

1-14-1987

Avion 1987-01-14

Embry-Riddle Aeronautical University

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Comedy show with Naster and Settini; 8:30 tonight

AVION

An Award-Winning College Newspaper

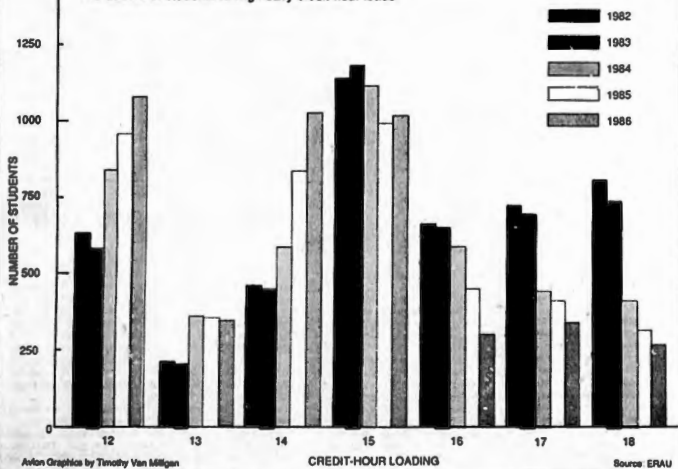
Volume 55, Issue 1

Embry-Riddle Aeronautical University, Daytona Beach Florida

January 14, 1987

DAYTONA FALL ENROLLMENT TRENDS

The decline of students taking heavy credit-hour loads



University to return to block tuition plan beginning Fall '87

By Larry Benninger
Avion Staff Reporter

On Dec. 2, Executive Vice President Jeffrey Ledwitz announced that beginning in the Fall '87 trimester Embry-Riddle Aeronautical University will return to the block tuition payment plan a abandonment in 1984.

Under the new block plan, undergraduate students on the Daytona Beach Campus will pay a fixed rate of \$2,100 per trimester for 12-16 credit hours. A fee of \$180 per credit hour will be charged for credits below 12 or above 16 hours. The technical fee for engineering and computer science classes will go up to \$13 per credit hour. Flight fees, international student fees, and graduate student fees will also increase. There will be no initial deposit fee changes for foreign students.

The reason for the return to the block tuition policy is the decline in number of students taking 15-16 credit hours per trimester, and the increase in number of students taking 12-14 credits. The new system encourages students to take 15-16 credit hours whenever possible. Since most bachelor of science degree programs require 126 credit hours, a student taking 16 credits per trimester can graduate in eight trimesters. A student taking only 12 credits will extend his or her education by two trimesters.

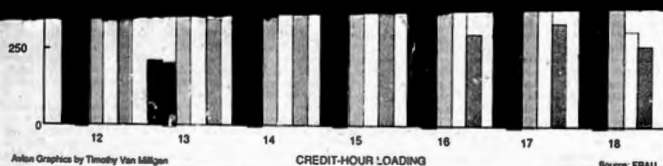
In a letter to the *Avion* editor dated Dec. 16, Dr. Ledwitz pointed out there are significant disadvantages to extending one's education beyond four years. These include:

- delaying the receipt of full-time compensation available in the workplace;
- losing a year of work experience;
- incurring increased tuition and fee charges in later years, thereby increasing the cost of the degree and losing Financial Aid eligibility if satisfactory progress requirements are unmet;
- There are a few differences between the block system followed in 1984 and the one that begins in the fall. The most noticeable difference is the raising of tuition from \$1450 per trimester to the proposed \$2100, a 50 percent increase in three years. Another difference is the lowering

See BLOCK, page 3

Riddle Security spoils burglary over break

Calhoun, Woods and others foil auto stereo bandit's sinister plans



Clubs plan big day for membership recruitment

By J. Miguel Vidal
Avion Staff Reporter

The Clubs and Organizations (C&O) day this trimester will be held on Wednesday, Jan. 21, in the University Center. The activity, which is sponsored by the Student Activities Office, will happen from 9 a.m. to 4 p.m. It will include static displays, and demonstrations by the different organizations on campus.

"The purpose of this day is to introduce all clubs and organizations to the students, to the faculty, and to the staff here at ERAU," said Laurie Ranfos, C&O day coordinator.

Participating on this activity will be considered a chartering requirement for most clubs and Organizations. However, some clubs have asked not to participate, and they are taken on an individual basis.

According to Miss Ranfos, some clubs have a membership capacity, such as the Bowling League. Others have certain criteria that the students must meet before they can consider applying for membership, such as honor societies. This gives the students an opportunity to learn what they are, so they can work towards reaching this goal. And many other organizations are open to most students.

The set-up will be similar to last trimester, with the sports clubs on the Flight Deck, the Fraternities and Sorority in the west hallway, and all the other organizations in the activities area, under the Flight Deck, the Fraternities Center area. Set up for C&O day will be the night before the event. The University Center will be closed and locked, therefore everything should remain secure.

Other than displays by almost sixty campus clubs and organizations, there will be music, give

See BLOCK, page 3

Riddle Security spoils burglary over break

Calhoun, Woods and others foil auto stereo bandit's sinister plans

By Bill Fisher
Avion Staff Reporter

Over the Christmas break two student vehicles, parked at the south end of the dorm 1 parking lot, were burglarized. On December 17, 1986, at approximately 7:41 p.m., ERAU security officer John Calhoun found that a 1977 Dodge van had been broken into through the passenger side window. Standing about 50 feet from the van were two males, holding a shopping bag, who started to run when confronted by the security officer. The suspects then fled across Clyde Morris Boulevard.

As the suspects were fleeing a small white car started up, left the

parking lot, and was apparently involved with the robbery suspects. After the suspects fled, the security officer notified Daytona Beach Police and the owner of the vehicle of the incident.

Mr. Calhoun then returned to the scene of the robbery to search for any items the robbers may have dropped while they fled the scene. Among the items between the parking lot and Clyde Morris he found a shopping bag containing an Alpine car stereo that had been stolen from the van, and some tools.

While looking through the bag, a small white car stopped on Clyde Morris across from the parking lot and dropped off one of the males

seen earlier by the security officer. The car then proceeded down Clyde Morris, entered the ERAU campus through the main entrance, and parked behind the University Center by the rear entrance to Epicure Food Service.

When the security officer addressed the man dropped off by the car, he again fled the scene. Mr. Calhoun then contacted ERAU Security Officer Norma Woods and directed her to block the car behind the U.C. with an ERAU security vehicle. This was accomplished and Daytona Beach Police were notified of the apprehension.

The Police arrived and placed the suspects under arrest on Felony charges. At this point the suspect admitted to robbing another vehicle in the parking lot.

Rock Atkins and John Perry, ERAU employees, assisted security in the apprehension and detention of the suspects.

ERAU Chief of Security Bob Walkers stated that for the last seven years the security department has requested that all vehicles being left over the break be parked at the south end of the Dorm 1 parking lot. "During that time this was the first robbery experienced." Students leaving cars over the break should stop by the security office and fill out an information form that gives the address and phone number where the student will be staying.

Orientation Team help new students adjust

By J. Miguel Vidal
Avion Staff Reporter

The week preceding the beginning of each trimester is the time when all new freshmen, and transfer students go through the orientation process.

Due to the small number of new incoming students, orientation this trimester was not as busy as it was last fall. Transfers and freshmen in a combined group, arrived at ERAU on Monday, Jan. 5, and completed orientation two days later. A total of nearly 300 students and 80 parents received orientation.

Orientation is conducted by a group of student workers, better known as the Orientation team (or O-team). The O-team is selected, trained, and supervised by Linda Bloom, Director of Counseling and Lynn Evans, a member of the Counseling Department.

According to Linda Bloom, a member of the O-team is considered a very important part of the Orientation process, because he or she will be the first person that a new incoming student will be in touch with on his arrival here at ERAU.

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See BLOCK, page 15

New Editor leads Avion this Spring

By Paul Novacek

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See C&O, page 15

Orientation Team help new students adjust



Avion photo by Dave Rovick

Members of the Orientation team live it up in the University Center at "A night in

Margariaville," which was held last Thursday night for all new incoming students

By J. Miguel Vidal
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According to Linda Bloom, a member of the O-team is considered a very important part of the Orientation process, because he or she will be the first person that a new incoming student will be in touch with, on his arrival here at ERAU.

Some of the requirements needed to be an O-team leader are that he or she should be able to give at least one year commitment to the job, have positive thinking about the university, be open and friendly, and

See O-TEAM, page 15

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Tim says that his goals as Editor are to "bring professionalism within the newspaper staff, and hopefully to channel that professionalism into



Tim Van Milligan

the newspaper. The results to the student body would be a larger newspaper with more of the information that they need."

He went on to say that he "would like to give back to the staff what he was given when he started out on the newspaper staff, that is a sense of pride in Embury-Riddle and in the quality of the Avion."

Editorial Journalism can lead to better newspaper

If the Avion is to remain an "award winning newspaper," the paper will continue to require an informed, enthusiastic staff of reporters and editors who know something about journalism. This same group of people should know how to write as well.

Since the Avion is a student publication, produced by volunteers, we cannot expect to have a perfect paper; but we can hope to hold down typos, spelling, and grammatical errors. The Avion staff is the first to recognize the importance of honed writing skills. We are also the first to admit that we do not have the most perfect skills in writing.

Knowing how to communicate through the written word is a fundamental skill required in all aspects of the business world. Perfected writing skills are necessary whether you're writing a balance sheet, a technical brief, or a news release. Time and time again we have heard from visiting engineers, astronauts, businessmen, and recruiters of the importance in possessing the ability to write -- and how so many people in their respective industries do not have those skills. "The employee who can write well will be more successful than an employee who can't."

In the heat of deadlines, the Avion will often have more mistakes and errors than we care to admit. Only sufficient training in journalistic concepts, along with opportunities to practice writing in the classroom, can hope to minimize the shabby results our paper sometimes produces. The spelling and grammatical errors are apparent to all, but the transgressions in journalistic style and newspaper layout is not so evident. Those errors do exist.

The University could help to minimize these journalistic errors by doing more to encourage students to sign up for the Journalism course. This solution would work except that no one takes the course. If a few people do register for it, the course will either be cancelled, or just have a handful of students -- very few of which wind up working on the Avion.

The course is now only good for two credits, and this simply does not fit into the schedules of most students. If this course can be "beefed up" in content to allow a three-credit course (something that professor and Avion advisor Dr. Osterholm says he can do), then we think more students would register. There would certainly be more Avion staffers signing up. In fact, the Avion would encourage the use of its office as a "lab" to supplement the classroom instruction.

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Letters to the Editor

PRIVACY?

The story of John's Co-op was first published.

To the Editor:

This letter is addressed to building maintenance at ERAU. Would someone please tell me why the Flight Line men's room doors have to be propped open all year round? I don't particularly like someone watching me while I'm washing my hands at the sink or for that matter, watching me while I'm zipping my fly or squeezing a simple in front of the mirror or whatever else I want to do IN PRIVACY. What's the story anyway? Is adequate ventilation a problem? If so does anyone know about ventilation fans? Hey! Let's solve this problem before the cold weather gets here. We deserve better than a cold toilet seat!

Name withheld upon request

In the Avion dated Nov. 26, 1986, I read with interest about your work on developing a simulator for a batch-ship for your Computer Science Co-op Course.

I congratulate you on being selected for this fine opportunity and for the valuable experience you are gaining for your professional career. I invite you to come to one of our department faculty meetings and take a few minutes to tell us about what you did and comment on the relationship for our CS Program to the real world out there.

I also encourage you to share some of your positive experiences in the CS Co-op Program with your fellow students at ERAU the medium of the student newspaper -- the Avion.

Joshua Agrawal
Professor and Chairman
Computer Science Department

Three students die

By Steve Cagle
Avion Staff Reporter

John Childers, senior, died November 29, at his Park Ridge Illinois home of accidental asphyxiation. Childers had finished his final fit course during the fall trimester and was to have graduated in December.

Edward Reynolds, sophomore, died Friday, January 9, in Ft. Lauderdale when he was struck by a car.

Reynolds an Aeronautical Science student from Charlotte N.C. was enroute to Boca Raton FL, with his sister, to visit his parents when the accident occurred.

A memorial service is tentatively scheduled for Sunday, January 18, in the Common Purpose Room.

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Jeffery Pruis, a former Embury Riddle student, died December 11, when his plane crashed into Lake Manistowic, Michigan. Pruis attended ERAU Fall 1984 - Spring 1985.



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CO-OPS!

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(Ed. This letter, addressed to John Viazukon, is reproduced here where the importance it deserves.)

Klyde Morris

SO HERE WE ARE ABOUT TO START ANOTHER TRIMESTER...

AND SO IN THE TRADITION OF ERAU...

...I SHALL NOW GO FIND A LINE OF STUDENTS...

... AND STAND IN IT.

IS THIS WHERE THE INTERVIEWS FOR RE. LAB ASSISTANTS ARE BEING HELD?

YES, YOU ONLY NEED TO ANSWER A FEW QUESTIONS.

OKAY... SHOOT. CAN YOU DO LETS US 123, 456, OR MILLMAGE?

NO, NO, NO. WELL THEN... YOU ARE DISAPPOINTED. WE'VE GOT 100 STUDENTS.

GEE... I GUESS THAT'S RIGHT. GOOD! YOU'RE HIRED.

FOUND ANOTHER ONE OF THESE INFLATABLE ELEVEN SIR.

THIS ONE IS A BETTER MODEL.

