

10-29-1986

Avion 1986-10-29

Embry-Riddle Aeronautical University

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EMBRY

An Award-Winning Collegiate Newspaper

Volume 54, Issue 8 Embry-Riddle Aeronautical University, Daytona Beach, Florida October 29, 1986

Delta Chi wins Greek competition

By J. Miguel Vidal

On Saturday, Oct. 18, the Delta Chi Fraternity won Greek Week for the second consecutive time. After what seemed to be a very close race between the six fraternities and sorority on campus, Delta Chi defeated Sigma Chi by two points to move ahead of the fraternity in the standings.

The event, which was sponsored by the Inter-Fraternity Council (IFC), began on Monday, Oct. 13, and ended the following Saturday. It included ten different sporting competitions ranging from volleyball and basketball to tug-o-war, pyramid building, and chariot races.

According to Jennifer Poynton, IFC Vice President, the purpose of Greek week is to get the Fraternities and sorority working together, and to bring out some spirit to the university. "Greek Week is an IFC event where all the Greeks get together, and compete together," Poynton said.

See GREEK, page 14



Members of the Sigma Chi fraternity tug for just another win during the Greek Week activities. Six Fraternities and a Sorority participated in the event, which was sponsored by the Inter-Fraternity Council.

The year's Halloween treat is the band Cheap Trick

Entertainment Chairman discusses rationale behind combining masquerade dance and Fall '86 concert

By John Gately
Avion Staff Reporter

The Entertainment Committee has been selling tickets for Friday's Halloween Concert featuring Cheap Trick since last week. The concert is the major entertainment event for the Fall '86 trimester, combining the annual Halloween Dance and Octoberfest Fall Concert.

In an interview last Friday, Ed Heemskerk, Entertainment Committee Chairman, was asked why the two events were combined. "The limiting factor is cost," Heemskerk replied. "The SGA (Student Government Association) budget cannot support two events."

The Halloween Concert will cost \$13,000, which includes \$8,000 for the band, \$2,400 for production, \$1,200 in agent's fee, \$400 for hospitality, plus the miscellaneous charges. Offsetting the costs is why the tickets cost two dollars.

About limiting the tickets to one per Embry-Riddle student, Heemskerk said, "This is an Embry-Riddle concert for Embry-Riddle Students. Over four thousand students have paid the \$15 SGA fee, which, in part, is paying for this concert." Heemskerk went on to say, "It would not be fair to allow non-SGA-fee-paying students to see a concert that Riddle students have paid for."

Space limitations in the University Center are another reason why only Embry-Riddle students can buy tickets. The building's maximum capacity is 2,100 people and this number is reduced to 1,547

when the Flight Deck is used for a stage as it will be this Friday.

"Only one third of the student body will be able to see the show," noted Heemskerk when asked why student's couldn't bring paid guests. "If guests were allowed, even fewer students would be able to see the show."

He added, "ID's will not be checked at the door the night of the concert. A student can buy a ticket with his ID and give it to a friend so that he can take a guest — but that's their decision."

Heemskerk mentioned that he would much rather have an outdoor concert and promote it to DICC and Stetson University; however, with the present budget, Entertainment just cannot afford them since groups charge more to put on an outdoor show — Cheap Trick charges \$25,000.

An outdoor concert is also limited by space and power requirements. The old concert area is now the new parking lot and the new softball field is not yet completed. A concert on the grass behind the library is possible but only if a generator track were rented — driving up costs — since if a power needed for an outdoor show can only be applied by the U.C.

Heemskerk's final comments focused on the poor ticket sales. "Ticket sales are not going as expected," he said. "So, the day before the concert sales will be open anyone wanting to buy more tickets for two dollars. By Thursday, Embry-Riddle students will have had one week and five days to get their ticket and if they haven't, they lose out."

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The ordeal of Pan Am 073

Victim tells of escape from hijacked aircraft

By Clarence Maloney
Special to the Avion

Editor's note: This concludes a series of three parts on this article. This story was given to the Avion by Ram Maloney, ERAU student, whose father Clarence Maloney was on board Pan Am flight 073 at the time of the incident.

The Shooting

As it became 6 p.m., then 6, and 7, I began to think we would be there another day. Mustafa gave a couple deadlines, we understood, to fly out before dark, then before 11 p.m. We could do nothing but sit there, but the atmosphere became more tense. Mustafa moved his gun up, then down, then to the side a bit more nervous than before and periodically disappeared to go to the cockpit radio.

At 9 p.m. I heard the generator go silent. At 9:15 the air conditioning and most of the lights went out, but a few emergency lights remained, so it was not completely dark inside. Fortunately, we had air conditioning all the day otherwise the plane would have become unbearable in the Pakistan summer sun within half an hour. The air conditioning was barely able to maintain the temperature in the heat, with so many of us crowded into the economy class section.



A member of the BMW team leads a pack of cars out of the chicanes into turn three during the Eastern 3-hour Camel Grand Prix at Daytona. For highlights, see page 17.

U.S. carrier on extended voyage

By Kathy Ward
Avion Staff Reporter

The USS *Saratoga* (CV-60) is currently in port at NAS Mayport and is presently commanded by Captain David E. Frost. The *Saratoga* returned from an eight-month extended deployment on April 16, 1986. Her operations areas included the Atlantic, Mediterranean and Indian Oceans.

Under the command of Capt. Jerry L. Urruh the *Saratoga* had an eventful cruise including the capture of the Achille Lauro hijackers, the first joint transit of the *Suez Canal* by an aircraft carrier and Freedom of Navigation operations off the coast of Libya. Aircraft off the *Saratoga* participated in the retaliatory action against Libyan missile sites and

See SARATOGA, page 8

the Greeks get together, and complete together." The Fraternities

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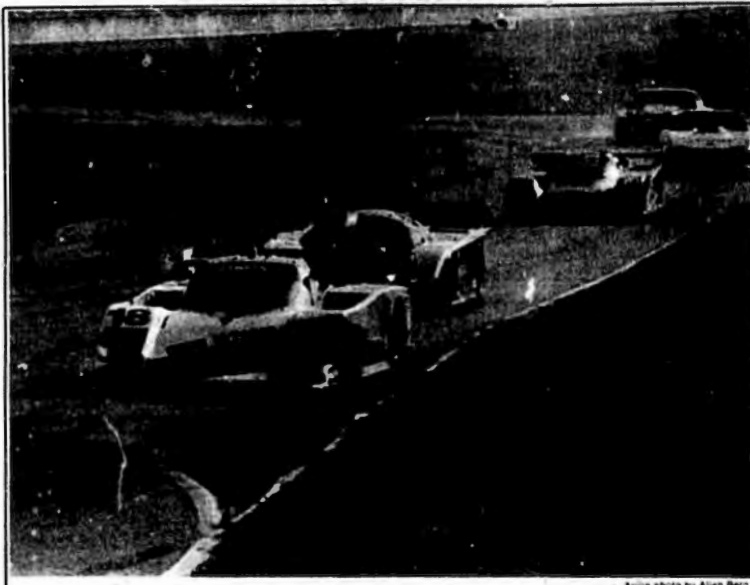
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But when the air conditioning went off, even though it was night, we knew we couldn't tolerate it very long. It got hotter and babies began to cry in unison. People began sweating and fanning themselves with backs of magazines or whatever was at hand. Now nobody moved or went to the toilet. We felt something was going to happen. We just eyed the door and thought of different eventualities.

The news later stated that the generator and air conditioner went off because the fuel ran low, and another source had it that they went off automatically when the oil pressure became low and that this was expected at that time. A passenger said he thought a cable had been cut from the ground. But the supervisor of the security team in the airport afterwards told me that their men had entered through the nose wheel opening and turned a switch there which put off the generator. The matter is unclear to me now. I felt the Pakistanis did not want it known that they turned off the switch and then allowed a half an hour to elapse without taking further action in which time the massacre occurred.

Alternatively, I thought the airline authorities might not want it known that there was a switch and a passage in through the bottom. The security officer inside also told me the intention was to enter the aircraft from the bottom and spray a gas which would quickly put everyone out and then they would identify the hijackers. Why this was not done and what caused the delay in which the firing occurred, I do not know.

See HIJACK, page 4



Vroom....

A member of the BMW team leads a pack of cars out of the chichane into turn three during the Eastern 3-hour Camel Grand Prix at the

Speedway. The race is one of two International Motor Sports Assoc. events held at Daytona. For highlights, see page 17.

Avion photo by Allen Berg

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See SARATOGA, page 8

Daytona Beach newspaper canceled Bloom County 'to test strip's popularity'

By John Getsy
Avion Staff Reporter

Last week, readers of *The News-Journal* may have noticed the absence of one of their favorite comic strips. Indeed, "Bloom County," the daily comic by Berke Breathed, did not run the entire week — Oct. 20-24. The adventures of Opus the penguin, Milo, Binkley and other denizens of the fictional county have also been edited by the Daytona Beach paper — most recently in the Oct. 11 issue.

A spokesman for the *News-Journal* who wished to remain anonymous maintained that they pull strips "every once in awhile to test the popularity of the comic by omitting it for a week."

In a telephone interview, Alan Leeds, Special Projects Manager for *The Washington*



Opus's four frame encounter with the Basselope, as penned by Berke Breathed, is shown above. The frame at right appeared in *The News-Journal's* strip.

Post Writer's Group, the publishers of "Bloom County," told the *Avion* that the *The News-Journal* canceled their subscription for the strip because the editor thought it to be "in poor taste."

An Embry-Riddle employee, Trudi Tiffany, called the paper Monday morning, Oct. 20, to

point out that the strip was missing. She was transferred to the Editorial Section and told that "It was not overlooked, but that it was omitted and the subscription canceled because the editor found it offensive."

See BLOOM, page 14

Editorial

Take it Outside

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

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

To study in the library, at times, is an impossibility. This is a simple fact. The level of noise there leaves little chance for a student to concentrate. The students that do use the library for its intended purpose must do so with aid of hearing protection.

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

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

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

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

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

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

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

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Letters to the Editor

Open Letter

To all our Students: This week has been officially designated as Student Employment Week on the Daytona Beach campus and I want to express my personal thanks to our students who work both on and off campus for the great job they are doing. I know many of you are employed in positions of responsibility and, at the same time, carrying a full academic load — a tough combination by

ment has to your future careers in the aviation industry, but let me assure you that as unrelated as your duties may seem at this point, you are developing a familiarization with the "world of work" that will be a great help to you in the future. Again, accept my thanks for the great job you are all doing and keep up the good work. Eric S. Doten Chancellor and Vice President

found out we would wait in order to fly at least one semester. What is going on here gang? This college can't afford to buy more planes. Come on. These people have money coming out of their noses and they give us this garbage. If I may point out they got a very nice large check from Mr. Reagan for training some Air Force cadets. This check was in the eight digit category guys. This school can afford to buy more planes and live up to their promises made to us. And please, if I may Mr. Riddle, please tell them

CRITICAL

To the Editor: I would like to address those displeased with the Avion and Phoenix staff. To those that submit articles and are displeased with how they are printed: Why not come up and help with production of the newspaper to understand why the articles appear the way they do? Both the Avion and Phoenix

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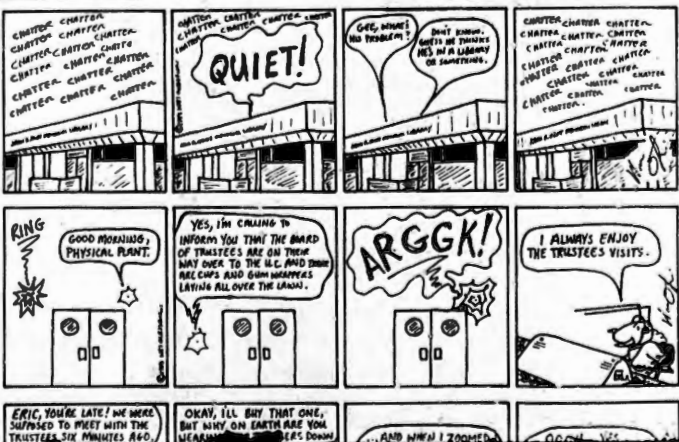
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Klyde Morris

Wes Oleszewski



Avion logo: Funded by the Students of Embry Riddle 1986 the Avion Newspaper. Editor-in-Chief: Mark Stern-Montagny. News Editor: Miguel Vidal. Space Technology Editor: Peter Merlin. Aeronautics Editor: Brian Nicklas. Photography Editor: Rich Clarke. Copy Editor: Paul Novacek. Sports Editor: Allan Berg. Production Manager: Bill Fisher. Business Manager: Richard Calvert. Advertising Manager: John Trombly. Diversions Editor: Tim Van Milligan. Lab Technician: Rich Grey. Avion Advisor: Dr. Roger Osterholm. This week's staff: Pat Bolipport, Larry Silver, Kathy Ward, Dave Rovka, Rich Grey, Tim Haas, and John Getty. The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university staff of the Avion, or the members of the student body. Letters appearing in the Avion do not necessarily reflect the opinions of the newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. Letter writers shall confine themselves to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor. The Avion Editorial Board members are: Mark Stern-Montagny, Bill Fisher, Allan Berg, Richard Calvert, Brian Nicklas, John Getty, Peter Merlin, Miguel Vidal, Tim Van Milligan, Rich Clarke, Paul Novacek, and Rich Grey.

