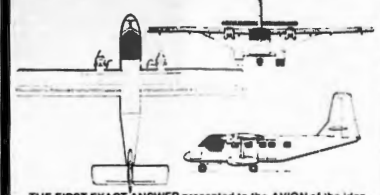
**Kathy**  
It's the world according to Xanth. Did you ever wonder about the possibilities for Dora's robot? Keep it cool, and remember that no education is as fast as experience in having fun. Well, maybe not!

**Out of Balance**

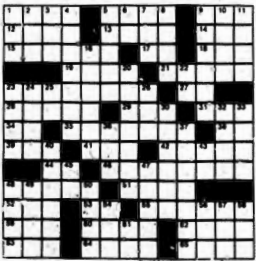
**guyzone**  
I'm looking forward to the 34 things you over me personally since it is my day, I think we should wear the suits that are bear the same name of the day we are celebrating.

**b-day boy**

**Aero-plane Identification**



THE FIRST EXACT ANSWER presented to the AVION of the identity of this aircraft will win a free one trimester subscription of the AVION, sent anywhere they want. The Student Publications staff, previous winners, and their families are not eligible



**ACROSS**

- 1 Roman date
- 5 Porcupine
- 9 Flying mammal
- 12 Civil injury
- 13 Free
- 14 Marine shell
- 15 Mexican shell
- 17 Leafless
- 18 Fallow deer
- 19 Foray
- 21 Burn
- 23 Particulate
- 27 Spanish article
- 28 Foreign
- 29 Filopodium leaf
- 31 Greek letter
- 34 Negative prefix
- 36 Running
- 38 Seal
- 41 Magistrate
- 42 Judge

**It happened this week... A look at the history of ERAU**

- 1902**  
The Avion pool party was attended by over 500 students and included a group of models from Sun Solutions
- 1903**  
The Aeronautical Engineering and the Aircraft Engineering Technology curricula became independent of each other due to increased enrollment in the two programs.
- ERAU Enrollment hits 30,000 students; 5000 in Daytona, 1000 at Prescott, and 26,000 enrolled in the international campus.
- 1904**  
Dr. Luther Reisbig assumes duties of Dean of Engineering and Aviation Sciences.
- Aeronautics opens in the baseball courts.
- Epicure advertises "Weenies on Wheels" as a slogan for their mobile food van.
- A new section appears in the Avion known as "Space Technology."

**CROSSWORD PUZZLE**

- 44 Before noon
- 46 Musical instrument
- 47 Untranslating persons
- 51 Paradox
- 52 Ancient
- 53 Person's measure
- 55 Staff persons
- 59 Fallow deer
- 60 Chicken house
- 62 Sound a horn
- 63 Measure of weight
- 64 Fruit cake
- 66 Portion
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- 100

Answer located on page 8.  
College Press Service

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Schwarzer Beer • \$1.00  
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## Football Results

Slick Fox	60	O.F.V.'s	14
ICAROS	6	Yes Club	0
Bush Boys	34	Yes Club	34
Homers	0	Riddle Rowdies	0
Quebers	30	Alpha Eta Rho	14
Daytona 49'ers	0	Lambda Chi	0
"Q" II's	19	P.T. Pumpers	21
Tailhookers	7	Can't Be Stopped	0
Sigma Pi	14	Romeo Babies	26
Delta Chi	0	12 Faces of Death	0
Bombers	18	The Dogs	23
Brew Crew	14	Pine Lakers	13
Wolf Pack	20	Nova Nine	15
Daytona Windsurfers	0	Steve's Stallions	0
Air Force I	20	Beavers	forfeit
Thrashers	0	Blank Shooters	forfeit



Some of the football action this week looked pretty in 1986. Above - AHP vs. Lambda Chi. Lower left - Q' II's vs. Tailhookers. Below - Pine Lakers vs. The Dogs.



Avion photo by John Berg



Avion photo by John Berg

Dash 1000%	The Greek 1000%
★ Atlanta	at Tampa Bay
★ Chicago	at Cincinnati
	Detroit
★ Green Bay	at Minnesota
★ Kansas City	at Buffalo
★ Rams	at Philly
★ New England	at Denver
New Orleans	at Giants
★ New York Jets	at Indianapolis
Pittsburgh	at Houston
★ San Diego	at Raiders
San Francisco	at Miami
★ Seattle	at Washington
Dash picks	The Greek picks
TIEBREAKER: Predict the score of any one game above. List teams with score.	
NAME:	
ERAU BOX:	

## Avion Football Pool

To enter this week's Avion football pool, cut out this entry form and circle who you think will win the matchups above.

Deadline for entries will be Friday, Sept. 23rd at 3 p.m. Entries can be dropped in the campus mail slot or brought to the Avion Sports Box.

A winner will be selected by the next issue. Winners are selected on the basis of the number of correct answers made on the entry form. Should a tie occur, the winner will be selected by the most

accurate prediction of any game listed. For instance, a person who guessed a score of 24-20, would have a total of 44 points. If the game score was 27-24 (a total of 51 points) a difference of 7 points exists. The closest score will be considered the prediction which comes the closest to both teams points.

The winner will receive "The Student's Guide to Campus Life at ERAU" by Bill Myers.

One entry per person. Remember to select a winner for every game.

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

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**SUNDAY**

**BLOODY**

**SUNDAY**

**COME HEAR**

**NEW WAVE**

**PROGRESSIVE MUSIC**

**COME DRINK**

**HEINEKENS FOR A BUCK**

**ALWAYS 2 FOR 1 DRINKS**

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