YES SIR... I THINK I LIKED THE REAL TALLER MODEL.

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News Editor
Paul Novacek

Space Technology Editor
Peter Merlin

Aeronautics Editor
Brian Nicklas

Photography Editor
Mark Stern-Montagry

Copy Editor
Paul Novacek

Sports Editor
Allen Berg

Production Manager
Paul Bellport

Business Manager
Robert Watt

Advertising Manager
Larry Rice

Systems Manager
Jim Banke
Lab Technician
Tim Haas

Avion Advisor
Dr. Roger Osterholm

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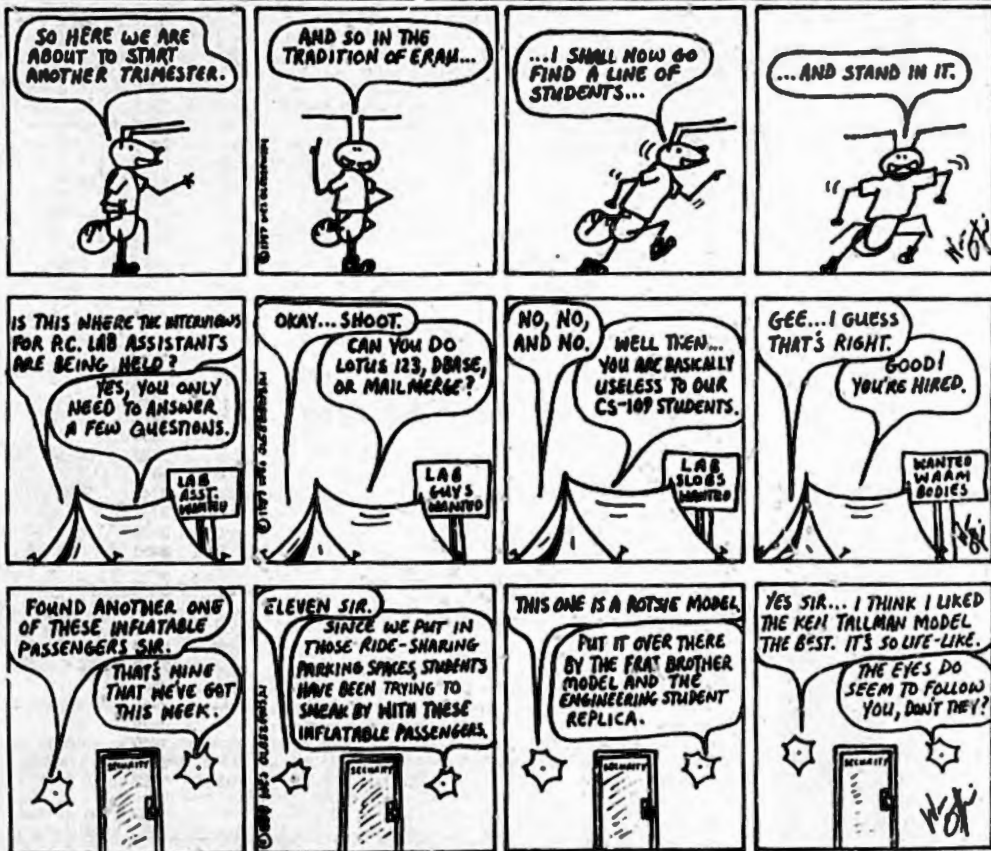
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National Volunteer Blood Donor Month

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Wes Oleszewski



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Timothy S. Van Milligan

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| Space Technology Editor Peter Meriin | Business Manager Robert Watt |
| Aeronautics Editor Brian Nicklas | Advertising Manager Larry Rice |
| Photography Editor Mark Stern-Montagny | Systems Manager Jim Banke |
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| Sports Editor Allen Berg | Avion Advisor Dr. Roger Osterholm |

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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 Advisers, 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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By Karen L. Ziebell
College Press Service

WASHINGTON, D.C. — Claiming that college tuition is skyrocketing in part because there's so much student aid around, Education Secretary William J. Bennett says he wants to revamp the entire federal aid program.

Bennett's proposal, outlined two weeks ago at a Washington, D.C., conference on higher education funding, would eliminate federal subsidies for certain loans and develop a repayment program based on post-graduation income levels.

His plan, however, drew fire from college officials and the American Council on Education (ACE) almost as soon as it was announced.

"There is no reputable evidence that student aid causes increased college costs," contends Charles Saunders, ACE's vice president for legal affairs. "On the other hand, the cuts in federal student aid have contributed to institutional (decisions) to increase tuition."

"What Bennett is doing is rationalizing further attempts to reduce student aid," agrees ACE spokesman Bill Kroger.

Bennett claims some colleges and universities raise tuition far more than the level of inflation simply because administrators know students can turn around and get the extra money from aid programs.

At the late November funding conference at Catholic University, Bennett noted college costs have risen 150 percent since 1975, which is 36 percent more than inflation during the same period.

BLOCK

(continued from page 1)

of maximum block hours from 18 credit hours to 16 hours. This makes it difficult for students to average 16 credit hours per trimester, especially since most classes are three credits.

If a particular class is not offered when a student needs it, he or she may be forced to take an unwanted number of credit hours. The administration is aware of this problem. Addressing this situation, Chancellor Eric S. Doten stated "It is diffi-

As a result, federal funding for higher education is running "out of control," Bennett argues.

"We believe that for colleges to increase costs beyond inflation, and for the government to subsidize those increases, contributes unnecessarily and irresponsibly to rising costs," he says.

Bennett told the conferees the federal government could save a "significant amount of money" by revamping aid programs into an "Income Contingent Loan Program (ICLP)."

This program, to be tested under a \$10 million project offered at ten selected schools, will allow student to base federal loan repayment on what they expect to earn after they graduate.

In addition to its cost-cutting emphasis, says Bennett Press Secretary Loye Miller, the ICLP "obviously will have much more money available than the Guaranteed Student Loan Program" because private banks - not the government - will make the loans.

He adds it also would allow students to borrow more than they could under previous programs, and that such loans could be more easily repaid because the repayment schedule will be based on a borrower's income after graduation.

"At no time could the payments be more than 15 percent of your adjusted gross income," Miller notes. "You could pay it off virtually like a mortgage on a house."

"Bennett had a good idea," agrees Dr. Eileen Gardner of the Heritage Foundation, a conservative Wash-

ington, D.C., think tank.

Gardner acknowledges students who graduate into low-paying jobs will end up paying more interest than they would under existing loan programs, but she believes the proposal will force schools to examine their funding procedures.

"As long as the government funds what is demanded, colleges will demand more and more," she charges. "It's the analogy of the dog chasing its tail. The faster the dog goes, the faster the tail goes. The dog never catches up."

Other critics dismissed the idea as neither good nor new.

They argued against the plan's rigidity, the question of bringing private banks into the student aid picture, and the morality of letting students graduate so deeply in debt. Not fair, counters University of Iowa Prof. Jeffery Cox.

"What Bennett is proposing to do is control costs in educational support by victimizing students again," University of Iowa Prof. Jeffery Cox says. "Our position is to keep the public universities as accessible as possible."

Cox acknowledges schools do not always plan well for their financial future, but he feels that even tougher times are ahead if the new plans are adopted.

"This proposal damages accessibility. Low tuition is far, far more preferable than excessive student loans," he notes.

However, Bennett remains unconvinced.

Although some universities will prove they are worth today's skyrocketing tuition costs, "I suspect that some will not," he concludes.

cult to pull for everyone. We are trying to balance between higher tuition cost to teach all classes all the time, and higher costs of the student being enrolled too long. Students will have to plan well in advance to avoid scheduling problems.

The new tuition system will generate needed revenue to continue to improve facilities and educational programs at Embry-Riddle. The expenditure of money will include, but will not be limited to: faculty pay

adjustments, new faculty costs, facility improvements, grants and scholarships, insurance, new equipment, and fringe benefits.

The increase in tuition is not a one time occurrence. It has continued to rise in the past, and will rise in the future. In order to assist students in financial planning, the University's Executive Committee has projected a tuition hike to \$2300 in the Fall of 1988, and another increase to \$2500 in the Fall of 1989.

TUITION AND FEES FOR SELECTED HIGHER EDUCATION INSTITUTIONS OFFERING AVIATION / AERONAUTICAL PROGRAMS

| Name of Institution | 83-84 | 84-85 | 85-86 | 86-87 |
|---|-------|-------|-------|-------|
| Massachusetts Institute of Technology | 9600 | 10300 | 11000 | 11800 |
| Stanford University | 9027 | 9705 | 10478 | 11208 |
| Rensselaer Polytechnic Institute | 8600 | 9390 | 10290 | 11130 |
| Boston University | 8420 | 9116 | 10240 | 11100 |
| University of Southern California | 7925 | 8800 | 9668 | 10584 |
| California Institute of Technology | 8781 | 9384 | 10280 | 10555 |
| University of Notre Dame | 6520 | 7200 | 7970 | 8800 |
| Syracuse University | 6885 | 7345 | 7780 | 8390 |
| Northwestern University | 5445 | 6075 | 6525 | 7035 |
| Hawthorne College | 5370 | 5825 | 6405 | 6750 |
| Augusta College | 5220 | 5795 | 6207 | 6735 |
| University of New Haven | 5158 | 5660 | 6000 | 6430 |
| Salem College | 4188 | 4590 | 4900 | 6200 |
| University of Dayton | 4330 | 4780 | 5385 | 5740 |
| University of Dubuque | 4575 | 5025 | 5325 | 5675 |
| Dowling College | 4645 | 4645 | 4645 | 5660 |
| Tri-State University | 4210 | 4524 | 4885 | 5578 |
| *University of Virginia | 3750 | 4358 | 4782 | 5470 |
| Geneva College | 4420 | 4680 | 5006 | 5380 |
| Florida Institute of Technology | 4162 | 4580 | 4845 | 5322 |
| Lewis University | 4768 | 4750 | 5040 | 5268 |
| *Georgia Institute of Technology | 3628 | 4176 | 4682 | 5073 |
| New York Institute of Technology | 3735 | 4140 | 4474 | 4990 |
| *Purdue University | 4260 | 4558 | 4835 | 4835 |
| *Virginia Commonwealth University | 2968 | 3418 | 4088 | 4730 |
| *University of Missouri (Rolla) | 3755 | 3931 | 4408 | 4538 |
| *University of Maryland | 3679 | 3805 | 4202 | 4477 |
| *Virginia Polytechnic Inst. & State Univ. | 2918 | 3642 | 4029 | 4407 |
| *Arizona State University | 3515 | 3700 | 3844 | 4260 |
| Parks College of St. Louis University | 3470 | 3710 | 3970 | 4250 |
| *University of Southern Colorado | 3944 | 3944 | 4170 | 4170 |
| *Iowa State University | 2750 | 3450 | 3830 | 4080 |
| Embry-Riddle Aeronautical University | 2930 | 3480 | 3780 | 4060 |
| *University of Texas | 1520 | 1580 | 4068 | 4068 |
| *Metropolitan State College | 3252 | 3532 | 3742 | 4053 |
| *Texas A&M University | 1560 | 1560 | 3960 | 3960 |
| *Indiana State University | 3286 | 3416 | 3622 | 3888 |
| Wilmington College | 3220 | 3330 | 3430 | 3630 |
| *State University of New York at Buffalo | 2840 | 3423 | 3308 | 3308 |
| *Wichita State University | 3288 | 4316 | 3622 | 3888 |
| *University of Kansas | 2650 | 2828 | 3044 | 3200 |
| *Boise State University | 2800 | 2908 | 2958 | 2974 |
| *Mississippi State University | 2218 | 2444 | 2668 | 2882 |
| *Belleville Area Community College | 1950 | 2070 | 2160 | 2754 |
| *Auburn University | 2280 | 2490 | 2505 | 2745 |
| Piedmont Bible College | 2316 | 2480 | 2480 | 2700 |
| Calvary Bible College | 2280 | 2310 | 2520 | 2610 |
| *University of North Dakota | 1868 | 1986 | 1980 | 2460 |
| Eastern Montana College | 1920 | 2155 | 2385 | 2385 |
| *Troy State University | 1477 | 1545 | 1552 | 1689 |

*For public institutions, charges are for out of state students

Source: ERAU

The many faces of the Avion...

By Timothy S. Van Milligan
Editor-in-Chief

As the new editor of the Avion, I would like to welcome you back to the Spring trimester here at Embry-Riddle, and to the first issue of your newspaper Avion. As you can see by the different banners appearing here on this page, the student newspaper of our school has not always been named the Avion.

Going back through the microfilm of the newspaper, I found the original title of the student newspaper to be the *Jetstream*, with the first issue being in June of 1960. The first issues were little more than a few 8-1/2x14 sheets of paper stapled together. In fact, it wasn't until February 11, 1972 that the newspaper was printed on newsprint.

In February of 1967, the newspaper changed its name to *The Informer*. The banner from the first issues of the *Informer* changed every

week, which did little for the continuity of the newspaper, but the newspaper had become a means of communication for reaching all the students as quickly and accurately as possible.

April 4, 1969, was the birth date of the first Avion. The name was changed because the students felt that the newspaper should have a name which symbolized the school in which it attended. The name Avion was chosen because it was made up from these two words: Aviation, and Claron (which means brilliantly clear). It must have felt that with brilliantly clear journalism about aviation that the newspaper couldn't go wrong. If that was what they thought, then they were right. At the end of this term, the Avion will be 18 years old, and it is still going strong.