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While your employment affords you an opportunity to earn necessary income, your employers also benefit and enjoy sharing ideas which may be new and progressive to them. I'm sure that some of you wonder what relationship your present employ-

Charlatter and Vice President
Grounded
 To the Editor:
 Sir, I would like to point your attention to the big hoax about ERAU. When I applied, I had a dream of flying. I came to Riddle and as many other students

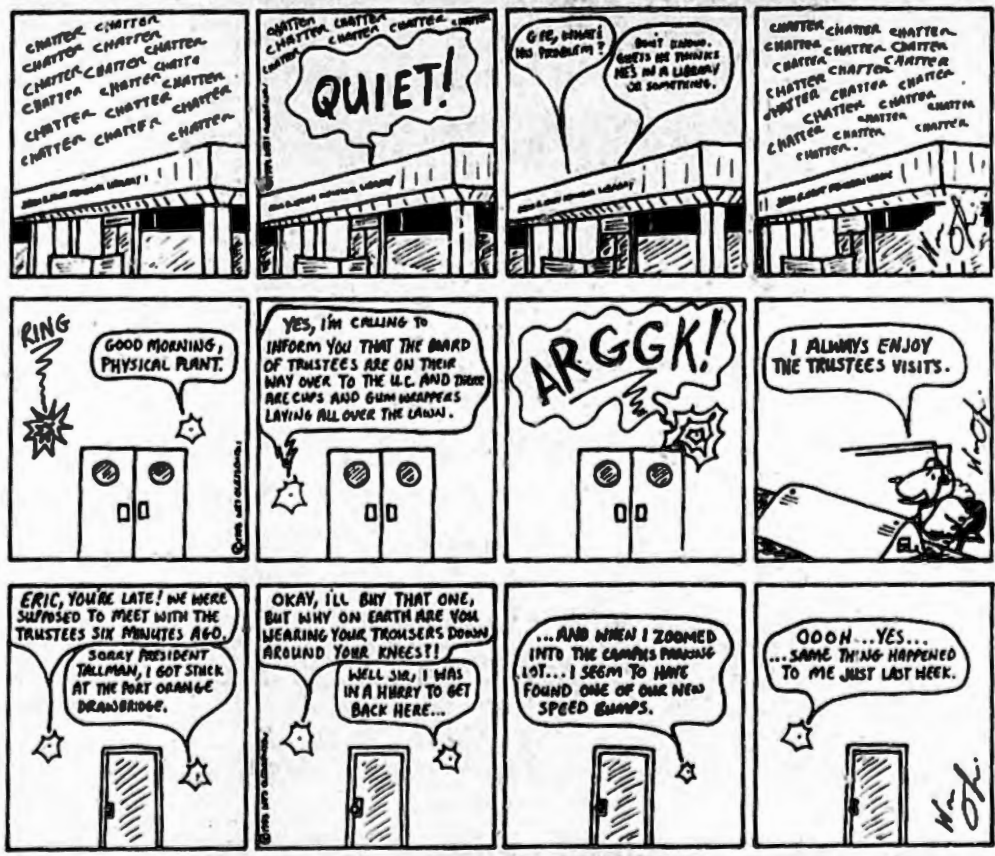
promises made to us. And please, if I may Mr. Riddle, please tell them to buy safe planes this time.
 Well this letter will be passed up like all the others but I just want to give my point to fellow students.

Both the Avion and Phoenix work hard to put out quality publications and critics should reserve judgement until they understand just how much work it takes.

Name withheld upon request

Dave Rovka
 Box 2574

Klyde Morris *Wes Oleszewski*



AVION

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 Mark Stern-Montagny

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The Avion is an Associated Press member newspaper, and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advertisers, and the Associated Collegiate Press.

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

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: (904) 252-6561 Ext. 1082.

Student Forum

The Avon asks:
Would you be interested in having faculty evaluations published.



Larry Larabee - "I think it is an excellent idea because we would have a chance to evaluate a teachers performance."

Robin Jackson - "I think we should have the evaluations published because currently they are not adequately put forth."

Steve Chase - "I think it's a good idea because we will be able to better our faculty."



Dan Crow - "It would be a good idea, it might improve the students education."

David Mathews - "It's a good idea because the students can see what kind of a teacher they're getting."

Sandy Jarose - "The students should be able to see what kind of a teacher they are getting before they take the class."

BLOOM COUNTY by Berke Breathed

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FLASH

For Leisure And Student Health

Crack or "Rock" is a form of the illegal drug cocaine, which is ingested by smoking. Crack is smoked in a cigarette, pipe or even a crushed drink can. The drug gets its name from the crackling noise it makes when burned. There has been a large increase in the availability and usage of this form of cocaine in Florida over the past six months.

By Lynn Evans
Counseling Center

Crack is so highly addictive. People who use the drug can become dependent on it after only a few uses. Smoking cocaine in any form (crack, bazooko, free-basing, etc.) intensifies the already dangerous effects of cocaine. It reaches the brain in a few seconds in a highly concentrated dose. Although it produces an intense short "high," this high is followed by an equally intense "down" period of depression. Even a moderate dose under some conditions can be fatal. More and more people are dying from cocaine and crack use.

Smoking cocaine can cause lung damage, irregular and rapid heart beat, chest pain, increased blood pressure and death from heart attack or brain hemorrhage.

Signs of crack use include chronic sore throat and hoarseness, loss of appetite and decreased sleeping. Users may lose interest in and have difficulty performing usual or formerly enjoyed activities, especially those that involve athletics, cessation or extended concentration. Crack users may display mood swings, irritability and anti-social behavior. Long-term use can result in noticeable weight loss and continual depression.

For further information call toll free 1-800-COCAINE. Local treatment facilities include Stewart Treatment Center, 255-0447 and ACT, 255-6538.

Education helps in fighting aids

By Warren E. Leary
Associated Press

WASHINGTON (AP)—The surgeon general today recommended sex education in the schools and careful screening of sex partners as ways to reduce the rising risks of getting AIDS.

Dr. C. Everett Koop, in a report to the nation on acquired immune deficiency syndrome requested by President Reagan, said that so-called safe sex and education were the key weapons against the disease until vaccines and effective treatments are developed.

"AIDS is not spread by casual, non-sexual contact," Koop told a news briefing. "New infections can be prevented if we, as individuals, take the responsibility of protecting ourselves and

others from exposure to the AIDS virus."

Koop said many people, particularly the nation's youth and members of some minority groups, are not getting information about AIDS that is vital to their health.

Young people are not being educated because of reticence in dealing with subjects such as sex, sexual practices and homosexuality. "This silence must end," Koop said.

"We can no longer afford to sidestep frank, open discussions about sexual practices homosexual and heterosexual. "Education about AIDS should start at an early age so that children can grow up knowing the behaviors to avoid to protect themselves from exposure to the AIDS virus," he continued.

Koop said this sex education should be centered in the home

with parents, but that schools have to play a role when children start inquiring about sex often when they are in the third grade.

AIDS, an incurable condition that results in destruction of the body's infection-fighting immune system, has been diagnosed in 26,566 Americans to date, 14,977 of whom have died. There is no effective treatment for the disease and no one is known to have survived it.

The virus that causes it, known as HTLV-3 or LAV, is spread through intimate contact with victims' bodily fluids, such as blood and semen, and more than 70 percent of cases have involved promiscuous gay, lesbian, homosexual or bisexual men. Other high-risk groups include intravenous drug abusers and those receiving infected blood or blood products.

HIJACK

(continued from page 1)

At 9:30 the four hijackers moved into action. Mustafa called out to the hard faced young one at the rear of our aisle to move people forward. He had the passengers in the last six or seven rows stand up and move forward to squeeze in the aisles with us. There was no one — we were all crunched together squinting or sitting in the aisles and the doorways. When that was done, it seems he told the other hijackers to take the pins out of their grenades, though the hijacker at the end of our aisle apparently had a grenade pin in his mouth for several hours before this. The passengers remaining upstairs were also brought down to squeeze in with us.

Then Mustafa began to order the others in a firm and confident voice. The other hijacker with the machine gun moved to the middle of the right aisle. I did not

understand what he said but it was clear that they were getting ready for some eventuality. An Arabic knowing Pakistani said later the Mustafa said, "How is the final act." Then he shouted "Jihad," (holy war), which I did understand.

Immediately, then the firing began. I put my head down and quickly crawled part way under the seat where the Indian lady from California and the two little girls were sitting. Before I could lie down I heard moans and cries and then I realized, "Oh my, they are firing into the passengers!" I expected to feel bullets on my legs any moment.

At first, when the shooting started, I wondered if they were not just firing upwards in resistance to an impending commando attack. No, it was deliberate attack on the people; one machine gun sprayed one way and the other the other way

"While I got out early, those who came later said they were sickened by the carnage and had to step around or over many bodies of the dead and wounded..."

as some passengers said afterwards. And at least one hand grenade went off, while a couple others were thrown and failed to explode.

Escape

While lying there I heard a "sssss" sound and looked backward under the seat toward the aircraft door. I saw a lot of smoke there, from the shooting. My first reaction to the sound was that it was some sort of fuse. We had been afraid of those hand grenades all day. I was now more afraid of an explosion and fire than of the shooting. I had a glimpse in my mind at the mo-

ment of pictures I had seen of aircraft that was captured and burned in Columbia, in which 30 people died in the inferno. I imagined that a hand grenade might rupture a fuel line and our plane would be engulfed in flames. But as I looked back under the seat I saw that the door was open and the yellow slide was there! At that moment, the shooting paused and I took a deliberate chance. I felt that I should move and get out because greater than the risk of getting shot, was the risk of being trapped in an inferno.

So, I jumped to the doorway and out onto the slide. It was empty except for a mother with two small children who fell

down before me. But the others near the door had already gone out, and I was about number 3 or 4. I still thought, on the ground, that the hijackers might shoot us who were escaping and in fact shooting in the airplane did start after I got out.

I ran in the direction of the terminal and looking back I saw the yellow inflated slide coming out of the right side door opposite the door out of which I came. The door out of which I flew had been opened by the Englishman sitting near me who had earlier asked the stewardess about it. The door was opened by another Englishman; he was allowed for doing so, for when he stood up he heard a bullet whiz past his head and strike the door.

People poured out onto the wing, but there was no way down "and" it was a jump of 5 meters, some were limber and

jumped down without getting hurt. One fellow took a run and landed on the rubber slide from the other door. An old man whom I know, Pradip Mehta, crashed, jumped down and broke the bones on one foot. A mother jumped down with two small children and broke both legs. Other passengers did not jump down, but they came back into the airplane at the request of the stewardess; to go out the other door as by then the shooting had stopped. After that the knob was pulled for inflating the slide from the wing door; it is not clear to me why this was not done earlier. I believe that the other wing door was also opened and its slide was inflated. So those who could, escaped and began streaming toward the terminal building.

While I got out early, those who came later said they were

See HIJACK, page 8

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Date: Oct. 30th Time: 10 A.M. - 4 P.M.
Oct. 31st 9 A.M. - 3 P.M.

NOTICES

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. Remember that official and unofficial transcripts require financial clearance. Official transcripts are \$2 per copy.

In accordance with the University policy, as stated in the Graduation Requirements section of the Embry-Riddle Aeronautical University Catalog, effective immediately all students will be required to have successfully completed all of the 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 or academic) after that time will be eligible to participate in the next graduation ceremony. Those students completing after the specified deadline will follow the schedule below for ceremony participation.