The first full size (broadsheet) Avion appeared on November 30, 1973. The reason for the switch to a

larger size paper was because of a newsprint shortage, which affected the entire newspaper industry. This was at the same time when our aircraft were almost grounded because of fuel shortages.

It was also during this time, that the Avion purchased a \$5,000 II IBM Composer which simulated lead type that was formerly used by all publications. Before the purchase of the IBM Composer, the newspaper was typed on an ordinary office typewriter. The use of the composer lasted until the Spring of 1983, when the Avion upgraded its technology and acquired the CompuGraphic's 7300 Editor. With it, the Avion had full photo-typesetting capabilities. Spelling mistakes, which were once a problem with the IBM Composer, were now easily corrected on-screen of the Editor. The Editorwriter also allowed

see AVION, page 5

E.R.A.I. INFORMER

Volume 1, No. 2 February 24, 1967

Editors: Jack Reynolds
Richard Baronsky
Faculty Advisor: Lynn S. Sawyer

Staff: Walter Donovan
Thomas Hlavik

February 1967 - July 1967

INFORMER

Vol. I
MAYLOR BEACH, FLORIDA FEBRUARY, JULY 7, 1967 No. 17

Sporadic banner designs until May 1968

INFORMER!

Vol. II No. 1

Sporadic banner designs until May 1968

The Informer

SPONSORED BY THE STUDENT GOVERNMENT ASSOCIATION

VOLUME V May 24, 1968 NUMBER 1

May 1968 - March 1969

THE AVION

Sponsored by the Embry-Riddle Aeronautical Institute Student Government Association

VOLUME I APRIL 1, 1969 NUMBER 1

The First Avion, April 4, 1969
April 1969 - August 1972

The Avion

VOL. 12 No. 1 EMBRY-RIDDLE AERONAUTICAL UNIVERSITY, PALM, September 6, 1972

September 1972 - January 1976

The Avion

VOL. 12 No. 1 EMBRY-RIDDLE AERONAUTICAL UNIVERSITY, PALM, September 6, 1972

September 1972 - January 1976

THE AVION

Embry-Riddle Aeronautical University

VOLUME 13 ISSUE 1 FEBRUARY 1, JANUARY 31, 1976

January 1975 - September 1978

THE AVION

EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

VOLUME 13 ISSUE 1 FEBRUARY 1, JANUARY 31, 1976

September 1976 - October 1978

The Avion

VOLUME 24 ISSUE 6
WEDNESDAY, OCTOBER 20, 1978
Regional Airport
Daytona Beach, Florida 32014

Various designs with the same basic configuration
October: 1976 - August 1977

EMBRY-RIDDLE

JET STREAM

VOLUME I, NO. 1 - MIAMI, FLORIDA - JUNE, 1960

The first Embry-Riddle student publication
June 1960 - January 1961

EMBRY-RIDDLE

Jetstream

VOLUME II No. 1 FEBRUARY 2, 1961 "FIVE CENTS"

February 1961 - May 1961

Jetstream

VOLUME II No. 1 FEBRUARY 2, 1961 "FIVE CENTS"

February 1961 - May 1961

Jetstream

VOLUME II No. 1 FEBRUARY 2, 1961 "FIVE CENTS"

May 1961 - June 1963

THE JETSTREAM

PUBLISHED IN THE INTEREST OF THE STUDENT BODY OF EMBRY-RIDDLE AERONAUTICAL INSTITUTE

VOL. II MIAMI 32, FLORIDA JUNE 7, 1963

June 1963 - February 1967

JETSTREAM

Embry-Riddle Aeronautical Institute

May 10, 1964



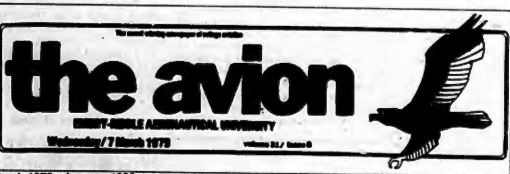
THE AVION
 August 31, 1977 - September 29, 1977



THE AVION
 September 1977 - March 1978



THE AVION
 March 1978 - February 1979



the avion
 March 1979 - January 1980



the avion
 One issue only - February 6, 1980



the avion
 One issue only - February 6, 1980



the avion
 One issue only - February 13, 1980



the avion
 February 1980 - August 1980

AVION

(continued from page 4)

A larger newspaper, covering a wider range of events and features. The Edlwriter was interfaced with the personal computer world in the Fall of 1984. In that year, with the funds from excess advertising revenue, the software and the electronic interface were purchased to allow stories to be transferred from the office computer to the Edlwriter. This opened a vast store of information which wasn't previously available to the Avion. Because PC's can talk to each other through a computer modem, stories could be input faster from remote locations, not to mention being downloaded from news services such as from the Associated Press. Club articles, which often came into the office illegible, could be received on floppy disk. The computer revolution has saved incredible amounts of time in putting the newspaper together while opening up the Avion to a wider range of coverage.

The latest purchases of the Avion have been an **AST TurboScan image processor**, and an **Apple Laserwriter Plus**. The laserwriter will allow copy to be typeset directly from the office computer network, with a speed at a fraction that it would take for the Edlwriter to do the same. When the software catches up to this technology, the Avion will have the ability of partial pagination, which is the ability to compose a section of the newspaper from the screen of a computer. The image processor, when on line, will allow direct transfer of graphics into the memory of the computer. This can then be printed out later on the laserwriter.

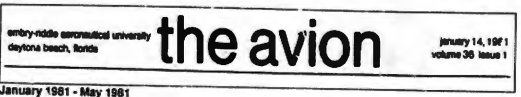
As far as we know, we are the only college in the nation to have such a capability at this time. We have made these advances to bring to you, the students, a greater volume of pertinent information. It has been said that the times we are living in is the information age. That is what the Avion is all about, the printing of the information that you need to make intelligent decisions.

With all the new equipment, and through all the many faces of the Avion, the *Informant* and the *Witness* over the past 27 years, the commitment of all the former staff members has always remained the same. As a former editor said in 1973, "the Avion has been striving for a student publication that would reflect the opinions and questions of the student body as a whole. The staff of the Avion hopes that some interest has been generated, some questions answered, and the college news has been reported objectively and completely."

I am proud to serve as the new Editor-in-Chief of the Avion, following in the footsteps of all the previous staff members, who were builders of what the newspaper is today. "An Award-Winning College Newspaper."



THE AVION
 August 1980 - January 1981



the avion
 January 14, 1981
 volume 36 issue 1



the avion
 January 1981 - May 1981
 May 13, 1981
 volume 37 issue 1



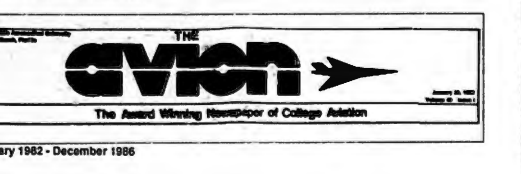
the avion
 May 1981 - September 1981



the avion
 May 1981 - September 1981
 May 13, 1981
 volume 37 issue 1



The Avion
 September 1981 - December 1981



THE AVION
 January 1982 - December 1986

HELP WANTED:


These positions are now open on the Avion staff

- Advertising Salesmen
- Artists
- Feature Writers
- Photographers
- Production Workers
- Space Technology Writers
- Sports Writers
- Staff Writers

Other positions opening up soon

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AVION



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NAVAL

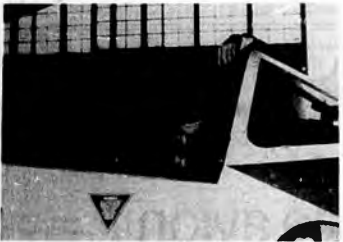
By Kathy Ward
Club Writer

Naval Aviation Club

Museum, interesting speakers and talks from former ERAU students. The next trip to NAS Pensacola is tentative for Dec., 1987.

Members of the club would like to extend a special congratulations to the Doc, graduates that will soon enter programs leading to their Navy commissions. These were Doug Kollonia, Kelly Childs, Steve Gray, Jan Dzurik, Dan Merrill, Dave Wagner and Dean Williams. We wish them the best of luck.

Highlights on the agenda for the Spring include a trip to an aircraft carrier in Feb., weekly simulator trips to NAS Cecil Field, trips to Pine Castle Electronic Warfare Range, static displays, guest speakers, and a variety of other programs. The Naval Aviation Club meets the 2nd and 4th Weds. of every month in G-109 at 1900 hours on Weds. Jan. 14. The NAS Pensacola trip was successful. Those who went found it to be very informative. Activities included an AOC's graduation, squadron visits, the Naval Aviation



The Naval Aviation Club learns the inter-workings of the T-2C Buckeye during one of their trips last trimester to the Naval Air Station Pensacola. The Naval Aviation Club takes several trips, like the one pictured above, to enhance the club members knowledge in Naval Aviation.

AXA

Lambda Chi Alpha

By Scott L. Ulrich
Vice President

It seems like only yesterday when all of us were hunk'ing the books for finals and making plans to go home. Twenty three of our brothers just couldn't say goodbye last fall after finals. Instead, they all met together on Dec. 21 in Boston. With

everyone wearing the fraternity colors they "hook the town." It is the beginning of another trimester and Lambda Chi Alpha is once again making bigger and better plans. Rush week is quickly approaching and the brothers are excited about meeting new prospective members. Rush officially begins on Monday, January 19.

AFROTC

Air Force Reserve Officer Training Corps

By C/MAJ Buck Windham
Public Affairs Officer

Seniors now have only 101 days until commissioning! The first Commander's Call of the tri will be held this Friday, Jan. 16 at 4:40 p.m. at the barbecue pit in front of the raquetball courts. All cadets should wear their blue Detachment T-shirts and should be prepared to have a great time.

The Special Projects Division is now planning trips to various military bases, aerospace related corporate facilities, and seminars in the area. As the trimester progresses, more details regarding these activities will be announced.

All cadets who need to take the

Air Force Officer Qualification Test (AFOTC) on Jan. 17 must sign up at the Detachment as soon as possible.

The Special Operations Division (SOD) will be conducting workouts for the Rifle Team, Drill Team, Color Guard, Band and Choir within the next two weeks. All 100 and 200 level cadets are strongly encouraged to participate in corps activities of this kind. More information will be distributed during Leadership Lab.

Any students who are not enrolled in AFROTC but have an interest in earning a commission as a second lieutenant in the Air Force through the two, three or four year program should sign up by the Detachment here on campus, or call extension 1290.

SKYDIVE CLUB

By Thomas Albert
Vice President

Welcome back Riddlers. Hopefully those of you who couldn't join the skydive club last trimester will be able to now!

If you are interested in the club or its activities drop a note with your

name and box number in the ERAU Skydive club mailbox in the Student Activities Office.

The club will be purchasing more equipment this year, and start training a collegiate team for the collegiate meet coming up next Dec. in our own "home DZ" of Deland.

We are looking for more first

RIDDLE RIDERS

Scott Latham & Jerry Szuflinski
Club Writers

This term's coming activities appear to be as exciting as the last. Our agenda will include at least one visit to the Orlando Speed World to observe and participate in a cycle drag racing action.

The Valusia County Motorcycle Safety Foundation has developed two new "advanced rider" motorcycle safety courses and has asked the Riddle Riders to be the first group to try them. We are also investigating the possibility of organizing a campus trip to the Ft. Florida Keys where the water is crystal clear and bikinis are abundant! Also, Bike Week is coming up in March and as usual the Riddle Riders will be among "The FwC, The Riddle Riders," riding in the traditional parade. In addition to the above activities the Riddle Riders will continue to explore new frontiers and beautiful and exotic places throughout the state of Florida every Sunday.

This tri the new officers are as follows:
President-Mike Withers
Vice Pres.-Doug Gordon
Secretary-Mike Doyle
Treasurer-Sk. H Latham
The first meeting will be held on Thursday January 15th at 7:00 pm. in room E-601. Our dedication on Sunday, January 18th, will be the semester's Thursday's meeting. If you would like to join, make a female, please come to the meeting or leave a note with your name and box number in the Riddle Riders mail box in Student activities office. We will get back to you.

L5

Aerospace Society

By Jim Banke
L5 Space Writer

Air you are on your way into space? If you are, then your first step might be to join the L5 Aerospace Society. L5 is a student organization dedicated to educating Embury-Riddle students about the past, present, and future activities of the world's space program. The Aerospace Society will hold

its first meeting tonight (Wednesday), at 7 p.m. in the Common Purpose Room (CPR). The CPR is located in the University Center between the switchboard and the Student Activities office.

Events planned for this term have yet to be finalized. But you can be sure that each week members of L5 will be informed and amazed by the

See L5, page 7



The pictured above, to enhance the club members knowledge in Naval Aviation.

Pride and respect. They come with the territory.

None of the first things you'll notice as a Navy Officer? The real thing you've got what it takes to lead the Adventure.

This adventure can lead you around the world and back again. And along the way, you'll put to use the experience that builds confidence it takes years to get elsewhere.

College graduates start with management and leadership training at Officer Candidates School. Once commissioned, you'll have even more educational opportunities that can further professional growth.

You'll uncover your potential and get the responsibility and decision-making authority you need. The challenge, satisfaction and reward add up in personal and professional growth—no other job can match.

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NAVY OFFICER. LEAD THE ADVENTURE.

jump students for the stadium square, AFP and tailspin programs.

Watch your mailbox if you are already involved with the club for further details concerning our first meeting next week. If you are not already involved, watch for flyers posted around the campus.