Term of Completion	Term of Ceremony Attendance
Spring	Summer
Summer	Fall
Fall	Spring

Career Center Events

Students that are planning to interview sometime in the near future should take the time to benefit from many workshops currently being offered by the Career Center.

In choosing a suit, do you know which silhouette works best for you? How should your suit fit? Do you know how to develop your own personal lineage? The Career Center is currently hosting a professionalism workshop where these questions and many others are discussed. The schedule for the workshop is as follows:

Thursday, Nov. 6th in the CPR 1:30 to 4:30
 Tuesday, Nov. 18th in the FSL 3:00 to 5:30

EVENTS: SIGN UP NOW FOR THE FOLLOWING:

AEI, Inc. Nov. 11th
 Lansdale, Pa.
 Interviewing for AE, ACET,
 Aviation Technology with concentration in Avionics
 Associate degrees also Avionics and ACET.

McDonnell Douglas/Douglas Aircraft
 Evening presentation in the U.C. on Oct. 28 at 8 p.m.
 They will be showing films and entertaining questions from students.

Brothers of the Wind Charity Dance

Brothers of the Wind is having their first annual Feed the Hungry Dance Nov. 14 at 8:30 p.m. The admission to the dance will be at least two canned goods. The proceeds will go to the campus ministry and Father Murphy will deliver them to the Urban Ministry to be distributed throughout Volusia County. Brothers of the Wind would appreciate any and all help from other club and organizations.

Memorial Fund

The Air Force ROTC at Embry-Riddle Aeronautical University has established the April Walters Memorial Fund to help the Walters family pay hospital and other expenses resulting from an automobile accident that killed seven year old April on Sept. 13.

Wiley Walters, April's father is an ROTC instructor at ERAU in Prescott. His wife Brenda, who was critically injured in the accident, remains in critical condition at St. Joseph's Memorial Hospital in Phoenix. Sons Jared, 9, and Wiley, 13, were injured but are no longer hospitalized.

The Walters have three other daughters, Dawn, 16, Missy, and Aurora, 11.
 Contributions may be sent to ERAU, 3200 Willow Creek Road, Prescott, Ariz. 86301.

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Orbital Inclinations

SDI--bargaining chip or boondoggle?

Peter W. Martin
Space Technology Editor

It's called Strategic Defense Initiative (SDI). Colloquially it is referred to as "Star Wars". The Reagan administration prefers the name "Peace Shield".

No matter what you call it, SDI is perhaps the most controversial program in modern history.

SDI is a proposed system to protect the United States from incoming Intercontinental Ballistic Missiles (ICBMs). It would consist of a number of layers of defense. These would include ground-based and space-based lasers and particle beams and kinetic energy devices which, collectively, would render enemy missiles impotent and without military value.

Strategic Defense Initiative is a clearly defensive system. Components of SDI would not make effective offensive weapons. Rather than machines of mass destruction, they would be highly specialized instruments to surgically remove the threat. Critics of SDI who charge that it could be used offensively have been watching too many science fiction movies. Real life lasers are not as impressive or destructive as movie special effects would suggest.

Critics of SDI feel that their strongest argument is that the system is not a perfect shield. Some nuclear warheads would still get through and hit their targets. At first, this may sound like a good argument against SDI, but it neglects the basic concepts of modern military strategy.

To do his job, the Commander of Soviet Rocket Forces must be able to ensure that his missile will achieve a military victory such that the United States will not be able to retaliate effectively. With SDI, a minimum number of warheads would penetrate U.S. defenses. The Soviets could not know how many missiles would penetrate or which target would be hit. They could not be guaranteed a military victory about such a guarantee they would not launch their missiles.

Another criticism is that the system just plain won't work and that the Soviets know it. Well, if it won't work then WHY ARE THE SOVIETS SO WORRIED ABOUT IT?

The Soviets are finally back at the bargaining table, and for the first time in the history of modern nuclear arms control, we have a proposal to actually reduce the number of nuclear weapons.

At the recent Reykjavik Summit, President Reagan and Soviet Premier Gorbachev discussed a proposal to do away with ALL offensive nuclear weapons. Gorbachev rejected this offer because President Reagan refused to confine SDI to laboratory research. This moratorium on field testing would have sufficed the program. The Soviets have called SDI imprudent and immoral, yet they have

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Arianespace signs new launch contracts

European Space Agency plans two satellite launches for late 1989

By William V. Combs
Avion Staff Reporter

The European Space Agency (ESA) has increased its launch volume again with the signing of two additional contracts for its Ariane launch vehicle.

Arianespace, the company responsible for production, marketing, and actual launch of the newest expendable launch vehicle, announced that the International Telecommunication Satellite Organization has signed for an expected launch date of Nov/Dec 1989 of its INTELSAT VI F3 and the International Maritime Satellite Organization has also agreed to a 1989 launch of its INMARSAT 2 F2.

INTELSAT VI F3 and its sister satellites, INTELSAT VI F1 and F2 also scheduled to be launched by Arianespace, is a new generation telecommunications satellite. Once placed into a geostationary transfer orbit it will be able to provide more than 30,000 simultaneous telephone circuits and three television channels.

INTELSAT VI F3 is the sixth satellite scheduled by Arianespace to be launched for the 112 country organization.



An Ariane 1 launcher lifts off from the Guiana Space Center.

It will be launched by an Ariane 44L, which is equipped with two solid and two liquid strap-on boosters; however, to

of the expendable vehicle which is launched from Guiana Space Center in Kourou, French Guiana.

accommodate a possible increase in the satellite mass, the most powerful version of the launcher, the Ariane 44L, which has four liquid strap-on boosters, could be used.

The INMARSAT 2 F2 will also be placed in a geostationary transfer orbit. It is capable of relaying 250 voice and data channels. This contract comes almost one year after the launch agreement for the INMARSAT 2 F1 was signed.

The INMARSAT 2 F2 will be launched in May/June 1989 by an Ariane 4 SPELDA (Dual Launch Supporting System). Once in orbit the satellite's communication facilities will greatly aid the maritime and aeronautical communities.

With these latest contracts, Arianespace has attained a total of 57 firm orders which amounts to approximately 2.5 billion U.S. dollars. At present 40 satellites remain unlaunched, a backlog worth an estimated 2 billion in U.S. dollars.

To fulfill these contracts, Arianespace is relying on the Ariane 4, the latest upgrade of ESA's launch vehicle. British Aerospace is the prime contractor.

NASA, DoD initiate planning for Aerospace Plane

National Aeronautics and Space Administration

WASHINGTON (FSN) NASA and the Department of Defense (DOD) have initiated planning for a joint National Aero-Space Plane (NASP) research program leading to an entire new family of aerospace vehicles. Conceptually, a future aerospace plane would operate as an airplane at hypersonic velocities (4,000 to 8,000 miles per hour) in the upper atmosphere, or as a space launch vehicle capable of accelerating directly into orbit.

NASA and the DOD have had ongoing hypersonic research for a number of years. The proposed program unifies these separate

by the year 2000. Tests of supersonic combustion phenomena, ramjet theoretical computation, development of high strength, lightweight, high temperature materials and the availability of supercomputers for engine/airframe design integration are among the examples of recent technological advances that support this consensus.

Concept defined

The aerospace plane concept was defined during 1984-1985 in a concept exploration effort by DOD and NASA with widespread participation by industry. The concept centers on a hydrogen-powered aircraft capable of horizontal takeoff and



McDonnell Douglas Corporation submitted this preliminary design for the National Aerospace Plane research program.

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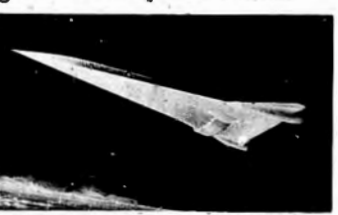
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Concept defined

The aerospace plane concept was defined during 1984-1985 in a concept exploration effort by DOD and NASA with widespread participation by industry. The concept centers on a hydrogen-powered aircraft capable of horizontal takeoff and landing and operating to orbital speeds (Mach 25) and sustained hypersonic cruise within the atmosphere. The current phase, which began in 1986, is the technology development phase and consists

of the expendable vehicle which is launched from Guiana Space Center in Kourou, French Guiana.



McDonnell Douglas Corporation submitted this preliminary design for the National Aerospace Plane research program.

of maturation of key technologies, propulsion module development, and airframe design needed for an experimental flight research vehicle. Engine modules will be built and tested up to approximately Mach 8, the

To fulfill these contracts, Arianespace is relying on the Ariane 4, the latest upgrade of ESA's launch vehicle. British Aerospace is the prime contractor.

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The Soviets have called SDI imprudent and immoral, yet they have spent far more than the U.S. on defensive systems.

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The current phase, which began in 1986, is the technology development phase and consists

of maturation of key technologies, propulsion module development, and airframe design needed for an experimental flight research vehicle. Engine modules will be built and tested up to approximately Mach 8, the

current practical limit of wind tunnels for engine tests. An experimental aircraft, designated the X-30, is planned for Phase III to further develop and

See NASP, page 15

AVION

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New MD 87 airliner debuts

Douglas Aircraft Co.

LONG BEACH, Calif. — McDonnell Douglas today rolled out its first MD-87 twin-jet, the newest model of its popular MD-80 series of short-to-medium-range airliners.

Attending rollout ceremonies were airline executives, U.S. and European government representatives, senior management of Douglas Aircraft Company and Pratt & Whitney, honored employees, and approximately 300 other guests.

The MD-87 is one of five models of the MD-80 twin-jet series currently available. Shorter than the other by 17.4 feet (5.3 meters), it can carry up to 139 passengers. It is designed to complement other MD-80s

where reduced cost per trip, lower passenger capacity, long-range or short-runway performance may be required.

The MD-87 can transport a full load of passengers and baggage up to 3,260 statute miles (5,246 kilometers) nonstop.

Pratt & Whitney JT8D-217C or JT8D-219 engines enable the MD-87 to meet all U.S. and international regulations for noise control.

The MD-87 was launched in January 1985 following orders from Finnair and Austrian Airlines.

Later, TWA Domestic Airlines (TDA) of Japan and Scandinavian Airlines System (SAS) chose the versatile twin-jet. McDonnell Douglas has received 26 orders for the MD-87 from the four airlines to date.

Douglas Aircraft Company president Jim Worsham said the MD-87 offers a unique combination of outstanding features to airlines and passengers. He said the aircraft provides exceptionally long-range performance from short runways, and the lowest operating costs per trip of any aircraft in its class.

It also offers the same quiet and spacious interior arrangement passengers have enjoyed on other MD-80 for the past six years.

In presenting mementos of the occasion to senior executive of the airlines ordering MD-87s, Worsham praised their foresight in choosing the aircraft.

"The MD-87 will add a new chapter to the long heritage of high performance twin-jets produced by McDonnell Douglas. We're confident it will deliver the low cost, comfort and reliability the airlines have come to expect from the MD-80 series. We're pleased and proud that such distinguished international airlines as Finnair, Austrian



The MD-87 is a smaller version of the popular twins that maintain a high degree of commonality by using McDonnell Douglas MD-80 twin-jet that maintain the same cockpit, simulators and engine.

Airlines, TDA and SAS have made this rollout possible by honoring us with their orders," he said.

Clark Smith, vice president-engine programs, for Pratt & Whitney Aircraft's Commercial Products Division, presented souvenirs to the airline guests and predicted a successful future for the MD-87.

Accepting the mementos and

expressing their keen desire to begin operating the new twin-jets were Esko Kukkonen, vice president, engineering and maintenance, Finnair; Helmut Schoeberl, executive vice president, technical, Austrian Airlines; Masahisa Tsujino, director and vice president maintenance and engineering, TDA, and Lenarr Ringqvist, vice president, Singapore

SAS. Two MD-87s will be used in the certification flight test program for the U.S. Federal Aviation Administration scheduled to begin in early December. Certification is planned for September 1987, with deliveries to Finnair and Austrian Airlines to follow. Deliveries to TDA and SAS will begin in the spring of 1988.

TAV-8 Harrier II makes first flight

McDonnell Aircraft Co.

St. Louis, Mo. — The two-seat trainer version of the McDonnell Douglas AV-8B Harrier II light attack aircraft flew for the first time on October 21.

The TAV-8B Harrier II will be used by the U. S. Marine Corps to train its pilots in vertical and short takeoff and landing (V/STOL) flight. The second crew station, for instructor pilot, is located behind and above the forward cockpit.