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VETS CLUB

Veterans Club

By Laurie Harlow
Vets Club Writer

those teams and rafts!

The Vets Club will hold the first meeting for the Spring 1987 semester on Friday, January 16, 1987 in the early evening. Please check the Vets Club bulletin board which is located across from the Student Government office, on the Flight Deck ramp, for exact meeting time and location. EVERYONE WELCOME! We will also be set-up in the U.C. during Clubs & Organizations Day, Wednesday, January 21, 1987, from 9:00 a.m. to 10:00 p.m. to distribute more information about our club. Stop by and join in on the fun!

For more information, please contact Bill Heidenreich, Vets Club President, or Ron Costa, Executive Vice President, by leaving a message in the Student Activities office.

The Vets Club is a social organization composed of Veterans of all branches, on active or inactive status, as well as associate members. In February, we have the opportunity to raise funds by working at the Daytona International Speedway during the 24 hour races and at the Bush Clash. When April rolls around, we will sponsor the 14th Riddle Regatta! This is the time when clubs, organizations, departments, individuals and local companies challenge each other in an inner tube race down the Halifax River. Awards & spirits are plentiful upon completion of this event. Proceeds go toward a local needy charity. Start getting plans ready for

NOTICES

SENIOR CLASS ELECTIONS

If you are interested in running for Senior Class President or Vice President, or are interested in being on the Senior Class Council, please contact the student Activities Office in the U.C., ext. 1049, to schedule a meeting with Laurie Harlow, Senior Class Advisor. The goals and objectives of this group and the responsibilities of the officers will be reviewed in detail. This group will organize the class party, secure discount hotels for the guests of April Graduates, decide on a class project, and coordinate other activities.

If you have any questions concerning this matter, please stop by the Student Activities Office.

MANDATORY CLUB MEETING

On Friday, January 16, 1987, a mandatory meeting for all club officers will be held. All NEW officers will meet in room A-109 from 1:30 p.m. - 2:30 p.m. The rules, regulations, benefits and C & O Day will be discussed at that time. ALL CONTINUING officers will meet in room A-109 from 2:30 p.m. - 3:00 p.m. A brief review of updated information, as well as a C & O Day, will be discussed.

Please plan on having at least one officer attend this meeting. This is a charting requirement.

NOTE: If you are a continuing officer, and have your C&O Packet from the fall, please bring it with you. Thank you.

C&O DAY

Clubs and Organizations Day will be held on Wednesday, Jan. 21, 1987. This event is sponsored by the Student Activities Office. Club representatives will be set-up at tables around the perimeter of the U.C. from 9 a.m. through 4 p.m. to collect names of potential members, and to distribute information concerning their groups. Give-away prizes will be distributed to students during the course of the day, to those who are eligible. A list of clubs will be available at the booths. Students need to obtain at least five signatures from five different club representatives, and turn in this completed form to the stage area. A coupon will be given to them at that time. Coupon numbers will be read from 11 a.m. until 2 p.m. You do not need to be present to win. Place your name and box number on the back of your coupon.

There's more to ERAU than just classrooms! Get involved!

BOOK STORE HOURS

| DATES | TIMES |
|-----------------|------------------------------|
| January 12 - 16 | 8:00am - 6:00pm |
| January 19 - 23 | 8:30am - 4:30pm Normal Hours |

CAREER CENTER SIGN-UP CO-OP ORIENTATION

| | | | |
|-------------|-----------|-------------|-----|
| January 13 | Tuesday | 9:30-10:30 | FSL |
| January 23 | Friday | 10:30-11:30 | FSL |
| January 28 | Wednesday | 2:30-3:30 | FSL |
| February 2 | Monday | 3:30-4:30 | FSL |
| February 3 | Monday | 11:30-12:30 | FSL |
| February 17 | Tuesday | 4:30-5:30 | FSL |
| February 25 | Wednesday | 12:30-1:30 | FSL |
| March 5 | Thursday | 2:30-3:30 | FSL |
| March 11 | Wednesday | 9:30-10:30 | FSL |

RESUME WORKSHOP

| | | | |
|-------------|-----------|-------------|-----|
| January 20 | Tuesday | 3:30-4:30 | CPR |
| February 4 | Wednesday | 9:30-10:30 | FSL |
| February 19 | Thursday | 3:30-4:30 | FSL |
| March 2 | Monday | 10:30-11:30 | FSL |
| March 27 | Friday | 11:30-12:30 | FSL |

INTERVIEW WORKSHOP

| | | | |
|-------------|-----------|-------------|-----|
| January 26 | Monday | 9:30-11:00 | FSL |
| February 11 | Wednesday | 2:30-4:00 | FSL |
| February 24 | Tuesday | 10:30-12:00 | FSL |
| March 20 | Friday | 3:30-5:00 | FSL |
| April 1 | Wednesday | 11:30-1:00 | FSL |

PROFESSIONALISM - "Dress for Success"

| | | | |
|-------------|-----------|-------------|-----|
| February 3 | Tuesday | 10:30-12:00 | FSL |
| February 20 | Friday | 2:30-4:00 | FSL |
| March 4 | Wednesday | 9:30-11:00 | CPR |

L5

(Continued from page 6)

latest news from NASA, and other space organizations from around the world. This is a crucial year for our nation's space program, and the Aerospace Society members will always be up to date.

Several unmanned launches will take place from Cape Canaveral this Spring, and L5 members will have a

front row seat for all of them.

Rot busting is the new L5 president and promises a year full of fun and information. Danowitz heads up a new state of officers. They are Derrick Soys, vice president; Todd Rothmeier, treasurer; and Kai Weller, secretary. Mr. William Brown returns as supreme advisor.

Once again, the first meeting is tonight at 7 p.m. in the CTR.

Avion editor announces new club article guidelines

The Avion Newspaper would like all club officers and/or writers to follow the guidelines in writing their respective articles about club activities. Any questions regarding these new policies should be directed to the editor-in-chief, Tim Van Milligan.

It has always been the policy of the Avion to reserve the right to edit club articles for brevity and content. This practice has never been strictly enforced, and the Avion has allowed clubs to print just about anything they wanted, whenever they wanted.

As a result, many clubs have turned their articles into weekly "soap boxes." Instead of a weekly update about what is going on in that organization, the Avion winds

up printing one-sided commentaries that would barely be appropriate for the opinion page.

Additionally, many clubs spend too much time in their article delivering a play-by-play of the previous weekend's activity. A detailed report of the sometimes immature behavior of some club members does not belong in a public record such as the Avion. Such interesting reading belongs in individual club newsletters.

Appropriate material for appearance in the Avion includes the names of those members who have earned prizes (but not for drinking the most beer), brief descriptions of special events, information on what the club is all about, and important pleas for help. In other

words, the Avion is looking for newsworthy, objective information for the club's section.

Officers and writers should feel free to submit longer feature articles about their group's activities, especially if it is of interest to all students. These kind of stories will be treated with more respect and not be "buried" on a club page. Sports stories are encouraged and will be featured in the sports section.

The newspaper especially encourages that clubs and organizations submit photos of their activities whenever possible. Black and white are preferred, but color can be managed. Posture photos of students having fun tend to wind up on the front page.

The Avion has begun a new calendar which will feature club events (see page 15). Clubs should feel free to use this calendar as another way to promote their events. Call the Avion office for information on adding an event to the calendar.

As always, club articles are due by 5 p.m. on Tuesday for publication in the following week's paper. That means officers will have to plan at least eight days in advance for all events listed in the paper. The Avion hopes these guidelines help in making the clubs section a more informative section with more fun, and less bull.

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ARMY RESERVE OFFICERS' TRAINING CORPS

Ride Sharing, Votran stops, and new rules take effect

By Mark Stern-Montagny

The addition of curbs, parking and traffic lines (markers) around the campus over the winter break have introduced some new parking and traffic regulations.

When a student or an employee of ERAU registers their vehicle at the Safety/Security office they first re-

ceive a parking fee receipt from the cashier's office, a parking permit sticker (for either the left rear bumper or window) and a "Parking and Traffic Regulations, 1987" pamphlet. According to Bob Walters 25 to 30% of the people who receive parking tickets claim that they did not get a pamphlet or were not aware of their specific violation. If

you do not have your current 1987 Parking and Traffic Regulations pamphlet, one may be obtained at the Safety/Security office in building M. Note: Parking in thoroughfares, speeding and unauthorized parking in the Ride Sharing parking spaces will not be tolerated. A University vehicle registration sticker does not guarantee a place to park.

Monday, January 12, began the ticketing of vehicles that do not display a parking permit sticker on campus.

The Ride Sharing program was initiated by the Business Affairs office last Fall and is being offered again this year. The benefits include preferred parking on campus which makes for a shorter walk to your

destination. Ride Sharing will save gas money and give the participants a chance to meet new people.

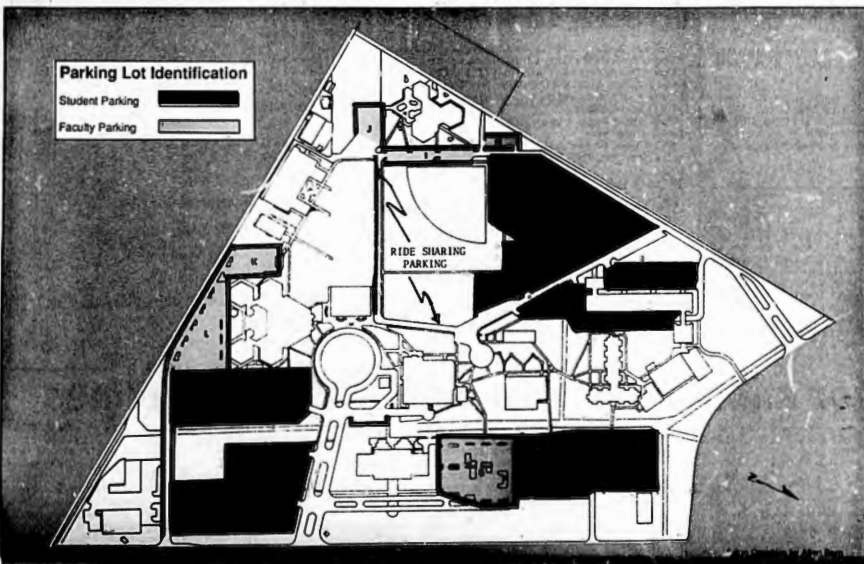
The following is an excerpt from the 1987 Parking and Traffic Regulations pamphlet:

Two or more people may apply for a ride sharing permit but, two or more persons must be physically in the vehicle in order to enter the

designated parking area. The permit is transferable from one vehicle to another as long as all are registered ride sharing vehicles. For more information on the ride sharing program read the Parking and Traffic Regulations or contact the Off-Campus Housing office in Dorm 2, Rm. 176, or call extension 1039.

Votran: It begins service to Embury-Ridgely on Monday, Jan. 19, with the pick-up and drop-off point at the front of the library. Monday through Friday service times begin at 7:02 a.m. with service every half hour thereafter and ends at 6:57 p.m. On Saturday bus service begins at 7:57 a.m. and runs every hour thereafter with the last stop of the day at 5:57 p.m. There are currently no plans for services on Sundays.

Adult fare is 60 cents per ride. However, 24 dollars exempts an adult passenger to unlimited passage and free transfers for one complete month. When paying on the bus, exact fare is required. For more information call Votran at 761-7700 or Off-Campus Housing at extension 1039.



The Avion Needs News Stories.



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THE AVIATION LIBRARY 14 1007

Voyager aircraft successfully circles the globe

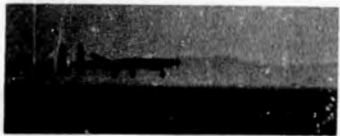
Dick Rutan and Jeana Yeager brave storms, mechanical difficulties while setting aviation record

By Peter W. Merlin

EDWARDS AFB, Calif.— Dick Rutan and Jeana Yeager successfully completed their non-stop, world-circling flight in the experimental Voyager aircraft on December 23, 1986. The two-million-dollar project was described by Rutan as "the last first in aviation."

As the spindly craft first appeared in the early morning skies above Edwards, it was met by the cheers of spectators and news media personnel. "I can't tell you how good it is to be home," Rutan radioed shortly before landing. "I have to admit there were times during this flight when I didn't think it would be successful," he said.

Voyager made a few flybys for the cameras, then Jeana Yeager began to crank the landing gear down. During this 15-minute process, aircraft designer Bart Rutan, in a chase plane, verified that the gear was down and locked.



Ausp photos by Peter Merloni

Voyager prepares to touch down on Roger's Dry Lakebed

Onlookers witnessed history

PAUL NOVACK

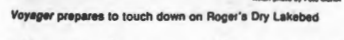
five times it's own weight. With cameras snapping away, the Voyager crew...

country was watching, anticipating. Walking amongst the multitude of mobile homes parked on the edge...

fatigue, and numerous mechanical breakdowns. Both pilots lost about ten pounds each during the flight. They consumed only about ten percent of their food supply.

When Voyager took off from Edwards on December 14, its fuel-laden wings dragged on the ground, damaging the wingtips. This resulted in the loss of both wingtips, but did not seriously affect performance.

On the second day, Voyager encountered severe turbulence from tropical storms in the western Pacific. The craft, which had never been tested in more than a 15 degree bank, was forced into a 90 degree...