"The first flight of the TAV-8B went about as well as any first flight could," said Bill Lowe, chief experimental test pilot at the McDonnell Aircraft Company division of McDonnell Douglas.

"While the flight envelope was limited," he said, "within those limits it handled very much like its single-seat counterpart — leading to the conclusion that it will make an excellent trainer. It flies like the 'B'." (Single-seat

Harrier II)

Lowe offered two reasons for the similarity between the different aircraft: "Aerodynamically, the longer forward fuselage is balanced by an enlarged tail section. Electronically, the TAV-8B has been programmed to fly like the single-seater by tailoring the jet's stability system."

Lowe described the pattern for the one-hour flight as "very ambitious" for a first flight. It included a short takeoff, stall maneuvers, simulated landings and a two-minute hover when it returned to McDonnell Douglas at Lambert-St. Louis International Airport. During the flight, he climbed to 40,000 feet and flew at a top speed of 400 knots.

The Marine Corps plans to order 28 of the two-seat Harrier IIs. The Marines currently fly 60 single-seat AV-8Bs in four squadrons. They plan to order a total of 300 aircraft. The British Royal Air Force and Spanish Navy also fly Harrier IIs.

EAA retires 'Spirit of St. Louis' replica

Experimental Aviation Association

OSHKOSH, Wis. — The EAA Aviation Foundation's replica of Charles Lindbergh's "Spirit of St. Louis" was officially retired in ceremonies at the EAA Air Museum in Oshkosh. The plane, which has been seen by millions of people during travels to more than 210 cities in the United States and Canada, is now on permanent display in the museum.

"This plane serves as an inspiration to young and old, pilot and non-pilot, because it shows what an individual can reach for an accomplish even under the most adverse conditions," said

EAA founder and President Paul Poberezny. "We are extremely proud to add this beautiful airplane to our permanent museum collection."

Poberezny said the plane was built by EAA museum staff members in 1976-77 to commemorate the 50th anniversary of Lindbergh's historic solo flight across the Atlantic Ocean.

"Our replica of the 'Spirit' was built while the EAA was still located in Hales Corner (Wis.) utilizing EAA Restoration Shop staff members," he explained. "I flew the plane for the first time on March 22, 1977, before it was taken on a tour that included more than 80 cities — the same cities Lindbergh visited after his

trans-Atlantic flight."

While Lindbergh's original "Spirit" flew a total of just 400 hours, EAA's replica has logged more than 1,300 hours. Its passenger list has included many aviation notables as well as members of the Lindbergh family, including Anne Morrow Lindbergh, Col. Lindbergh's widow. It has been flown by volunteer EAA pilots who have taken the silver-gray airplane from coast to coast.

Another new museum display was unveiled this week when a Supermarine Spitfire Mk. IX, the plane made famous during the "Battle of Britain," made its presence known in the museum's Warbird Gallery. The Spitfire is

the second World War II aircraft placed with the EAA Air Museum by actor Cliff Robertson. The other is a German liaison aircraft, a Messerschmitt BF 108 that is also on extended loan. His most recent contribution, the Spitfire, was flown to Witman Field by Royal Canadian Air Force ace Jerry Baling, who also flew Spitfires in the European theater during WWII.

"This plane is only one of four or five Spitfires in the world that are still flying," Poberezny said. "We are very grateful to Cliff Robertson for his continued support and for placing this beautiful Spitfire in our museum. It is an outstanding addition to our Warbirds gallery."

will make an excellent trainer. It flies like the 'B'." (Single-seat Harrier II)

an accomplish even under the most adverse conditions," said more than 80 cities — the same cities Lindbergh visited after his presence known in the museum's Warbird Gallery. The Spitfire is It is an outstanding addition to our Warbirds gallery."

Cheap Trick

with special guest

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admission \$2.00 ERAU students only.
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SARATOGA

(continued from page 1)
armed patrol boats in the Gulf of Sidra.

Launched in Brooklyn, N.Y. on Oct. 8, 1955, the USS Saratoga is the sixth ship to bear the name and has been an important part of Naval Defense since. Her early assignments include patrolling off the coast of the Jordan during the 1958 Jordanian Crisis and patrolling Guantánamo Bay during the 1962 Cuban Missile Crisis. In 1972 she saw combat in Tonkin Gulf during the Vietnam War.

To attain her "new appearance" the Saratoga was the first carrier to undergo the 28-month Service Life Extension program. Completed in Oct. 1980 it was the most extensive overhaul program ever undertaken by the Navy. The hope is to extend Saratoga's useful life through the year 2000.

Carrier Wing Seventeen, currently based on the Saratoga, includes squadrons VF-74 and VF-103, flying the F-14 Tomcats; VA-81 and VA-83, flying the A-7E Corsair II; VA-85, flying

the A-4E intruder and KA-6J Tanker; VAQ-137, flying the EA-6B Prowler; VS-30, flying the S-3A Viking; VAW-123, flying the E-2C Hawkeye; and HS-3, flying the SH-3H Sea King helicopters.

The Saratoga's four steam-driven catapults are capable of taking a 70,000 pound airplane from a standing start to 150 miles per hour in less than three seconds. The catapults could also fire a Cadillac car through the air for more than a mile. Fifty four members of the

ERAU's Naval Aviation Club visited the USS Saratoga on Tuesday, Oct. 21.

The Naval Aviation Club also brought down a S-3A Viking anti-submarine warfare aircraft on Wednesday, Oct. 22 from the Saratoga. The Viking was flown in by two 1981 Embury-Riddle graduates, Lieutenant Scott Stanton and Lieutenant Barry McGuire from VS-30.

Lieutenants Stanton and McGuire talked to the members of the Naval Aviation Club during their bi-monthly meeting.



This S-3 from the Saratoga visited ERAU last week.

HIJACK

(continued from page 4)

sickened by the carnage and had to step around or over many bodies of the dead and wounded and the inside of the plane already was a bloody mess.

When I got on the ground, while running I expected to end under the airplane and in all direction but did not see any commandos, armed vehicles or anything. I ran fast ahead but before getting to the lighted terminal I noticed a minibus standing there with the door open. A couple other escapes and I got into it. We noticed some movement and commotion on the edge of the tarmac, near some big machines parked there. For some reason, we jumped out of the minibus — we ran and hid between the machines. Some men were shouting "get down, get down." There was scuffling too there at the edge of the tarmac. I couldn't understand what was going on. I suppose it was Pakistani commandos expecting that there would be more shooting or trying to catch the hijackers among the escaping passengers. This activity continued for 2 or 3 minutes. Meanwhile more people came from the aircraft, and then we all dashed toward the terminal building and

a guard held the door open for us. Then at last I felt safe.

Among the passengers a number were wounded and bleeding, who somehow made it into the terminal. Medical assistance was ready.

Someone came out with rolls of cotton and bandages and soon some stretchers were brought for the wounded who had made it in there. Among the wounded who came in was a young man in a tan Panjabi suit, shot in the stomach. He sauntered in and threw himself face down on a couch. But we recognized him as one of the hijackers and told the police standing there. One of the passengers even started to beat him. He got up, put his hands in the air, and gave himself up, while the police marched him into another room. I believe he had been badly wounded in the firing from Mustafa's machine gun. In a way I felt sorry for him. I believe he had been persuaded to take part in the hijacking against his basic inclination and he was the one hurt now.

It was some minutes before anything happened outside and meanwhile more passengers were coming. I wondered why she didn't move. It was only after some time, maybe 7 or 8

"The commandos were far away when the firing began, and were not ordered to approach the aircraft until most of the passengers who could move on their own were already out of the aircraft."

minutes, it seems that the order was given for the ambulances to move toward the plane. From reports, it seems that the Pakistani commandos were also some time in reaching it, and there were no steps ready. They clambered up the rubber slide and began the procedure of getting the wounded out, which took a long time. There were many ambulances, but not enough, so they began to use trucks to transport the wounded into the city to the hospitals.

The commandos were far away when the firing began, and were not ordered to approach the aircraft until most of the passengers who could move on their own were already out of the aircraft. The cause of this delay is not known. I believe the commencement of the shooting surprised the Pakistani officials, who were not at all ready with their commandos and equipment. They were planning a storming of the airplane after midnight and it is also reported that a contingent of

American commandos were on the way to Karachi. On the other hand, newsmen found some shots had been fired at the cockpit window; maybe this precipitated the violence. The strategy of the Pakistanis is not clear.

But the worst effect of the delay in reaching the airplane after the shooting ended is that the wounded lay there in pitiful condition longer than necessary had help arrived sooner. It took the better part of an hour to get the wounded out. And there were 13 dead, killed immediately in the firing. Six died later of injuries.

In the airport, medical help was given, the wounded were carried off and drinking water was given. Soon someone came out with a trolley of soft drinks. Many of the escapes had bloody clothes, if not from their own blood, from that of their neighbors or the wounded they tried to help. A few security officers were there and some of us began to talk with them. The leader, finding that I was

American, said he had been trained by Americans. He then said that the strategy was to turn off the generator by a switch below, and spray gas inside.

This security supervisor also told me that two of the hijackers had been nabbed in the adjoining terminal building. They had kept their security clothes on so of course they were easy to spot. I thought if they were smart they would have brought some ordinary clothes to get away with! The other hijacker was caught in a nearby part of the airport. All four hijackers were taken to a separate room in the airport for police interrogation. It is my suspicion that the Pakistan police will not stop at interrogation; they might also torture them. The hijackers might not have considered that they would have a difficult time if they were caught in Pakistan — probably they never anticipated that they would be caught there; they expected at least to get to the Mediterranean area. Pakistan has no extradition agreement with the USA or India for such cases. Later, President Zia said that in Pakistani law, hijacking merits death and that the hijackers would receive that if the courts found them guilty.

The US Consul was in the air-

port terminal when we arrived and took down the names and phone numbers of relatives to notify. I asked to notify my wife in Germany of my safety. My wife and two small children, in Germany, had not known I was safe. The next morning I went to the Munich airport to get me at 12:30 local time. On the evening television news she heard that there was shooting in the airplane, and she thought I might be dead. But in less than two hours she got a phone call from the State Department in Washington that I was safe. The next morning I went to the U.S. Consulate in Karachi and had messages sent to India for my mother and the US for my children, that I was safe. We are highly grateful the State Department for this efficient service.

The Pakistani Prime Minister and the Governor of Sindh Province also came to the airport arrival lounge and talked with some of the escaped passengers. They had been involved in handling the matter from the beginning.

Next week: In Karachi and Onward Again, Rumination

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COBETTES

Assessment: The activity continued for 2 or 3 minutes. Meanwhile more people came from the aircraft, and then we all dashed toward the terminal building and

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Miami Airshow 1986 brings 'Top Guns' to Florida

Aerobatic teams, parachutists, Navy Blue Angels highlight aerial demonstrations at Opa Locka Airport

By Peter W. Martin

Miami Air Show 1986 brought South Florida aviation enthusiasts to Opa Locka Airport this past weekend.

Static displays at this year's show included a large number of modern military aircraft representing all branches of the armed services.

Naval aircraft featured included the F-14 Tomcat, TA-4 Skyhawk, F-2C Buckeye, and S-3A Viking. A Marine Corps Harrier was present as well as some USMC helicopters and an OV-10 Mohawk. A U.S. Air Force C-5 Galaxy and C-141 Starlifter dominated the field. The ever-popular A-10 Thunderbolt II was also present.

Miami Coast Guard Station at Opa Locka displayed its two most modern search and rescue aircraft. The HH-65 Dolphin helicopter is a state-of-the-art replacement for its predecessor, the HH-52. The Dolphin is faster, has greater range, and can conduct rescue missions as far as 150 miles offshore. Also displayed was the HU-25A Guardian, a modified Falcon jet. A typical mission will take the HU-25 three hundred nautical miles offshore to search 4,000 square miles of ocean and return home.

One of the most interesting static displays was a WP-3D Orion operated by the National Oceanic and Atmospheric Administration (NOAA). The aircraft is used for hurricane penetration and oceanographic and atmospheric research. The WP-3D has eight scientific study stations, including a Cloud Physics Station, a Radar Station, a Gust Probe Station, and a cockpit station for the mission specialist. The example on static display was a veteran of 33 hurricanes.

America's space program was represented by the Young



A British Airways Concorde made a single fly-by over the flight line on Saturday. The aircraft was carrying passengers and entered a slow flight configuration for the demonstration.