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AVIATION buffs were not the only ones watching from the cold, barren landscape. Many just wanted to be there to see history in the making. When the first glimpse of Voyager was yellowed out, cheers went up. Only those with binoculars could see it at first, but then the wings could be seen. Stretched out, the wings showed the little weight they were carrying compared to the drastically high curve taken when full of fuel. The Voyager drew crowds at 10,000 ft. Many bemoaned the crowd four times to low altitude. Dick Rutan was at the controls while Jeana Yeager lowered the landing gear and the crowd was on their toes although Voyager flew over head with its five chase planes. Over the radio Dick joked about not having a shower for nine days and promised to have one before meeting the press.

THE MAGIC MOMENT
 Just visible off in the distance, Voyager touched down on the sandy dry lake that the Space Shuttle returns on. The crowd was ecstatic, jumping up and down, yelling and waving. "American Flag," yelled America fans as they again typing



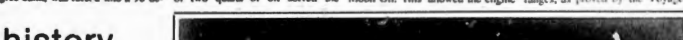
Voyager drags its fuel-laden wingtips on takeoff from the paved runway at Edwards Air Force Base, last December 14.

problem. A noise suppression system failed, causing concern that the crew would experience a 30 percent hearing loss, according to flight surgeon Dr. George Jullis. The rear engine failed on the last day, causing a 3,000 foot altitude loss. The problem was corrected in about 90 seconds.

The project was a "grass roots" effort which was conducted without government support. "I couldn't be more proud, because we did it on our own," said Dick Rutan. Late in the project, sponsors donated money and equipment. Voyager used a synthetic motor oil developed by Mobil Oil. This allowed the engine to run for 300 continuous hours.

Mobil also donated \$65,000 cash and an on-board video camera. The National Aeronautics Association presented Voyager's crew with a plaque in recognition of their achievement.

Voyager was the proving ground for the advances that all of aviation will reap in the years to come. Lycoprint tested a new liquid-cooled O-200 engine, that will be the flag-ship for a new line of liquid-cooled piston engines. The structure, a graphite honeycomb sandwich, will give aircraft of the future faster speeds and longer ranges, as proved by the Voyager.



McDonnell Douglas Aircraft Company

Tri-jet...
 Artist's concept of new McDonnell Douglas MD-11 in British Caledonian Airways colors.

Digital engine control will increase jet performance

National Aeronautics and Space Administration
 Need to get a jet fighter up to 40,000 feet thirty seconds faster? That could require developing a new engine with all it attendant costs.

However, a new engine control system, developed by NASA, squeezes unused power out of present jet engines to offer major thrust and fuel economy advantages.

Using newly developed electronic engine control system (IHDEC), IHDEC tests unneeded engine stall margin for increased performance (stall margin is the amount that the engine operating pressure must be reduced to avoid stall). IHDEC is being conducted in conjunction with the Air Force, McDonnell Aircraft Co., and Pratt and Whitney.

Several factors add to the typical 75 percent stall margin required by the F-15 is equipped with one Pratt and Whitney 112R research engine with digital Electronic engine control and a standard F-100 engine. In addition, the F-15 is modified with a digital electronic flight control system.

The IHDEC combines the engine control and flight control systems. Flight condition information such as attitudes, rates and pilot commands are provided to the IHDEC and analyzed. In addition the IHDEC system...



McDonnell Douglas Aircraft Company

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EDWARDS AFB, Calif. This reporter was fortunate enough to be present for the *Voyager* take-off and landing. This achievement was what this country needed after last January's disaster. The great feat accomplished by the *Voyager's* world flight was not that a plane and crew could circumnavigate the globe on one tank of fuel, but that it was financed by grass roots America. Funded by private and corporate donations, this proves again that we are proud and determined Americans.

THE TAKE-OFF

On a cold December morning after waiting since 2 a.m., the sunrise brought with it the faint outline of a slender, fragile, airplane called the *Voyager*. Only a scant 100 people at best were there, people who donated their time and money. These VIPs were privileged to see the take-off. After delays for removal of ice accumulated overnight, the engines were started for a warm-up and final check.

Then the excitement began to mount. The roar of the little engines broke the morning silence, as the *Voyager* struggled for speed carrying with it almost 9,000 lbs of fuel --

wing tips were dragging. With the 7,000 foot marker streaking by, the decision point was passed, they were committed. Dick Rutan's decision was a bold one. With the added drag of the scrapping wingtips, the *Voyager* finally left the bounds of earth after using 14,000 feet of the 15,000 foot runway.

The onlookers were fearful of the damage but, with Burt Rutan in chase, giving it the O.K., the *Voyager* was on its way.

AROUND THE WORLD

With the world watching, best wishes and good weather were on the minds of all that watched. Mojave was quiet during the flight, only the little communications trailer was busy with activity. The weather was the biggest obstacle that the crew faced. The *Voyager* did complete the flight with range to spare.

THE LANDING

The temperature that greeted the *Voyager* crew was the same as when they left the California high desert -- cold. This time with about 50,000 onlookers and well-wishers. The mood was bright and hopeful for the worst was over. With the networks covering the arrival live, the whole

mobile homes packed on the dry lake bed, people were talking and watching, but most were just waiting for the first glimpse of the long-winged tribute to an ingenuitive America. Some had portable televisions while others had cameras and hand held aircraft radios. Those with the radios were always the center of large groups, listening to the conversations between *Voyager* and the ground. Those of us on the ground were not the only ones listening for Air Cal, Pacific Southwest and United Airlines all gave their congratulations and wished Dick and Jeana a Merry Christmas.

Aviation buffs were not the only ones watching from the cold, barren lakebed. Many just wanted to be there to see history in the making.

When the first glimpse of *Voyager* was yelled out, cheers went up. Only those with binoculars could see it at first, but then the wings could be seen. Stretched straight out, the wings showed the little weight they were carrying compared to the drastically high curve taken when full of fuel. Coming in over the crowds at 10,000 feet, *Voyager* buzzed the crowd four times to loose altitude. Dick Rutan was at the controls while Jeana Yeager lowered the landing gear by hand. The crowd was on their toes although *Voyager's* flow over head with its five chase planes. Over the radio Dick joked about not having a shower for nine days and promised to have one before meeting the press.

THE MAGIC MOMENT

Just visible off in the distance, *Voyager* touched down on the same dry lake that the Space Shuttle returns on. The crowd was ecstatic, jumping up and down, yelling and waving American flags. Yes, America has done it again. Proving that American ingenuity and determination can accomplish anything.

The *Voyager* project started five years ago as an idea on a napkin in a small Mojave cafe. Designer Burt Rutan is famous for his Vari-Eze, Quikie and Starship designs that feature canards. Looking for corporate support and finding none, Rutan turned to the American people for help through donations. Adds in magazines and with his own finances Burt Rutan and the rest of the *Voyager* team raised enough money to complete the project. The *Voyager* accomplished what was not thought possible, because of you and me.



Tri-jet...

Artist's concept of new McDonnell Douglas MD-11 in British Caledonian Airways colors.

McDonnell Douglas Artist's concept

Digital engine control will increase jet performance

National Aeronautics and Space Administration

Need to get a jet fighter up to 40,000 feet thirty seconds faster? That could require developing a new engine with all its attendant costs. However, a new engine control system, developed by NASA, squeezes unused power out of present jet engines to offer major thrust and fuel economy advantages.

Using newly developed engine/flight control integration technology, researchers at NASA's Ames-Dryden Flight Research Facility, Edwards, Calif., have been demonstrating increased thrust of 10 percent or more with its F-15 research aircraft. Flight tests have shown fuel savings exceeding five and up to seven percent in some types of flight. The increased performance has been accomplished with only one of the two F-15 engines modified.

The engine and flight control integration technology necessary for such jumps in performance are a result of NASA's highly integrated

Digital Electronic Control program (HIDEC). HIDEC trades unneeded engine stall margin for increased performance (stall margin is the amount that the engine operating pressure must be reduced to avoid stall). HIDEC is being conducted in conjunction with the Air Force, McDonnell Aircraft Co., and Pratt and Whitney.

Several factors add to the typical 25 percent stall margin required by a jet engine, which often reduces an engine's usable power by almost 15 percent. This is necessary with conventional engines because designers have to allow for the worst combination of flight conditions in which aircraft fly.

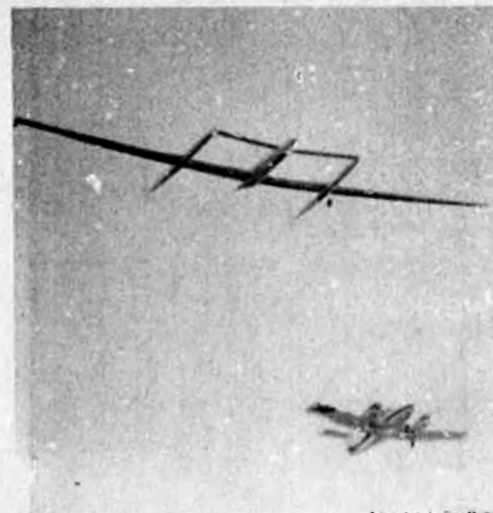
The HIDEC drops the stall margin requirement down to about 12 percent, still allowing for variations in engines, control tolerances, air density variations, inlet flow disturbances and a four percent pad.

The key to such performance increases is an engine and flight control system that communicate with each other. The NASA/McDonnell

F-15 is equipped with one Pratt and Whitney 1128 research engine with digital Electronic engine control and a standard F-100 engine. In addition, the F-15 is modified with a digital electronic flight control system.

The HIDEC combines the engine control and flight control systems. Flight condition information such as attitudes, rates and pilot commands are provided to the HIDEC and analyzed. In addition, the HIDEC system anticipates flight conditions in advance to select the minimum margin required for that instant of flight. The appropriate commands are then made to the digital engine control system which adjusts the engine nozzle to provide the correct operating system pressure.

NASA Ames-Dryden project manager Dr. James F. Stewart characterizes HIDEC program accomplishments as major and expects HIDEC to be found on the fighter aircraft of the 1990's. "The single-engine program has been virtually problem free, very fruitful and the numbers are better than predicted."



Aman photo by Russ Martin

Aircraft designer Burt Rutan (in chase plane) watches as *Voyager's* landing gear come down, one at a time. It took 15 minutes for Jeana Yeager to crank the gear down by hand.

Delta GOES-East to begin the 1987 launch schedule

Last NASA Atlas-Centaur, Delta expendable boosters prepare for busy liftoff schedule at Cape Canaveral

By Peter W. Martin

NASA has scheduled six launches during 1987, including Atlas-Centaur, Delta, and Scout expendable booster rockets.

Delta 179, scheduled for launch on February 19, will carry the GOES-H weather satellite for the National Oceanic and Atmospheric Administration (NOAA). GOES-H, a geostationary orbiting satellite, will become GOES-East when it is stationed in orbit over the Atlantic Ocean. The single, centrally located, GOES satellite now in orbit will be shifted to the Pacific region and become GOES-West. Delta 179 is undergoing final assembly on launch pad 17A.

Atlas-Centaur 67 has been stacked on pad 36B for a February 26 launch. AC-67 will carry Fleet Communications

(FLTSATCOM) F-6 for the Department of Defense. The F-6 spacecraft will continue a program to place a set of three second-generation communications satellites in orbit for the United States Navy.

On March 19, Delta 182 will place the Palapa B2-P communications satellite in orbit for the government of Indonesia. Stacking of Delta 182 on pad 17B began on January 6.

FLTSATCOM F-8, the last in the current series of FLTSATCOM spacecraft, is scheduled for launch on May 21 on Atlas-Centaur 68.

Delta 181 will launch sometime during the fourth quarter of 1987. It will carry a payload for the Strategic Defense Initiative (SDI). This will be the second of four planned Delta launches for SDI.

At Cape Canaveral, there is one launch scheduled for Vandenberg Air Force Base in California. The Scout/SOOS-2 combination (Stacked On-orbit) is set for liftoff in September, carrying a pair of navigation satellites for the U.S. Navy. NASA launched SOOS-1 in August 1985.

The Delta and Atlas-Centaur boosters currently in the inventory are the last of their types to be launched by NASA. McDonnell Douglas manufactures the Delta. General Dynamics is the prime contractor for Atlas-Centaur. The two companies are competing with Martin Marietta, manufacturer of the Titan 34D and Titan 4, for the U.S. Air Force Medium Launch Vehicle (MLV) contract. The company which receives the contract will have the option to launch the booster for commercial purposes.



The Atlas first stage of Atlas-Centaur 67 is erected on the launch pad in preparation for its flight on February 26. AC-67 will carry the FLTSATCOM F-6 spacecraft for the U.S. Navy.



Space age junk... Workers at the Cape have removed two Shuttle/Centaur rolling beams from the fixed service structures at Complex 39. The beams were built to load liquid hydrogen into an upper stage inside an orbiter. At lift off, a 15,000-pound counterweight would drop, pulling the beam away as the Shuttle launched. Safety problems forced the cancellation of the Shuttle/Centaur program in 1986. The beam pictured is from Pad B and extended in the loading position.

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NASA looks back at successes, failure

By Peter W. Martin

Four expendable booster rockets were launched by NASA during 1986. Three flights were successful. Two of the successful missions were launched from Cape Canaveral, Florida and the third from Vandenberg Air Force Base in California.

On September 5, Delta 180 carried two satellites into orbit for the Strategic Defense Initiative (SDI). The two spacecraft tracked each other in orbit and detected the launch of an Aries rocket from White Sands, New Mexico. They were then directed into a collision course and destroyed each other, completing the test. The flight of Delta 180 was the first successful major NASA launch since the Space Shuttle Challenger accident on January 28.