Astronauts and the NASA Aerovon. Aerovon is a traveling exhibit which began operations in 1982. The large walkthrough trailer contains models, exhibits, and videotapes on current aeronautical research in safety, energy efficiency, environmental

compatibility, advanced technology, and many other areas. Aerovon travels to tradeshow, airshows, and aeronautical colleges throughout North America. Flying demonstrations were opened by the Rayban Gold

Canadian aerobatic team and Sky Hawks Canadian Armed Forces parachute team. This was the Sky Hawks first appearance at Miami. The Ray Ban Gold Aerobatic Team flies the S-2A version of the Pitts Special. Pan Aviation made an im-

pressive fly-by with a Boeing 707 and a Lockheed Jetstar. The two aircraft made a formation high-speed pass followed by individual low-speed approaches.

Military flight demonstrations included a formation fly-by of four F-4D Phantom jets, demonstrations of the F-16 Fighting Falcon and F-18 Hornet, and a performance by the AV-8B Harrier. The Harrier demonstrated its vertical and short takeoff and landing capabilities and its ability to fly backwards and sideways.

The U.S. Army Golden Knights Parachute Team demonstrated precision skydiving.

Feats of diving and aerobatic

skill were performed by Jim Franklin in his Waco Mystery Ship and Leo Loudenlager in the Bud Lite Laser 200. Jim Franklin performed a solo demonstration and later in the show made a fly-by with the addition of wing-walker Johnny Kazian. The additional drag created by Kazian atop the Waco is equivalent to the drag from the frontal surface, landing gear, and wings of another Waco biplane.

A British Airways Concorde supersonic airliner made a single fly-by on Saturday.

Miami Airshow 1986 also featured the U.S. Navy Blue Angels flight demonstration team. The Blue Angels performed complex aerobatic maneuvers in their A-1 Skyhawks.



Miami Coast Guard Station displayed one of its HH-65A Dolphin search and rescue helicopters. The Dolphin is capable of performing missions within 150 miles of shore.

specialist. The example on static display was a veteran of 33 hurricanes.

America's space program was represented by the Young



Blue Angels number six makes a low high-speed pass.



This was the big and small of it. The Lockheed C-5 Galaxy cargo plane lowered over a Grumman Duck. The C-5 is more than twice the length of the Wright Brothers' first flight.

tradeshow, airshows, and aeronautical colleges throughout North America. Flying demonstrations were opened by the Rayban Gold



WP-3D Orion (two photos above) is operated by National Oceanic and Atmospheric Administration to study hurricanes and other weather phenomena. The U.S. Army Golden Knights drop aircraft (below) makes a low high speed pass.



The pilot of a U.S. Air Force A-10 Thunderbolt II showed one of the spectators to try on his helmet and oxygen mask while he showed her the cockpit. The A-10 is an anti-tank aircraft.



The pilot of a U.S. Air Force A-10 Thunderbolt II showed one of the spectators to try on his helmet and oxygen mask while he showed her the cockpit. The A-10 is an anti-tank aircraft.

What It Is... Help us to be a better newspaper

Timothy Van Milligan
Diversions' Editor

I would like to thank everyone who participated in helping with this section this trimester — all you who have guessed the "Where Am I?" photo contest, the "Aeroplane Identification," and those who have given input on how to make this section better.

This is your newspaper, and we want to make it even better. To make improvements, we need help; your help. One way for you to help us is to send your comments in the form of a letter to the editor. If you're shy, and want to keep your name out of the paper, you can drop by the office and tell us your suggestion in person, or just write it on a sheet of paper, and slip it under our front door.

To help make this section better, I'm initiating a plea for help. This section needs student input and submissions. If you have any short stories, poems, or drawings that you want to share with the rest of the students, send them to us, and if they are in good taste, and if space is available in the newspaper, we will print them in this section. The first step is up to you; submit them to us!

On page 11, you will see our latest addition to the *Avion*, the Mathematics Corner. This section was submitted to *Diversions* by Dr. Shrinivas S. Dalai, a mathematics instructor here at Embury-Riddle. Give it a try, the problems are fun, and entertaining, and if you get all the problems right, we will publish your name in the *Avion* as being a genius in mathematics.

For those of you procrastinators, submissions for *Creations* literary magazine are due on Friday. Send them to A-230 (Ms. Jackie Berg) or to box 7896.

Something that we would like to get started again in this section is a calendar of events. This is an open calendar, with the submissions coming from you the students, the faculty and the administration. If your organization or department has an announcement that you want the rest of the students to know about, send it to us here at the *Diversions*, care of the *Avion*. If you're interested in your event, chances are that others are too, so get your announcements in ASAP.

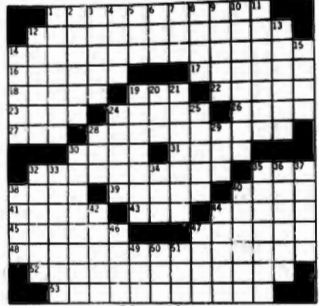
WHERE AM I?



This picture was taken on the Daytona Beach Campus. It is of something or someplace in plain view of the discerning eye. If you think you know what or where it is, you can win a free Subscription to the *Avion*. Entries must be placed in the contest box in the *Avion* office, and be received by Friday at 5 p.m. In case of multiple correct answers, a winner will be drawn by the *Avion* photo editor.

Our congratulations go out to this week's winner, Eric Woolie, who correctly guessed the correct location of the where am I photo of last week, which was the "the ugly rock bed and concrete bench in front of the mail pavilion."

Collegiate Crossword



- © Edward Jullust
- ACROSS**
- 1 Where are eight study only verbal? words (2 wds.)
 - 12 Enrollment into college
 - 14 "Catalina Mode Sim. able" r.e. (12 wds.)
 - 16 Evolute
 - 17 Extremely small
 - 18 Follows a vector direction
 - 19 Belonging to Mr. Pacino
 - 22 Of land measure
 - 23 Moves a polar set
 - 24 — day (10 11)
 - 26 (plan)
 - 28 Corp., e.g.
 - 27 Belonging to Major Galt
 - 28 Irritate or unsettle
 - 30 Train for a boxing match
 - 31 — and the Belmont
 - 32 — and the Belmont
 - 33 Diet supplement
 - 34 Scottish historian and philosopher
 - 39 College in Greenville, Pa.
 - 40 The venerable
 - 19 Political disorder
 - 20 — cit. (flopnote abbreviation)
 - 21 Treeless on a "class", "per
 - 24 Slorify
 - 25 President's servant in "The Impostor"
 - 26 Well-known government agency
 - 29 American league team (abbr.)
 - 30 Fictional hypnotist
 - 32 State exemplified by Picasso
 - 33 "She's... (from "Flashdance")
- DOWN**
- 1 Those who are duped
 - 2 "20 units" —...
 - 3 Fourth estate
 - 4 Galt
 - 5 Well-known record label
 - 6 Well-known king
 - 7 ISI to Caesar
 - 8 Prefix meaning with Belmont
 - 9 Confused (2 wds.)
 - 10 — hunk
 - 11 Most immediate
 - 12 Like a saltcrust
 - 13 Cash register key
 - 14 La — (as a whole)
 - 15 Auto racing son of Richard Petty
 - 16 Visible trace
 - 17 Thin
 - 18 Newer's undergarment
 - 19 — — — — — (1st 40 — — — — —)
 - 20 — — — — — (1st 40 — — — — —)
 - 21 Prefix for 11 — — — — —
 - 22 African tribe
 - 23 African outgroup
 - 24 Well-known TV broadcaster
 - 25 Flap — — — — —
 - 26 — — — — — (2 wds.)
 - 27 Station "Zoo"
 - 28 1965 film, " — — — — — Queen's Express"

NEXT WEEK... The Calendar

Get Your Submissions in today!

You want the rest of the students to know about, send it to us here at the *Diversions*, care of the *Avion*. If you're interested in your event, chances are that others are too, so get your announcements in ASAP.

Get Your Submissions in today!

Cheap Trick

with special guest

BADBOY

admission \$2.00 ERAU students only.
Advanced tickets are available in the entertainment office.

Halloween Concert

9:00pm Halloween night Friday October 31,
in the university center!!

Ticket sales open to general public starting 7a.m.

presented by
ERAU ENTERTAINMENT



prizes for best costumes!!

■ AEROPLANE IDENTIFICATION



THE FIRST EXACT ANSWER presented to the AVION of the identification 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.

Our congratulation to last weeks winner, John Newman who correctly identified the mystery aircraft as a Athens AF 464. John was the first person to correctly identify the aircraft, but thanks to all you others who also submitted your answers.



'In the Cockpit' The Avion, Oct. 31, 1986

By Cam McQuaid Cartoonist

■ MATHEMATICS CORNER

By Dr. Shrinivas S. Dalal Mathematics Department

Welcome to the first of hopefully many mathematics corners. The math corner is for you, the students of ERAU, for the purpose of entertainment, amusement, and most importantly, as a tool for learning about mathematics. Depending of the response of students submitting answers to the problems below, the mathematics corner should hopefully appear every other week in the Avion. Answers to the problems will appear next week.

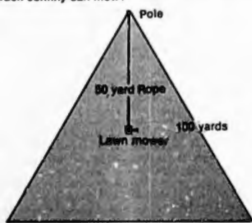
Riddle of Riddle

E
E E
E R A R A E
E R A U A R E
E R A R A E
E R E
E

Help our Embry-Riddle student find the number of ways he/she can spell ERAU forward, backward, upwards, or downwards (including turning corners).

Green Green Grass

Our new beautiful rose garden is in the shape of an equilateral triangle with each side 100 yards long. Johnny wants to mow the garden. The lawn mower is tied to a pole in a corner with a nonelastic, 50 yard long, tough rope (so that nobody can steal it). Find what fraction of the garden Johnny can mow?



Trig-Tricks

Your agony in memorizing definitions of trigonometric functions is over. The help has arrived. (These were written by Embry-Riddle students.)

Here:
S = sin
C = cos
T = tan
A = adjacent side
H = hypotenuse
O = opposite side

Sometimes Can Only Alter Our Heroes History Advantage Eric L. Friedman

Santa Christmas Turn Only And Hopes Hanukkah A'righ Christopher Badcock

Silly Caused To Old Awful Headaches Robert F. Papes
Allies

I'm a Material Girl

Our campus store sells earrings for 50 cents each, rings for \$2.00 each, and chains for \$3.00 each. Madonna wants to buy 20 items with \$20.00. She must have at least one of each kind. How many of each kind does she buy?

I bet you didn't know this...

$$\frac{21}{17} = \frac{1}{1} = 1$$

$$\frac{28}{49} = \frac{8}{4} = 2$$

$$\frac{64}{16} = \frac{4}{1} = 4$$

$$\frac{95}{19} = \frac{5}{1} = 5$$

Solutions

Send your Solutions on or before November 4, 1986

to: Mathematics Corner
Dr. Shrinivas S. Dalal
Mathematics Department
ERAU

Note: If you have some interesting or exciting ideas about mathematics, please send them to the above address. Your participation is highly appreciated.

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'In the Cockpit' The Avion, Oct. 31, 1986

By Cam McQuaid Cartoonist

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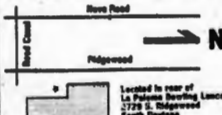
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RIDDLE RIDERS

By Eric Wroolie
Club Spokesman

The rider safety course originally planned for last week was postponed due to Chuck Spicer nurses a broken wrist. We hope to try again Nov. 6. Anyone interested in improving their motorcycle riding skills is encouraged to attend both the classroom instruction on the sixth and the road instruction at Spruce Creek High School on Sunday, Nov. 9.

The last meeting saw a Riddle Rider first -- we actually approved the design of a new club letterhead, membership card and logo in one night. Hopefully the new cards will be ready before the end of the trimester.

AHP Alpha Eta Rho

By Geoff Waxman
Chapter Writer

Alpha Eta Rho has had a great trimester so far. If not for our third place finish in Greek Week, we would have a flawless record. Never the less, Greek Week was a great success for this school's fraternities. We were given a chance to compete against one another, while having a blast at the same time. Joe Elm worked very hard when it came to spirit. The Beta Alpha Rho pledge class held a car wash last Saturday and managed to wash almost 100 cars. They are starting to clean up their act by getting their projects off the ground, and will hopefully be successful in doing so.

Those of you reading this who didn't make it past second inter-

Last Sunday, the Riders returned to Orlando Speed World for the Street Nationals. Several members braved the quarter mile strip to see who had the fastest time at the club. We all watched in amazement as Kawboy completed an entire quarter mile without stopping one.

President, Skimmerhorn distinguished himself as the fastest Harley on the track that day, but it was B.H. on his Ninja who proved to be the quickest rider.

The rest of the club concerned themselves with previewing the contestants for the bikini contest and listening to the bands. Much to the disappointment of many of the women present, Milkman did not enter the macho hunk con-

test. The high point of the day was when Loretta and Generic led a sing along to the motorcycle national anthem -- Steppenwolf's "Born to be Wild."

The road rally, scheduled for Nov. 16 that blossomed into an event that may very well fill the void left by the Riddle Regatta's move to the Spring. Community involvement is increasing everyday and participants should be assured a good time.

Anyone interested in participating should drop a note in the Riddle Rider's box in the S. A. student Activities Office or come to the next meeting schedule for Oct. 30 at 7:30 p.m. in room E-601. A reminder to all members -- dues are past due! Ride aware -- show your care.

views try and understand that every year many people don't make it in. However, they usually give it another try if it meant something to them. All the brothers want to see you around regardless if you were knocked out and feel rejected.

To those of you who made it, congratulations and a job well done. Just remember that your lessons are very important, so get on top of them. Try and socialize with us more often, and get to know us on a one to one basis. Every member of our fraternity had to go through the samplings that you are. We also had to make friends with a lot of people, and we succeeded, so you can too. Good luck with pledging, and remember that we're here to listen.

AHP's football team is undefeated so far this trimester mainly because of our awesome

defence. "Busch boys we're gunnin' for ya." Some of the brothers are taking a road trip to Miami to see the Dolphins beat the Jets. If you're interested speak to Hondo. Congrats to you guys on beating Sigma Chi 12-0.

Notes of interest: AHP Fraternity House Grand Opening on Oct. 30, Hall-ween Costume Party on Oct. 31, Rhonce Thomas alias pledge celebrates birthday on Oct. 29, Joe Elm salutes Jim Howe and Hondo for their help with Greek Week, Kissimmee Air Show on Nov. 1, Speedy recovery to the toothless one, GMW's party was time well spent, Thaxt to Mitch for winning Strom Bomb, John Hearn won second place in the Central Florida Practical Pistol Shooting Competition for Oct. 1986 with his I.P.S.C custom Com 45, and Brother Dave wins Brother Darwin to stay off his john.

AX Delta Chi

By Chris Bell

... have been selected so... didn't make it past second inter-

mainly because of our awesome

SENIORS

By Gautam H. Shah

... have been selected so... didn't make it past second inter-



By the beautiful sea...

This month's full moon shines through the clouds and onto the waters of Daytona Beach. With the cool fall weather, the beaches are perfect for a romantic walk by the sea.

ARNOLD AIR Arnold Air Society

By Grant G. Rutlin
Public Affairs Officer

How about that Commander's Call in Orlando? Welcome back, we hope all the members of the Gill Robb Wilson Squadron who attended the Area Commander's Call at the University of Central Florida had a good time -- or at least got their money's worth! The Squadron held its "informal" interviews with the pledges on Monday, Oct. 20. The informal interview is the first hurdle a

pledge must surmount in his quest to become a member of AAS. Congratulations are in order for the Fall pledge class, they all made it through.

We have a number of activities coming up in the next couple of weeks such as a softball game and barbecue with the Teen Suicide Prevention Center. Also, a former Prisoner of War will lecture on his experiences as a POW in the University Center. Dates and times for these activities will

be announced. Anyone interested in obtaining a POW/MIA bracelet should see John Reid before Thursday to order one. The cost of a bracelet is \$5.

The Gill Robb Wilson Squadron recently inducted two honorary members: Col. Sandor Babos and Mr. John Manone. Members remember, there are pledges out there who are still looking for yr signatures so let's try to be cooperative.

AX Delta Chi

By Chris Bell

... have been selected so... didn't make it past second inter-

big brothers have been selected so

SENIORS

By Gautam H. Shah

... have been selected so... didn't make it past second inter-

Senior Class Council

Peabody Auditorium. If any of you have family members or friends attending the center for who should be recognized as a distinguished guest (Senator, Cabinet member, etc.) Please contact Laurie Ranfos in the Student Activities Office.

Our major fund raising activity this trimester is working the concessions at the Ocean Center for various concerts. The next event is the Neil Young concert this Friday, Oct. 31. We need people

in the University Center. Dates and times for these activities will be announced. Anyone interested in obtaining a POW/MIA bracelet should see John Reid before Thursday to order one. The cost of a bracelet is \$5.

The Senior Class Council always welcomes additional fund raising ideas and support from the entire class. With only 46 days remaining until graduation, let's all work together to help make this a memorable last term.

AX Delta Chi

By Scott Ulrich
High Beta

... have been selected so... didn't make it past second inter-

Let it be known that this was no ordinary week for the Greeks. Of course I am talking about Greek week -- eagerly awaited by all of us every year.

AXA Lambda Chi Alpha

By Scott Ulrich
High Beta

... have been selected so... didn't make it past second inter-

L5 Aerospace Society

By John Gray
Vice President

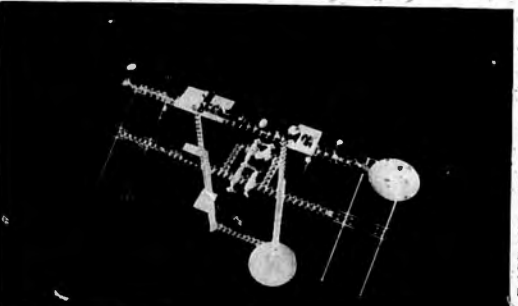
After losing a grueling match of Volleyball to Delta Chi, we came back Sunday afternoon and evened it up in intramural volleyball. Maybe we did a rematch!

bowling on Friday Night and our usual pizza party on Wednesday.

Remember associated members, not only have you chosen the best fraternity on campus, but you have invested yourselves with a great responsibility. Your journey has just begun, the following weeks will decide your future with Lambda

Chi Alpha. Take pride in your fraternity and act yourself.

"What have I done for Lambda Chi Alpha?" If there is anyone who feels worthy of being a Lambda Chi, please, call us at the house at 255-9840 or better yet, approach your brother. We would like to meet



Shown is a computer generated picture of the "ideal keel" permanently manned Space Station. A modified version of the "power tower" concept, it is the reference configuration NASA is using for the preliminary design of the station.

Shown is a computer generated picture of the "ideal keel" permanently manned Space Station. A modified version of the "power tower" concept, it is the reference configuration NASA is using for the preliminary design of the station.

L5 Aerospace Society. Thermal expansion of space structures and outgassing are two problems Prof. Eastlake discusses. Both would disturb sensitive space science equipment. He also touched on the effects of atomic oxygen in the upper atmosphere. Previous experiments have shown that it has a tendency to, in essence, sandblast certain materials -- one being the primary material in photovoltaic (solar) panels. Eastlake also mentioned that aerodynamic drag on the station must be considered. He said that the original 445,000 pound "Power Tower" configuration would experience drag of 0.1 pounds. This force is large enough to pull the station from a nominal 270 mile high orbit to a 120 mile orbit in less than a year.

NASA designers are also worried about micrometeoroids and debris floating in orbit. NORAD currently tracks over 5,000 objects in Earth orbit and if an average piece of this "space" is 0.3 grams, about the size of a pencil point -- his something, would impact with the equivalent energy of a 2,000 pound car hitting a wall at 40 miles per hour. This could easily puncture a station module, the shuttle or an astronaut on EVA.

Prof. Eastlake explained why the station configuration changed this year. During his time at Marshall, the Initial Operating Configuration was the "Power Tower." This was changed to the "Dual Keel" base-line configuration in order to

FELLOWSHIP

Christian Fellowship Club

By Eugene F. De Paio
President

Greetings in the name of the Lord Jesus Christ who has blessed us with every spiritual blessing in the heavenly places. (Eph. 1:3)

We are an active new testament ministry whose goal is to establish the kingdom of the living God on this campus through the love and knowledge of Jesus Christ. We invite anyone to actively participate in our activities which often include general worship, dormitory witnessing, attended crusades, christian concerts and other fellowship activities.

Our general meetings, held every Sunday at 6 p.m. in the Common Purpose Room, consist of singing, Bible study, prayer and guest speakers from time to time from our very own faculty.

God in leading the committed Christians at ERAU to share the true gospel of Jesus Christ with love. A gospel that agrees with the Bible in every aspect. A gospel that requires repentance from sin, obedience to God and love for one another. Naturally, since God is love, it is he alone that is adored, worshiped and exalted far above our own human

logic and concepts of "religion." We, therefore, uphold the word of God, the Bible, as the final authority in all matters concerning the fellowship, the teachings and as our handbook for worship.

Our prayer for you is to finally give your life to Jesus and help us build the kingdom of God on this fine university campus. Join us also at AC II, Bldg. 1653, room 5 for weekly Bible Study from seven to eight on Thursday evenings. Also as a reminder, the Crusade with Mr. Jeyseelan will be Nov. 1 in the U.C. at 7:30 p.m.

ARMY ROTC

Army Reserve Officer Training Corps

By Col. Opt. Laura L. Skarnes
Army ROTC

Following is a countdown of events that happened during the past week at ARMY ROTC:

Thursday, Oct. 14 MS III's took part in the APRT, Army Physical readiness test. The high score for this month is Cdr Mark Weiss repeating his performance from the previous month to obtain a score of 299.

burgers, hot dogs, chips and sodas. Beautiful weather prevailed as the cadets mingled about acquainting themselves with other cadets as well as cadre.

On Tuesday, Oct. 21, fifty cadets who are applying for scholarships took the required P.A.E. included in this basket of physical ability, the standing broad jump, shuttle run, basketball throw and chin ups.

attitude. This is what the Army is all about. ARMY ROTC is for WINNERS!

Willingness to defend country
Infantry skills
Never quit
Never fail your team
Endurance
Rugged attitude
Spiritual strength

Did another month already go by? It's that time again! A weekend in the woods. Coining up on Nov. 8 & 9 is a field training exercise (FTX) at Ocala National Forest. So gear up and don't forget your "can do"

Bring this winning attitude on the field and you will get more out of the training you will receive. Question of the week: What was a potato masher?
Answer: The nickname for our WWI hand grenade

ΘΦΑ

Theta Phi Alpha

By Francesca Lewis
Chapter Editor

Greek Week proved to be a fun time for most Theta Phi's. We are proud to have won third place in taking Mr. Riddle to the Olive Garden restaurant on the 22nd. This should be a very interesting experience — meeting the

founder of this school who has seen aviation progress through his lifetime.

A Theta Phi Alpha National Officer, Julie Herr, will be in town this week. She will be attending our meeting and probably be giving us many tips. We're also looking forward to cooking her a dinner on the 25th. The sisters are looking forward to meeting and entertaining this national officer.

The pledge class received the

big sisters last week. They have been doing well on their assignments and are planning a fund raiser.

The sisters will be busy with a few fund raisers at the Ocean Center and the school and showed much enthusiasm while participating in the weeks events. The members of the Greek system here at ERAU are by far the most spirited groups on campus. While others can only criticize the school for its so-called lack of morale, there is at least one elite group on campus

ΣΧ

Sigma Chi

By Steve Acaikan
Chapter Editor

Looking back over Greek Week, I would definitely say that all of the fraternities and sorority had shown much enthusiasm while participating in the weeks events. The members of the Greek system here at ERAU are by far the most spirited groups on campus. While others can only criticize the school for its so-called lack of morale, there is at least one elite group on campus

working to improve this matter. If the problem is as bad as some say, it certainly wasn't evident during the past week and all of the Greeks should be commended for all of the effort put in to make Greek Week a big success.

energy looking forward to next year.

This year congratulations go to Delta Chi for their first place win in the competition. We hope that you don't become too close to the trophy as we definitely plan on getting it back next year! The Brothers had a great time competing this year and are

For all of those people interested in donating blood, the Sigma Chi Red Cross blood drive will be held on October 30 and 31 (this Thursday and Friday) in the U.C. from 9-4. The Red Cross provides a valuable service to those in need of blood, but they can't do it without your help. So please come out on the specified days and give the best gift you can give: the Gift of Life!

AFROT

Air Force Reserve Officer Training Corps

By Public Affairs Staff

Last week, Col. Charles Moore, the Southeast Area Commandant, came to Detachment 157 for a formal visit. In a day and a half, he and members of his staff observed all our programs. They liked how we looked, how we performed and the level of professionalism. In our attitude and the atmosphere we work in.