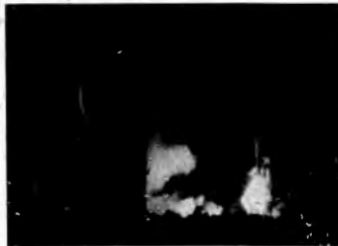
A Scout rocket launched from Vandenberg carrying the Polar Beacon Experiment and Auroral Re-

search satellite. The spacecraft, nicknamed Polar BEAR, was acquired from the National Air and Space Museum where it had been on display. It was refitted for the mission to help future communications and weather satellites avoid interference caused by the Aurora Borealis.

Atlas-Centaur 66 lifted off on December 4 to put the FLTSATCOM F-7 communications satellite in orbit for the U.S. Navy. It was the first of a series of three FLTSATCOM satellites. The remaining two will be launched during 1987.

Delta 178 suffered the only major NASA expendable launch failure during 1986. A short circuit in the first stage electrical system resulted in a premature main engine cutoff. Range Safety destroyed the vehicle a few seconds later. The payload was the GOES-G weather satellite being launched for the National Oceanic and Atmospheric Administration. This was only the twelfth

Delta failure of the 178 missions launched since 1960. There had been 43 previous consecutive successes.



Atlas-Centaur 66 lifts off from pad 36B at Cape Canaveral carrying the Navy FLTSATCOM F-7 communications satellite.

PHOENIX EAST AVIATION

Scout Challenger accident on January 28. A Scout rocket launched from Vandenberg carrying the Polar Beacon Experiment and Auroral Re-

was the GOES-G weather satellite being launched for the National Oceanic and Atmospheric Administration. This was only the twelfth

PHOENIX EAST AVIATION

AIRCRAFT RENTAL RATES

| TYPE | SOLO PRICE RATES |
|------------------------------------|------------------|
| Piper Tomahawk | \$ 27.00 |
| Cessna 150 (VFR) | \$ 30.00 |
| Cessna 152 | \$ 33.00 |
| Cessna 172 | \$ 45.00 |
| Cessna 172 RG (IFR, Complex) | \$ 55.00 |
| Cessna 177 RG (IFR, Complex) | \$ 55.00 |
| Piper Archer (IFR) | \$ 52.00 |
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Searchlights illuminate Atlas-Centaur 66 on Pad 36B last December just before launch. The light successfully lofted a Navy FLTSAT-COM communications satellite into orbit.

Photo photo by Peter Maguire

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Space Tech needs writers!

For an inside look at the Space Program, join the AVION Space Technology staff!



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Orbital Inclinations

NASA gears up, winds down

By Peter W. Merlin
Space Technology Editor

For what its worth, the year that was 1986 is history. Touted by NASA as a major year in space, 1986 became a year of tragedy and controversy for America's manned space program. The Space Shuttle *Challenger* accident put a halt to all manned space missions and cast a shadow of doubt on the entire Shuttle program.

As a result of these difficulties, unmanned expendable launch vehicles gained new prominence. The Department of Defense, who had relied on the Shuttle, decided not to "put all their eggs in one basket" anymore. The U.S. Air Force called for a Medium Launch Vehicle (MLV) to orbit their payloads, and NASA established a new policy to eliminate commercial payloads from Space Shuttle missions.

1987 promises to be a more optimistic year for the nation's space program. NASA is gearing up for its next Shuttle flight, currently scheduled for early 1988. Some experts believe it will be delayed further.

NASA officials claim that the booster seal problem, which caused *Challenger* to break up during launch last January, has been fixed. They have also offered us an escape system for the launch phase of a flight. It is, however, a frighteningly limited system which can only be used after booster separation, during a controlled glide. A quick-and-dirty system to meet schedule requirements.

NASA is currently winding down its expendable booster program. Two Atlas-Centaur and five Deltas remain in the NASA inventory. Three expendable contractors are competing for the MLV contract: McDonnell Douglas (Delta), General Dynamics (Atlas-Centaur), and Martin Marietta (Titan 34D/Titan4). Whichever firm receives the contract will have an option to use the booster for commercial launches. This will add a new dimension to the commercial space industry. American non-NASA commercial space industry can compete with the European Ariane and Soviet Proton launcher (recently offered for commercial service) for satellite payloads.

Young Cosmonauts visit Space Center

By Brian Nicklas

As part of an exchange with the Young Astronauts of the United States, ten Young Cosmonauts paid a visit to NASA's Kennedy Space Center Friday, December 12.

After meeting with KSC Director Lt. Gen. Forrest S. McCartney upon their arrival, the youngsters were taken to various facilities at the Space Center. After a quick press conference, the students were given the opportunity to see Pad 39 B, part of the Space Shuttle Launch Complex.

Touring various facilities in the US, the Young Cosmonauts are accompanied by several Young Astronauts, teachers from both the United States and the Soviet Union and Vladimir Shaplyko, Secretary of the Kosmosol Central Committee and deputy to the Supreme Soviet of the Byelorussian SSR, and Vladimir Soloviov, Pilot Cosmonaut who flew on the Soyuz T-10 mission during which he flew 237 days in space aboard the Salyut 7 spacecraft with cosmonauts Leonid Kizim and

Oleg Aivov.

During the question and answer session at the Cape, several questions were directed at Soloviov concerning the Soviet Shuttle Program and the cosmonauts reaction to the loss of the *Challenger* and crew during the launch of 51-L on January 28, 1986.

Soloviov said that the loss of the 51-L crew was deeply felt by the Cosmonauts, as we are all brothers in space.

The Young Cosmonauts who visited the United States were Alexi Alkov, Mikhail Basov, Yulia Gishina, Yuri Zolotov, Alexander Konkov, Oleg Korotovskikh, Pavel Kudryavtsev, Tatyana Nikitina, Igor Novikov and Anton Perkausy. They ranged in age from 12 to 18, and were selected by their peers from Young Cosmonaut groups all across the Soviet Union. The only predetermined areas were that a student should come from Moscow, as the capital city and from Lbevsyoye, as the birth place of rocketry pioneer Konstantin Tsiolkovsky.

At the KSC meeting, it was hard to distinguish the Young Cosmo-



Photo photo by Jim Basso

nauts from the Young Astronauts, as they all were wearing the same style of clothing, and it looked as if many of the kids had exchanged T-shirts and hats as well. While Cosmonaut Soloviov answered questions, the students from both countries acted as all kids do on a field trip, minding their place but somehow maintaining an air of irreverence to the goings on when they were not directly involved.

As the questions were directed towards the students, they listened carefully to their translator and then

spoke on subjects ranging from what training they undergo as Young Cosmonauts to what their favorite American food was (pizza).

The group was given a look at various facilities around the Cape and then taken to Pad 39B to see a shuttle launch facility up close.

After the events at KSC, the group was scheduled to see Egret Center and then the Marshall Space Flight Center in Huntsville, Alabama, the Johnson Space Center in Houston, Texas concluding the visit to the United States in New York.

GOING OUT OF

AERO-SUPPLY



away on the Salyut 7 mission during which he flew 237 days in space aboard the Salyut 7 spacecraft with cosmonauts Leonid Kizim and

Konstantin Tsiolkovsky. At the KSC meeting, it was hard to distinguish the Young Cosmo-

As the questions were directed towards the students, they listened carefully to their translator and then

Center in Huntsville, Alabama, the Johnson Space Center in Houston, Texas concluding the visit to the United States in New York.

non-NASA commercial space industry can compete with the European Ariane and Soviet Proton launcher (recently offered for commercial service) for satellite payloads.

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Storm Riders select competition teams

Storm Riders Press Release

During the past fall the Storm Riders held a series of contests to select their competition teams for the upcoming NSSA College team surfing season. We held our final contest near the end of the fall term in quality 4 - 5-foot surf courtesy of distant hurricane Frances. In a very tight final, Eric Engasser, a hot freshman from Palm Beach, edged out veteran Eric Heitiger for first place. In a strong third place finish Andy Shorter impressed the judges with his fluid style. Fourth place went to New Jersey surfer Brian Caron; Morgan from St. Augustine took fifth place followed by Andre from Brazil. Our new competition teams show a strong promise for the Spring Season.

competition surfing, most contests are organized into 15 minute heats. A 3 to 5 member panel judges each surfer's performance. The criteria include wave selection, functional maneuvers, length of ride, and style. Usually 50 percent of each heat advances to the next round, culminating in a six-surfer final. In most NSSA contests 72 or more surfers battle to reach the coveted final round. In 1985-1986 the Storm Riders won fourth place out of 18 teams in the Southeast U.S. NSSA Conference. We earned an alternate slot for the NSSA Nationals at Huntington Beach, California.

The National Scholastic Surfing Association is an amateur organization dedicated to the goals of scholarship and sportsmanship. Team members must be full-time college or secondary school students in good standing. All NSSA surfers are

eligible to compete for college scholarships based on academic ability, proven surfing talent, and financial need. The current world surfing champion, Tom Curran, is a graduate from the NSSA ranks.

The Storm Riders continue practice sessions for the coming Florida NSSA competition season. The events include contests at Spanish Hono-near Sevanston Inlet (January); Canaveral Pier at Cocoa (February); Ormond Beach (March); St. Augustine (April).

Competition Teams

- "A"
1. Eric Engasser
 2. Toth Fastlako
 3. Fred Bonald
 4. Andy Shorter
 5. Morgan
 6. Andre Almeida
 7. Heather Esaminger

- "B"
1. Brian Caron
 2. Eric Heitinger
 3. Eric Corlander
 4. Koahe Patus
 5. John Bosiano
 6. Brian Guzman
 7. Duric

In addition to competition the Storm Riders sponsor surf movies, trips, and parties. During Christmas break Andy Shorter and faculty advisor Vic Morris spent 10 days in Puerto Rico. They were treated to outstanding 5'-15" waves at Wilderness in the northwest corner of the island. New members interested in surfing are always welcome. Check the Storm Riders bulletin board behind the Flight Deck for upcoming meetings and events. Look for our table in the U.C. on Clubs and Organizations Day.

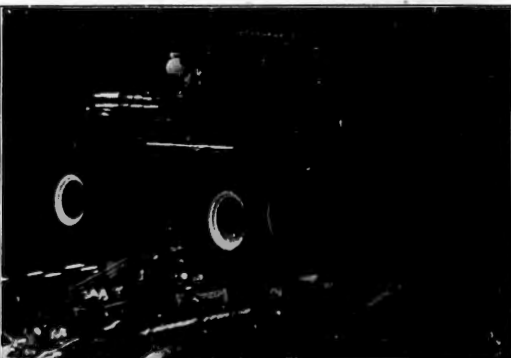


Surfer photo by Keith Gray

This Storm Rider caught a wave at last Fall's series of contests at which competition teams were selected.

Daytona Speedway Race Schedule

- Thursday, January 29 - 30 - IMSA Camel GT Practice & Qualifying
- Saturday, January 31 - February 1 - 25th Annual Sun Bank 24 at Daytona IMSA Camel GT Endurance Race
- Wednesday February 4 - 5 - ARCA Permatex Super Car Series and Budwiser International Race Of Champions (IROC) Series Practice
- Friday, February 6 - NASCAR Winston Cup Series Practice and Permatex Super Car Series Qualifying for the ARCA 200
- Saturday, February 7 - Bush Pole Qualifying for front row starting positions in the Daytona 500 and Final Permatex Super Car Series Qualifying for the ARCA 200
- Sunday, February 8 - Bush Clash of '87 for Bush Pole Award Winners from the 1986 NASCAR Winston Cup Series and the 24th Annual ARCA 200 Permatex Super Car Series Race
- Monday, February 9 - Bush Second Round Qualifying and Practice for NASCAR Winston Cup Series, Bush Grand National Series, Charlotte/Daytona Dash Series and Budwiser IROC Series
- Tuesday, February 10 - 11 - Practice and Qualifying for NASCAR Winston Cup Series, Bush Grand National Series, Charlotte/Daytona Dash Series and Budwiser IROC Series
- Thursday, February 12 - 29th Annual 7-Eleven Twin 125-Mile Qualifying Races (to determine starting position 3 through 40 in the Daytona 500) and Budwiser IROC Series Practice
- Friday, February 13 - Round One of Budwiser IROC XI Series, 9th Annual Komfort Koach 200 NASCAR Charlotte/Daytona Dash Series Race and NASCAR Bush Grand National Series Final Practice
- Saturday, February 14 - 29th Annual Goody's 300 NASCAR Bush Grand National Series Race and NASCAR Winston Cup Series Final Practice
- Saturday, February 15 - 29th Annual Daytona 500 NASCAR/FIA Winston Cup Series Race



Crunch photo by Allen Berg

Crunch... Big Foot crushes its way through a typical Daytona "traffic jam" in Daytona's tractor pull held at the Ocean Center last weekend. Big Foot impresses crowds - crushing its way into computer's hearts.

La Paloma Fitness Center, Inc.

Crunch... Big Foot crushes its way through a typical Daytona "traffic jam" in Daytona's tractor pull held at the Ocean Center last weekend. Big Foot impresses crowds - crushing its way into computer's hearts.