The leadership lab they observed was excellent. The D.O.X. presentation was equally as impressive.

The hard work and extra effort displayed by each cadet was clearly evident. Of over the 150 detachments in the country, Det. 157 once again is in the top ten! Congratulations to each cadet for a job well done!

Submissions for the cadet movie are due on Nov. 7. Skit Night,

which was a huge success last trimester, is scheduled for Nov. 19 so get your acts together! G.M.C.'s ask your flight commander for details.

The second P.F.T. cycle is due on Nov. 14. G.M.C.'s will be contacted to arrange a time for the test by their big brothers.

Once again, a hearty congratulations in order to the entire corps. Lets keep shining and keep Det. 157 on top!

ΣΦΔ

Sigma Phi Delta

By Jae K. Lee
Historian

After participating in the final competition in Greek Week, Sigma Phi Delta hosted a Toga Party. The feeling of competition was set aside and the feeling of celebration came out.

The Toga Party was complete with music from "Animal

House" and the wrap-around bed sheets from Rome. The spirit of the Greeks were revived and the spirit of good competition and good celebration was established.

all of the fraternities to make it possible.

Sigma Phi Delta would like to thank everyone for making the Greek Week celebration a success. It took a lot of effort from

For the fraternities that edged out above Sigma Phi Delta, watch out because the pledges: George Mulligan, Brian Laferrie, Bill Baldwin, Chris Nicholson and Dan Crow will become Sigma Phi Delta brothers and they aim to give you a tough battle next year.

Why Are

Why Are These people Laughing...

Because they have read Bill Meyers Book

"The Student's Guide to Campus Life at ERAU"

On Sale For \$2⁰⁰ In The Avion Office

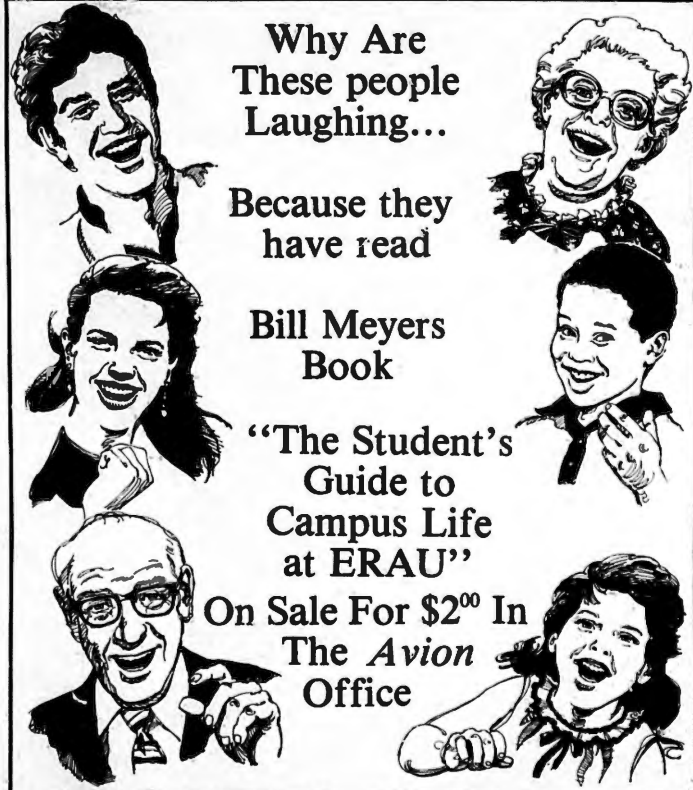
They liked how we looked, how we performed and the level of professionalism. In our attitude and the atmosphere we work in.

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We're not clowning around when we say "We need help."

We're in need of Staff personnel

- We need:
- Advertising Salesmen
 - Graphic Artists
 - Sports Writers
 - Feature Writers
 - Photographers
 - Space Tech. Writers
 - Staff Writers

Other positions opening up soon! Join Us!

Meetings are Wednesday at 5 p.m. In the Avion office

RUNNING Club

**By Rob Glascock
Club President**

Embry-Riddle's cross country team took to the roads for the first time this trimester competing in a tri-meet that included Daytona Beach Community College and New Smyrna Sports Shop. The meet was held at Cape Canaveral National Seashore on Oct. 11. The park offered a challenging five mile course and a demanding climate as thermometers rose past 90 degrees and the humidity was 90 percent.

Despite the weather, Jim Stark of D.B.C.C. won the event by running a time of 28:59. Rob Glascock was the first ERAU runner in, placing fourth overall

with a time of 30:41. But, all eyes were on Rick Reese and Jon Hibler, both from Embry-Riddle. Reese and Hibler battled against one another throughout the final two miles of the race. Reese was able to nudge out Hibler by running a 32:40, placing ninth overall while Hibler ran 32:42 placing tenth.

A total of 35 runners competed in the event. The final team standings were New Smyrna Sports Shop 21 points, D.B.C.C. 26 points and ERAU 33 points.

On Oct. 25, the team will be traveling to Gainesville to compete in the Florida Invitational, hosted by the University of Florida. Most of the schools from Florida will be represented

at the meet as well as several schools from Georgia including Georgia Tech.

In preparation for this meet the team is holding practices Monday through Friday at 6:30 p.m. at the Time Dada Swimming Pool. These practices are open to everyone. For more information, contact Rob Glascock at 788-8550 or box 4594.

ERAU RESULTS

Rob Glascock	4th	36:41
Rick Reese	9th	32:40
Jon Hibler	10th	32:42
Andy Meilin	12th	34:05
Thomas Hillman	14th	35:00
Rick Hubbard	15th	35:15
Rob Mohr	16th	40:44

ΣΠ Sigma PI

**By Doug Brooks
Sigma PI Herald**

The past week was Greek week which always makes for a very busy and fun time for the brothers of Sigma PI. Although we did not take home the trophy, we did have a strong showing in several events, including an

undefeated tug of war team and the fastest chariot around. Sigma PI's four first place finishes were more than any other fraternity had. Congratulations Delta Chi on your overall victory, you did a heck of a job.

The toga party on Saturday night was a great ending to the exciting week. Thank's to Sigma

Phi Delta for letting your house get trashed. I had a great time and I'm sure everyone else did too.

Pledges, the brothers are all glad to see all of you coming around. You're showing a lot of unity and your working together. You're half way there, so keep it up.

NAVAL Aviation Club

**By Kelly Chittig
Club Writer**

On Wednesday, Nov. 7, the Naval Aviation Club will have the P-3 Orion on static display while its crew members give a talk to the club. The P-3 is dedicated to maritime patrol and anti-

submarine warfare. It is operated by both Regular and Reserve squadrons.

The P-3's, first used by the Navy in 1962, were enhanced in 1977 when they were approved for use with the Harpoon anti-ship missile. This gives the P-3

the option of launching at ranges of up to 60 miles.

Join us at our next meeting and find out more about the P-3 along with the life styles of the crew members. There are still trip to the S-1 simulator (seniors first) and the trip to Pensacola is coming up.

VETS CLUB Veterans Club

**By Lisa Doyle
Club Writer**

Trick or Treat! The Witch of Halloween has returned to inform everyone of this year's Halloween Bash. It's going to be Saturday night, Nov. 1 at Karen Kelly and Jim Turnbull's house in Port Orange. The party is open to all Vets Club Members, participants and their guests. Flyers will be distributed with exact direction. It is imperative you wear a costume or be subject to sever ridicule by various ghouls present.

Massive quantities of food,

brew (2 different kinds) and munchies will be in the offering if you dare—that's not a crack on Debbie's cooking.

Last Friday, Oct. 17, we had a meeting "under the stars" ("in the wind") at Bethune Point Park on the river. Hot dogs and beverages were served and several issues were approached. Elections for the 1987 Vet's Club Board of Officers will be held the second or third week of Nov and elections committee was formed. Anyone interested in running for office? Keep it in mind and see Bob or other officers for more information on board positions.

After the Halloween and Thanksgiving, we have the Christmas party to look forward to. We will need volunteers for an awards committee to present trinkets of recognition to all those deserving it. The Christmas Party is tentatively set for Saturday, Dec. 6 (a break during finals).

Finally, since the Regatta has been postponed, we need a couple of fund raisers to come up with a pillow to pass onto the new board. Possibilities include a chili cook-off and a turkey shoot. Please provide more ideas guys!

Looking forward to seeing you at the party!

GREEK-BLOOM

(continued from page 1)

and the Sorority join the spirit, enthusiasm, and pride in their organizations, while they are working together." Miss Poynton said.

While Greek Week is traditionally a very close event, its trophy has only been won six times by Delta Chi, six times by Sigma Chi, and one time by Sigma Phi Delta Engineering.

(continued from page 1)

Ms. Tiffany pointed out to the *Journal* that the *Avion* publishes four strips every week—"an example of higher education."

The *News-Journal* spokesman told the *Avion* that the paper received approximately 60 calls inquiring about the face of "Bloom County." Ms. Tiffany said the *Journal* called her back Tuesday to say that there was

from Riddle students and that the strip would be returning Oct. 27.

When asked about the legalities of editing the comic, Mr. Leeds, the *Writer's Group* authority, said the *Journal* was within its right to edit the comic on individual instances.

"We have no problems," he said, "unless it gets out of hand." Mr. Leeds did go on to say that over 1,000 papers across the country



Navy Bird to Visit

On Wednesday, November 7, the Naval Aviation Club will bring a P-3 Orion, like the one pictured in the photograph above, to the Embry-Riddle Daytona Beach Campus for a Lockheed Corporation

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SAV WHAT? SAV WHAT? SAV WHAT?

CRUSADE

SAT. NOV. 1ST 7:30 PM

ERAU UNIVERSITY CENTER "FLIGHT DECK"

With Entertainment!

There are so many great ways to use the money you save on your car insurance...

Want to move up quickly?

Marines

Jon said:
While Greek Week is traditionally a very close event, its trophy has only been won six times by Delta Chi, six times by Sigma Chi, and one time by Sigma Phi Delta Engineering Fraternity.

The News-Journal spokesman told the *Avion* that the paper received approximately 60 calls inquiring about the fate of "Bloom County." Ms. Tiffany said the *Journal* called her back Tuesday to say that there was "an overwhelming response"

authority, said the *Journal* was within its right to edit the comic on individual instances. "We have no problems," he said, "unless it gets out of hand." Mr. Leeds did go on to say that over 1,000 papers across the country run the comic without editing it.

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SAY WHAT?

SAY WHAT?

SAY WHAT?

C R U S A D E

SAT. NOV. 1ST 7:30 PM

ERAM UNIVERSITY CENTER "FLIGHT DECK"

With Evangelist:

JOHN JEYASEELAN

"Hear The Word of The Lord"

Then get in on the ground here in our Flight Leader Class program for college freshmen, sophomores and juniors. You could start planning on a career like the men in the ad here. And the pay was great when you're in!

- Earning \$200 a month during the school year
- As a Freshman or sophomore, you could complete your basic training during the six-week summer sessions and earn more than \$1,200 during each session
- Junior year earns: Over \$2,700 during the six-week summer session

• Seniors and graduates can be commissioned through the Officer Candidate Class Program

- You can take five civilian flying lessons
- You're commissioned upon graduation

If you're looking to move up quickly, look into the Marine Corps' commissioning program. You could start off making more than \$42,000 a year!


We're looking for a few good men.



Marines

See Capt. Murur Nov. 3-5
at University Center
or Call 1-800-432-2061

L5

(continued from page 12)
 Prof. Eastlake explained why the station configuration changed this year. During his time at Marshall, the Initial Operating Configuration was the "Power Tower." This was changed to the "Dual Keel" in order to meet micro-gravity requirements of one millionth of a "g" for orbital processing experiments. The power tower was too flexible with the manned modules at the bottom of the 400 foot tower. Hence, they were moved closer to the station's center of gravity, and the truss structure was made larger and stiffer with two "towers" or "keels."
 Professor Eastlake went on for

over an hour showing a video tape, slides of station mock-ups, and discussing the space station configuration changes, the space telescope, and his experiences at Marshall. L5 members learned much about the station, enjoyed Mr. Eastlake's tales, and "gee whizz" facts. We appreciate him taking time out to talk to us.
 The next L5 meeting is tonight, Wednesday, Oct. 29 at 7:00 p.m. in the CPR. Nominations for new officers are scheduled for this meeting as is discussion and a video on the aerospace plane.
 L5 extends an invitation to everyone to become a member and to take part in our meetings and activities.