Winston Cup Series Final Practice

Returday, February 15 - 29th Annual Daytona 500 NASCAR/FIA Winston Cup Series Race

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| Softball | Tues., Jan. 20 | Sun., Jan. 25 |
| Floor Hockey | Tues., Jan. 20 | Mon., Jan. 26 |
| Table Tennis | Wed., Jan. 21 | Fri., Jan. 23 |
| Tennis (singles) | Wed., Jan. 21 | Fri., Jan. 23 |
| Tennis (doubles) | Wed., Jan. 21 | Fri., Jan. 23 |
| Racquetball (singles) | Fri., Jan. 23 | Wed., Jan. 28 |
| Basketball | Tues., Feb. 17 | Sat., Feb. 21 @ YMCA |
| 3 on 3 Basketball (Schock Sponsored) | Tues., Feb. 17 | Tues., Feb. 24 |
| Wallyball | Thurs., Feb. 19 | Thurs., Feb. 26 |

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|------------|--|
| Jan. 11 | Orlando |
| Jan. 17 | FSU |
| Jan. 24 | Tampa |
| Jan. 31 | Jacksonville |
| Feb. 1 | Sarasota |
| Feb. 7 | U. of F. |
| Feb. 14 | Jacksonville and W. Palm Beach |
| Feb. 21 | FSU |
| Mar. 1 | Tampa |
| Mar. 8 | Sarasota |
| Mar. 14 | So. Fla. |
| Mar. 21 | Miami |
| Mar. 28 | Jacksonville |
| Apr. 4-5 | Playoffs at Orlando's Finch/All Stars |
| Apr. 11-12 | |

BASEBALL

| | | | |
|--------|---------|--------------|------|
| A 1pm | Feb. 5 | Brevard | H |
| A 2pm | Feb. 10 | Brevard | H |
| A 2pm | Feb. 17 | Brevard | H |
| H 1pm | Feb. 21 | Ocala | TBA |
| H 2pm | Mar. 3 | Widener | H |
| A 1pm | Mar. 5 | Widener | H |
| A 10am | Mar. 7 | Univ. Penn. | H DH |
| H 2pm | Mar. 8 | No. Illinois | H |
| H 12pm | Mar. 10 | Ohio Valley | H |
| A 2pm | Mar. 12 | Wabash | H |
| H 1pm | Mar. 17 | Meteor | H |
| H 10am | Mar. 21 | U. of S.C. | H |
| A 1pm | Mar. 26 | Ohio St. | H |
| | Mar. 28 | Concession | H DH |

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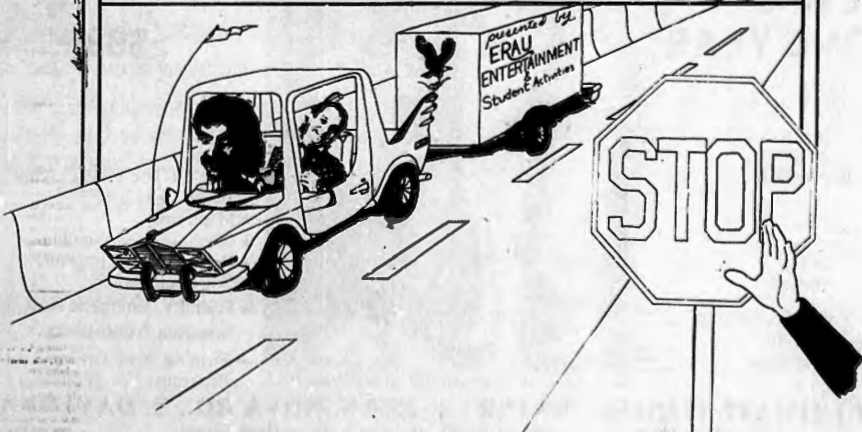
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Aviation Images

Wing and a Prayer

By Prof. J. Roger Osterholm
Ph.D.

Our Rating: ★★

One interesting aviation film released in 1944 and dealing with the early days of the fighting in the Pacific is "Wing and a Prayer," a 20th Century Fox release, produced by William A. Backer and Walter Morosco and directed by Henry Hathaway.

The leading actors are Don Ameche as the 8th Air Officer Harper of Carrier X, Dana Andrews as Lt. Commander Edward Moulton of Torpedo Squadron 5, Charles Bickford as the admiral, Sir Cedric Hardwicke as the commander of the U.S. Navy (in real life Admiral Ernest J. King), Richard Widmark as an endorger gunner on a TBF, and Henry (now Harry) Gold as Colonel Foster of "MASIF" (on television) Morgan as another TBF pilot killed in action.

Toward the end of the movie are many scenes of actual footage of air and naval engagements, and the Grumman TBF Avenger is the main aircraft. Richard Widmark also appears in a few scenes. The plot is an average wartime propaganda piece about pilots who want to fight and are sacrificed for a grander strategy to save Midway Island. Of course, the pilots learn discipline and finally save the day, as the air officer courageously orders daily missions despite occasional losses.

Historically the film is less than accurate. It projects an unnamed carrier as ordered to sail the South Seas for three weeks to confuse the Japanese admiral into splitting their fleet and into attacking Midway with less than their total resources. Actually, both the Yorktown and the Lexington controlled the South Seas and fought the Battle of the Coral Sea on May 8, in which the Lexington was lost. The Yorktown did later proceed to take part in the Battle of Midway. Evidently Carrier X was supposed to be the Yorktown and itself lost at Midway on June 4, but not in this film.

One interesting character is Ensign Hallam Scott, a TBF bush pilot and former movie star who annoys his fellow pilots. This is embarrassingly close to the real movie star and actual Navy ace Wayne Morris. Another is Ensign "Cookie" Cunningham, who is grounded for poor health, later allowed to fly and crashes on takeoff, grounded again, and finally takes off from below deck with the catapult bomber and sacrifices himself to save the carrier from a torpedo by diving upon it.

The story and screenplay are by Jerome Cady and emphasize the early American defeats in the Pacific and major victory at Midway six months after the sneak attack on Pearl Harbor.

The film deserves three cloverleafs out of a possible five as an above average wartime aviation film. Leonard Malin gives it three stars out of a possible four as a "fine" action film of "brave pilots aboard an aircraft carrier. Excellent cast does well in exciting story." Except for the historical inaccuracy and propaganda values and occasional melodrama.

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
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Circus to thrill Ocean Center audiences

ORLANDO FL.—The mysticism of the Far East, the intrigue of Casablanca and Morocco, the glamour of France, the machismo of Spain, the daring of Mexico, the wholesome strength of the Netherlands, the traditions of Bulgaria, Poland and Hungary, and the pragmatism of America come together under the Big Top for the first time ever as the 116th Edition of Ringling Bros. and Barnum & Bailey Circus, produced by entertainment impresario Kenneth Feld, comes to town.

Opening on January 23rd at Ocean Center, Daytona Beach, the six lavish performances through January 25th, this all-new edition of The Greatest Show On Earth promises audiences thrills and chills never before experienced in any live performance.

*World-class athletes from the People's Republic of China demonstrate awesome feats of acrobatics as they perform for the first time ever with The Circus Show On Earth.

*The Hassan Acrobatic Troupe from Morocco displays their human strength and agility in their North African show.

*French animal trainer Daniel Surokov and his family present camel, horse, zebra and an American buffalo in an unusual mixed animal review.

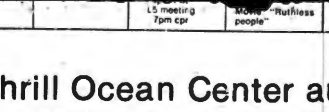
*Spain's Polo "enal Quartet and Queen Hugueta's Act make the debut solo for American audiences.

*Mexico offers the astounding talents of The Flying Vayques, featuring Miguel Vayques, the first and only person ever to complete the



*All-American tiger trainer Wade Burk presents wild and beautiful Royal white Bengal and gold Siberian tigers in the Great Steel Cage, and the King Charles Troop from New York, presents a dazzling new display of jumping rope as well as their trademark barrage of basketball on unicycles.

Rounding out this extraordinary new show, Singing Ringmaster Jim Ragosa, hilarious clown and beautiful dancing show-girls invite audiences to share the universal splendor that is truly The Greatest Show On Earth as they witness four sensational, never before-seen production spectacles in the most awesome



*All-American tiger trainer Wade Burk presents wild and beautiful Royal white Bengal and gold Siberian tigers in the Great Steel Cage, and the King Charles Troop from New York, presents a dazzling new display of jumping rope as well as their trademark barrage of basketball on unicycles.

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Show Times are: Friday, January 23 - 7:30 p.m. WESH-TV2 Friday Night. All seats \$2.50 off (\$7.00 & \$5.40)

Saturday, January 24 - Noon, 4:00 p.m., 8:00 p.m.

*Groups of 25 or more - \$2.00 off (\$7.50 & \$6.00)

*Seniors (62 and over) and children under 12 - \$1.00 off (\$5.00 & \$3.50)

Sunday, January 25 - 1:00 p.m., 5:00 p.m. - NO DISCOUNTS Regular prices - \$9.50 & \$8.00.

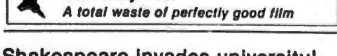
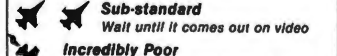
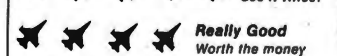
Tickets for Ringling Bros. and Barnum & Bailey Circus events may be ordered by phone with VISA and MasterCard by calling (800) 264-6454 or (800) 838-6644. Mail orders accepted with check or money order, by sending to: Ocean Center, P.O. Box D, Daytona Beach, Florida, 32018

How We Rate Them



The film deserves three cloverleafs out of a possible five as an above average wartime aviation film. Leonard Malin gives it three stars out of a possible four as a "fine" action film of "brave pilots aboard an aircraft carrier. Excellent cast does well in exciting story." Except for the historical inaccuracy and propaganda values and occasional melodrama.

How We Rate Them



Shakespeare Invades university!

National tour to perform on campus January 22

By Henry Betts
Avion Staff Reporter

(NACA) convention several years in a row.

"But soft, what light through yonder window breaks..." It is the premier cultural event at Embry-Riddle this year. "The Humanities Department and Student Activities are co-sponsoring The National Shakespeare Com-

When asked what suddenly prompted Student Activities to sponsor such an event, Kathy Novack, director of Student Activities, said "It has been a goal of the Student Activities department as well as the University to try to do some cultural events on campus and it's just been in the past we haven't had

"It is the premier cultural event at Embry-Riddle this year."

O-TEAM

(continued from page 1)
could have good verbal communication skills. This person should also meet the requirements set by the Student Employment Office.

According to Linda Bloom, one of the best things about being an O-team leader is meeting people, and making many friends. They always learn about how gratifying it is for them to be recognized by other

people. In some ways, they keep on being leaders, even when they are out of orientation," she said.

People interested in becoming a member of the Orientation Team, should contact the Counseling Office. Fifteen positions will be available this trimester. Interviews will be held in February, with selection and training in early March.

C & O

(continued from page 1)
prices, and free pop-con through, usually makes a jump every



✈ ✈ ✈ ✈ ✈ **Superb**
See it twice!

✈ ✈ ✈ ✈ **Really Good**
Worth the money

✈ ✈ ✈ **An Average Flick**
Catch a bargain matinee

✈ ✈ **Substandard**
Wait until it comes out on video

✈ **Incredibly Poor**
A total waste of perfectly good film

Shakespeare invades university! National tour to perform on campus January 22

By Hendry Betts
Avior Staff Reporter

(NACA) convention several years in a row.

When asked what suddenly prompted Student Activities to sponsor such an event, Kathy Novick, director of Student Activities, said "It has been a goal of the Student Activities department as well as the University to try to do some cultural events on campus and its just been in the past we haven't had

"But soft, what light through yonder window breaks..." It is the premier cultural event at Embry-Riddle this year.

The Humanities Department and Student Activities are co-sponsoring The National Shakespeare Com-

"It is the premier cultural event at Embry-Riddle this year."

pany's production of Romeo and Juliet.

At 9:00 on Thursday, January 22 the University Center will become Renaissance Italy and the audience will witness the triumphs and tragedies of the clandestine love affair between Romeo Montague and Juliet Capulet.

The National Shakespeare Touring Company travels all over the country and has been nominated for Entertainers Of The Year in the Cultural Division at the National Association for Campus Activities

the resources or the commitment to make it happen mainly because of lack of facilities."

The Flight Dock will be the stage and the only concern about the show is seating. Since the show is taking place in the U.C., seating is very limited and the public cannot be invited. There are going to be a few special guests of the University, and Student Activities as well as the Humanities Department is hoping for some outside media coverage of the event.

Opening on January 23rd at Ocean Center, Daytona Beach, for six lavish performances through January 25th, this all-new edition of The Greatest Show On Earth promises audiences thrills and chills never before experienced in any live performance:

*World-class athletes from the People's Republic of China demonstrate awesome feats of acrobatics as they perform for the first time ever with The Greatest Show On Earth.

*The Hassani Acrobatic Troupe from Morocco displays sheer human strength and agility in their North American debut.

*French animal trainer Daniel Suskow and his family present camels, horses, zebras and an American buffalo in an unusual mixed animal review.

*Spain's Polo Aerial Quartet and Quiros Highwire Act make the debuts aloft for American audiences.

*Mexico offers the astounding talents of The Flying Vazques, featuring Miguel Vazquez, the first and only person ever to complete the



The traveling manager of Ringling Bros. and Barnum & Bailey Circus, including a herd of ponderous pachyderms, makes its way through the streets of 65 cities a year enroute to entertaining Children of All Ages.

quadruple somersault on the flying trapeze, as well as the rodogels Teeterboard Troupe and the Flying Ramos.

*Sweden is represented in this sizzling show by the elephant expertise of Axel Gaulier and his family who present 21 ponderous pachyderms; and Marco and Philip Peters of the Netherlands tempt fate

on the "Wheel of Death."