NASP

(continued from page 6)
 demonstrate the technologies throughout the extensive flight envelope for both hypersonic cruise and acceleration into low earth orbit. This research aircraft will be sized to accomplish that research at minimum cost.

Operational applications

The operational applications of the technologies are of major importance because of the potential for significantly reducing payload-to-orbit transportation costs. A global flight vehicle, a long-range air defense interceptor, and a civil transport are also potential applications. Reduced space launch costs and dramatically reduced transit times on longhaul airplane routes would have significant economic benefit.

Within the DOD, the Air Force has been assigned overall responsibility for the Aerospace Plane research program and has established a joint program office at Wright-Patterson Air Force Base, Ohio. Within the joint program, NASA is responsible for overall technology maturation and civil applications. In addition to executing Phase II of the program, under DARPA direction, the Wright-Patterson office will explore future applications and plans for vehicle fabrication and the flight demonstration phase of the program.

Contract Value

In early April '85, NASA and DOD announced the award of seven contracts with a potential total contract value in excess of

\$450 million over 42 months. Two types of contract were awarded: propulsion and airframe. The propulsion awards, approximately \$175 million each, were made to General Electric Co., Aircraft Engine Business Group, Cincinnati, Ohio, and United Technologies Corp., Pratt and Whitney Aircraft Group, West Palm Beach, Fla. Both companies will design and develop large flight-type modules of the NASP airbreathing engine and test them in ground facilities.

The airframe contracts, each with an initial value of up to \$35 million, have been awarded to Boeing Co., Boeing Military Airplane Co., Seattle; General Dynamics Corp., Fort Worth Division, Fort Worth, Texas; Lockheed Corp., Lockheed California Co., Burbank, Calif.; McDonnell-Douglas Corp.,

McDonnell Aircraft Co., St. Louis; and Rockwell International Corp., North American Aircraft Operations, Los Angeles. During the first year a broad design competition will be conducted with a resultant down selection to two or three airframe contractors. The winners will then design and fabricate certain critical components of a vehicle and produce a preliminary design for the flight demonstrator vehicle.

Final selection of contractors to fabricate the flight demonstrator vehicle is planned in 42 months. All five corporations have organized special interdisciplinary technical teams from different parts of their organizations in order to support the aerospace nature of the program.

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 You have a one day extension for articles submitted on diskette. Regular Club article deadline is Tuesday by 5 p.m.

Drinking and Driving

diskette. Regular Club article deadline is Tuesday by 5 p.m.

Drinking and Driving



Where will it end?

Help.

- Our Cities.
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Jaguar surprises GTP entries at 3-Hour

By Brian Nicklas

In a surprise victory, Team 44 became a winner in the IMSA Finale, the Eastern 3-hour Camel Grand Prix at Daytona. One of two International Motor Sports Association events at Daytona International Speedway, the 3 hour is often the deciding event in point standings for drivers and for manufacturers.

For the start of the race, the top five spots went to the new GTP cars from BMW, Ford and Corvette, with the old standby, a Porsche 962, thrown in for good measure. The winner, car 44, a Jaguar XJR-7 started at sixth on the grid. This proved no handicap, as Bob Tullius and Chip Robinson broke a streak of bad luck for Team 44, the last win for the team coming in 1983 at Road Atlanta with Huley Heywood and Brian Redman driving car 04. For Tullius, this was his first victory since September of 1983

at Pocono Raceway. The real threats came from the Corvette GTP from Hendrick Motorsports, which was driven by Sarel Van der Merwe, Wally Dallenbach and Doc Bundy, the BMW GTP's driven by Davy Jones and John Andretti or John Watson and David Hobbs or the Ford Probe GTP.

The Probes were three distinct cars, each with a unique paint scheme, but all carried heavy Ford backing. Tom Gloy and Lyn St James teamed to drive the number 2 Probe, while Klaus Ludwig drove no.7 and Pete Halsmer drove 07. This was the first race at Daytona for the Probes, although the cars did undergo major testing here in late 1985. Ford was looking for a victory at the 3-hour, but after turbocharger problems, the hopes of a Ford victory faded with the setting sun.

The Corvette, which won the pole at 126.721 mph, had an exhaust header break loose at the halfway point, and this cut their speed to the point that they could not maintain a pace even with the rest of the field. The Vette was running at the end, but managed only a 14 place finish.

Bayerische Motoren Werke brought the BMW M Team to Daytona, and while they were fresh from a victory at Watkins Glen, the visit to victory lane was not to be repeated. A broken throttle dashed the hopes of Jones and Andretti, while the worst fate to befall a team happened to Watson and Hobbs in BMW no.19. They ran out of gas. The delays this imposed, with about 13 laps to go, cost too much time and the car could only work its way back up the chart to ninth place.

The IMSA Camel GTP point winner, AJ Holbert, driving a Porsche 962 in Lowenbrau racing

colors, came in sixth, but the season still ends on a high note for Holbert Racing, as he not only firmly holds his title, but Porsche continues their hold on the Works title, due in no small part to Holbert and teammate Derek Bell.

Tullius had some concern at the end of the race, as when the BMW ran out of fuel, he did not rejoice but reports his thoughts as "Good Lord, don't let that happen to me!" Another anxious moment came when he spun the Jag onto the grass, kicking up a huge cloud of smoke and dirt as he chucked his way back to a stable position to re-enter the field.

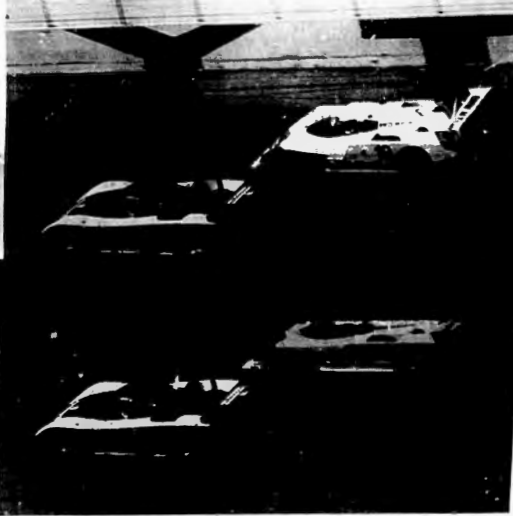
Team 44 also had the pleasure of setting a new course record of 97 laps at an average 113.979 mph over the Daytona road course, with a margin of victory over the Dyson Racing Porsche of 1 minute, 6.290 seconds.



Pam Meadows, Miss Camel GT, presents the winners trophy to Bob Tullius (left) and Chip Robinson after their win.



Chip Robinson rides as Bob Tullius drives the winning Jaguar XJR 7 into Victory Lane.



The pole sitters, the Hendrick Motorsports Corvette and the BMW GTPs, form up for the start.



Sometimes it was the little things that went wrong. The Wynn's Porsche shed rubber, putting an end to its bid.



With plenty of factory backing, the BMW M Team came with plenty of spares, including this engine.

Top Twenty Finalists Eastern 3-Hour IMSA Finale

Pos.	No.	Car	Driver
1	44	Jaguar XJR-7	Tullius / Robinson
2	16	Porsche 962	Dyson / Cobb
3	68	Porsche 962	Brassfield / Morten
4	5	Porsche 962	Akin / Weaver
5	0	Porsche 962	Winter / Barilla / Wolteck
6	14	Porsche 962	Holbert / Bell
7	11	Ford Mustang	Pruett
8	99	Toyota Celica	Cord
9	19	BMW GTP	Watson / Hobbs
10	17	Ford Mustang	Jenner
11	20	Buick March	Madren / Murry
12	76	Chevy Camaro	Baldwin / Lloyd
13	73	Chevy Tiga	Katz / Phillips
14	52	Vette GTP	Merve / Bundy / Dallenbach
15	74	Olds	Winters
16	29	Mazda Tiga	Canzavos / Strawbridge
17	85	Chevy Vette	Grabbe / Hainricy / Carradine
18	63	Mazda Argo	Downing / Maffucci
19	92	Chevy Camaro	Van Every / Tisdelle
20	18	BMW GTP	Jones / Andretti



'Million Dollar Bill' Elliott tries out a different Ford mount than usual during the weekend's events at Daytona. Elliott's prime set of wheels is a Thunderbird with NASCAR.

Avion Football Pool

Dash .694%	The Greek .738%
★ Atlanta	at New England ✓
★ Buffalo	at Tampa Bay ✓
★ Cincinnati	at Detroit
★ Cleveland	at Indianapolis
✓ Dallas	at NY Giants ★
✓ Green Bay	at Pittsburg ★
Houston	at Miami ★✓
★ Philly	at St. Louis
★ San Francisco	at New Orleans
★ Denver	at LA Raiders
★ Kansas City	at San Diego
★ NY Jets	at Seattle
Minnesota	at Washington ★✓

TIEBREAKER: Predict the score of any one game above. List teams with score.

NAME:
ERAU BOX:

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

Deadline for entries will be Friday, Oct. 31, 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.

This weeks winner is Mark Surber with 10 out of 13 correct

ERAU Football

Standings

"M" League			
W	L	T	
Bush Boys	4	0	0
Quebers	3	1	0
Sick Fox	2	1	0
Daytona 49'ERS	1	3	0

"A" League			
W	L	T	
Bombers	3	1	0
Wolf Pack	3	1	0
Windurriers	3	1	0
Brew Crew	2	2	1
"Q" II's	1	3	0
Tailhookers	1	2	1

"R" League			
W	L	T	
Alpha Eta Rho	5	0	0
Sigma Pi	4	0	0
Delta Chi	3	1	0
O.F.W.	2	2	0
Sigma Chi	1	1	1
Vets Club	1	3	1
Lambda Chi	0	4	0

"G" League			
W	L	T	
P.T. Puffers	3	1	0
Steve's Stallions	3	1	0
Pine Lakers	2	1	1
"Can't Be Stopped"	2	2	0
Romeo Babies	2	2	0
Nova Nine	1	1	1
The Dogs	1	3	0
12 Faces of Death	0	4	0



This quarterback has his sights set downfield while the defense moves in for the tackle

Gators sneak past ERAU in soccer match

By Jason Mitulak
Team Writer

On Oct. 11 the ERAU Soccer Club played the University of Florida Soccer Club. ERAU came close to winning but the Gators won 5-3. However, it was not easy for them, the Eagles played a strong game. If it weren't for a couple of garbage goals scored by Florida, the Eagles might have won the game. The ERAU half-backs played

well in the mid-field led by Marshall Ogle who scored two goals at center mid-field, the first coming on a free kick. Team Captain Fred Kallou sent the ball sailing over Florida's defense and Ogle finished with a perfect head-ball just under the crossbar.

Ogle's second goal came again on an assisting pass from Kallou. Ogle, making a run through the defense, received the ball and pushed it past the Gator goalie

making the core 3-2 in favor of Florida.

The third Eagle goal tied the game late in the second half. Anthony Hall pushed the ball past the goalie to spark a comeback but it ended early when Florida scored a goal shortly afterwards making the score 4-3.

The Eagle's hope for a win or a tie were finished when Florida scored another goal with less than three minutes left in the game. The Gators went on to win 5-3.

ERAU received strong play from a defense led by team manager and sweeper Brian Modell. They marked well and won many of the 50/50 balls. Dave Ondra played well at center mid-field when Ogle was moved up to forward to try to spark some scoring. On it's whole, the Eagles communicated and played as a team. With the exception of the goals Florida scored early in the game, the two teams were even.

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WEDNESDAY - 701 SOUTH PRESENTS MULTIPLE SCLEROSIS ROCK-A-LIKE NIGHT! LIP SYNC YOUR WAY TO STARDOM AND CASH PRIZES WHILE HELPING FIGHT MULTIPLE SCLEROSIS. LADIES DRINK FREE FROM 9PM TO 1,304!

THURSDAY - HAWAIIAN TROPIC UNKNOWN BIKINI CONTEST! ALL CONTESTANTS RECEIVE FREE HAWAIIAN TROPIC BIKINIS AND THE WINNERS RECEIVE CASH PRIZES!

FRIDAY - DRINK TWO FOR ONE DRINKS AND THROW PIES AT YOUR FAVORITE BAR EMPLOYEE! BUY A PIE FOR 5 BUCKS PROCEEDS TO HELP BUST MULTIPLE SCLEROSIS

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