*Bulgaria, Poland and Hungary offer the tremendous talents of Venko Lilov and his prancing Bulgarian bears; Polish acrobat Christopher Mytyka and his lovely wife Jacquelyn in their aerial debut and light-hearted Hungarian Lilliputians Sandor and Elizabeth Raski delight audiences of all ages.

Earth as they witness four sensational, never before-seen production spectacles in the most awesome two-and-one-half-hour show ever presented. Tickets for tingling Bros. and Barnum & Bailey Circus go on sale Monday, December 15, at the Ocean Center Box Office and all Select-a-Seat-Outlets.

Show Times are:
Friday, January 23 - 7:30 p.m.
WESH-TV2 Family Night. All seats \$2.50 off (\$7.00 & \$5.40)

Saturday, January 24 - Noon*, 4:00 p.m., 8:00 p.m.
*Groups of 25 or more - \$2.00 off (\$7.50 & \$6.00)

*Seniors (62 and over) and children under 12 - \$1.00 off (\$8.50 & \$7.00)

Sunday, January 25 - 1:00 p.m., 5:00 p.m. - NO DISCOUNTS
Regular prices - \$9.50 & \$8.00

Tickets for all Ocean Center events may be ordered by phone with VISA and MasterCard by calling (904) 254-4545 or (800) 858-6444. Mail orders are accepted, with check or money order, by sending to: Ocean Center, P.O. Box D, Daytona Beach, Florida, 32018



The National Shakespeare Touring Company will bring some culture to Emory-Riddle on Thursday, January 22 at 9:00.

O-TEAM

(continued from page 1)

ould have good verbal communication skills. This person should also meet the requirements set by the Student Employment office.

According to Linda Bloom, one of the best things about being an O-team leader is meeting people, and making many friends. "They always remark about how gratifying it is for them to be remembered by other

people. In some way, they keep on being leaders, even when they are out of orientation," she said.

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C & O

(continued from page 1)

prizes, and free pop-corn throughout the day. Clubs will also be encouraged to make announcements of events and activities that they will sponsor through out the day.

The Screaming Eagles Model Airplane club will give an outdoor remote control model aircraft demonstration at some point during the middle of the day. The Lacrosse team has also expressed interest on doing a demonstration on their sport. The Skydiving club, which

usually makes a jump every trimester during C&O day, will not be able to give a demonstration due to the reduced amount of space west of the university center.

Finally Laurie Ranfos said "the C&O day is always very successful. I am yet to hear a negative comment on the clubs that have participated. Even if they are not looking for new members at that certain time, they enjoy the interaction that they get from the students."

BLOOM COUNTY

by Berke Breathed

BLOOM COUNTY

by Berke Breathed



In 1970, I wrote this parody of the "Airport" disaster movies. It was intended to be in book form...but since my books aren't selling for crud, I've decided to give the whole thing away for free.



Our story opens at Freeland International Airport, Freeland Michigan it's late January on it's snowin' like a bitch... Freeland Mayor Cruman 30¢-marker inbound.

Three Oh Nine continue approach, Number two, follow Snow plow. Wind 360 at 40 allimeter two Niner two six, and snowin' like a bitch. 30¢

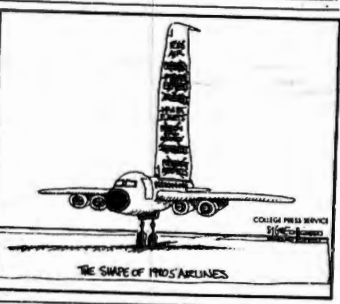


In 1970, I wrote this parody of the "Airport" disaster movies. It was intended to be in book form...but since my books aren't selling for crud, I've decided to give the whole thing away for free. These strips are in a related series, so don't miss a single issue or you'll be lost forever.



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Three Oh Nine continue approach, Number two, follow Snow plow. Wind 360 at 40 allimeter two Niner two six, and snowin' like a bitch. 30¢



inside the tower
Hey Fred, 309's a bit late tonight, think you can get her in the tower quick like?

...As long as the pilot doesn't do something typically stupid, like getting stuck in the snow at the end of the runway.

Despite the blowing swirling snow, 309 makes a perfect landing...

But then the pilot does something typically stupid.
stuck!

Meanwhile at the Flight insurance booth in the airport terminal...
I'm a terrorist. I want 10 million dollars worth of insurance do you want?

Okay, 10 million... should you croak who do you want the money to go to?

ohay, huddled... shaving... and desiccated.
Aren't you just a little suspicious?

No, not really... that'll be 50 cents please.

Later up in the flight deck
Come on, what's been in a damn all evening, so snore off or get us the hell outta here!

You insensitive! You see that my wife is leaving me, my son has VD, and I got our stewardess pregnant!

Sounds like a typical disaster movie personal conflict that will interfere with our duties at a critical moment.
You think I leave?

HAHA! Well, it's a 14 mph gust. Starling one.

Here's the world famous terrorist on flight 18 with his bomb. Flight 18 is the one he must blow up for political reasons.

This is your captain, welcome aboard Cruman Airport Flight 13 Direct to Dulane Beach. We'll be turning shortly so sit back and enjoy your flight...

wrong Damn Airplane.

Ugh... there's not really a 14 mph gust. It's 18. I mean, fill in the sand you get a 2.

The Puzzle

ACROSS

- 1 Prohibit
- 6 Not lightly
- 8 High
- 12 Way out
- 13 Transgress
- 14 Name for Athens
- 18 Century plant
- 18 Occure
- 17 Average
- 20 Hole
- 22 Croak later
- 23 Fetus
- 24 Exhale seeds
- 27 Blatant in the books
- 31 Grain
- 32 Elite

DOWN

- 1 Treat
- 3 Bar on which whoast burn
- 3 Disturbance
- 4 Books
- 5 Trial
- 6 East
- 7 Forecast
- 8 Dist. shelter
- 9 Toward shortly
- 10 Square
- 11 Flight
- 15 Apartment
- 16 Prong
- 17 Winged
- 18 Thrill in
- 18 Booted
- 25 Organ of hearing
- 26 Devoured
- 27 Occure
- 28 Period of time
- 30 Construct
- 32 Keen
- 33 Expert
- 34 Part of "to be"
- 35 Throat priest
- 36 Son of Adam
- 41 Britle
- 42 Japanese beer
- 43 Shadow: it.
- 44 Anglo-Saxon name
- 45 Cook slowly
- 46 Beverage

10 ANSWERS, page 6

No... I'm... but since my books aren't selling for crap I've decided to give the whole thing away for free.
These strips are in a related series, so don't miss a single issue or you'll be lost forever.



PORT!



Freeland
Tower Cruman
309-Marker
inbound.



two six, and snowin' like a bitch.



inside the tower
Hey Fred, 309's a bit late tonight, think you can get him to the ramp quick like?
Hey, no problem...



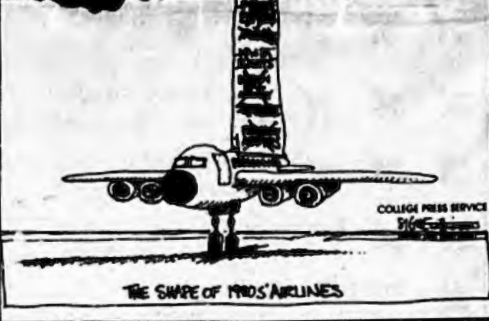
... As long as the pilot doesn't do something typically stupid, like getting stuck in the snow at the end of the runway.
gop cleared to land



Despite the blowing swirling snow, 309 makes a perfect landing...



But then the pilot does something typically stupid.
stuck!
NUTS



THE SHAPE OF FROD'S AIRLINES



Meanwhile at the flight insurance booth in the airport terminal...
Ok Mr. Smith what's your occupation and how much insurance do you want.
I'm a terrorist. I want 10 million after worth.



Okay, 10 million... Should you croak who do you want the money to go to?
The huddled starving, and dedicated masses of the world!



okay, huddled... starving... and dedicated...
Aren't you just a little suspicious?



No, not really... that'll be 50 cents please



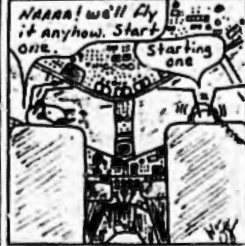
Later up in the flight deck
Come on now Mark, you've been in a class all evening, so snap out of it so we can taxi. We got work.



you Insensitive Dipstick! I can't see that my wife is leaving me, my son has VD, and I got our Stewardess pregnant!



Sounds like a typical disaster movie personal conflict that will interfere with our Duties at a critical moment.
You think I should leave?



NAAAA! we'll fly it anyhow. Start one.
Starting one



Here's the world famous terrorist on flight 18 with his bomb. Flight 18 is the one he must blow up for political reasons.



WTF is your captain, welcome aboard Cruman Airways Flight 13 Direct to Daytona Beach. Will be taxing shortly so sit back and enjoy your flight...



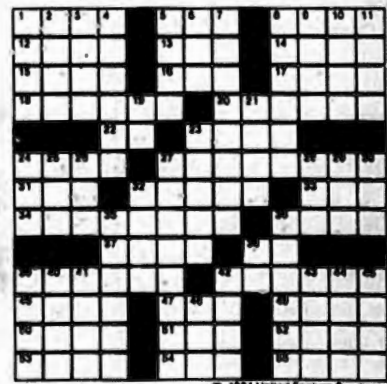
wrang Damn Airplane.



Well... there's not really that much difference between flight 13 and flight 18. I mean fill in the 3 and you got an 8...

The Puzzle

- | | | | |
|-------------------------|--------------------------------|----------------------------|----------------------|
| ACROSS | 33 Kind of pension fund; init. | DOWN | 25 Organ of hearing |
| 1 Prohibit | 34 Piece of land; pl. | 1 Trinket | 27 Devoured |
| 5 Hit lightly | 36 Moslem prayer leader | 2 Bar on which wheels turn | 27 Witwood |
| 8 High | 37 Causette substance | 3 Disturbance | 28 Obscure |
| 12 Way out | 38 Paid notice | 4 Soaks | 29 Period of time |
| 13 Transgress | 39 Young girls | 5 Trial | 30 Obelisk |
| 14 Name for Athens | 42 Strikes | 6 Exit | 32 Keen |
| 15 Curiosity plant | 43 Encourage | 7 Forecasts | 33 Imbeciles |
| 16 Disease | 44 Chinese pagoda | 8 Deal secretly | 36 Part of "to be" |
| 17 Avenge | 45 River in Scotland | 9 Toward shelter | 38 Tibetan priest |
| 18 Hate | 50 Apportion | 10 Spare | 40 Son of Adam |
| 20 Rely on | 51 Antlered animal | 11 Alight | 41 Brittle |
| 22 Father | 52 Fork prong | 12 Spanish for "yes" | 42 Japanese beer |
| 23 Eat | 53 Winged | 21 God of love | 43 Shadow: sl. |
| 24 Edible seeds | 54 River in Scotland | 23 Stretched | 44 Anglo-Saxon slave |
| 27 Entered in the books | 55 Killed | 24 Parent: colloq. | 45 Cook slowly |
| 31 Grain | | | 48 Beverage |
| 32 Ets | | | |



See ANSWERS, page 6

autos for sale

'83 HONDA ACCORD 4 DR. XL-4 cyl. auto, new tires, air, AM/FM stereo, 61,000 miles. Monthly price, excellent condition. \$17,000 call 761-9747.

CLASSIC 1987 MUSTANG-Only 3,000 miles on rebuilt engine. Only \$23,000 firm! Contact Mike at 672-3300 or box 7611.

'77 TOYOTA CELICA-Contact Richard at box 6833.

'76 TRUMPH TR-6-Oversize, AC, \$23,000. Make \$3,800, call Jim at 761-4037(home) or 254-4048(work) serious inquiries only please.

'77 HONDA CIVIC-3400 call 441-8679.

'74 DATSUN 2002-3+2 new car, auto, good condition. Asking \$1995 o.b.o. call 761-6911.

'81 PLYMOUTH RELIANT-Low miles, automatic, air, AM/FM stereo, power brakes, steering, good tires, excellent condition, must see. \$1995 call 761-9218.

'72 CHEVETTE-Runs very reliable. Asking \$250 call 253-2994 or box 1237.

'79 TOYOTA CELICA GT-Libback, automatic with air, low miles, AM/FM stereo, power steering, hubcap. Excellent throughout. \$1995 must test drive. Call 761-9219.

bicycles for sale

'82 HONDA SILVERWIND-Excellent condition, 1600 miles, helmet and trunk included. \$1,200 call Jim at 761-4097(home) or 254-4048(work).

'82 YAMAHA MAXIM 550-Clean and good running, new chain and foot brake. \$1,000 ask for Ken at 253-9996.

'83 YAMAHA VIRAGO 500-Excellent condition, includes Amal carburetor, cover, and tank. \$1,100 contact Tom at 761-4247 or box 2202.

'82 YAMAHA VIRAGO 750-400 miles, excellent condition, must see. Includes and includes included. \$1,200 or best offer call Harry at 253-4323 or box 3175.

'81 HONDA 500 CUSTOM-Two tone blue, center console, adjustable back rest, new tires, chain and sprocket. No rust. \$900 o.b.o. contact Tom 5476.

V-45 SABRE-Black with sport fending, leather handlebar exhaust system, alum spycs with back, self-erecting turn signals, cruise control, 1982 750 cc with digital instrument, new tires, good condition and quick. Must see. \$1,400 or more with two wheel fall (see black letters) call Chip at 252-4190 or box F-123.

'86 VESPA 50-SCOOTER-Red white and blue, 175cc excellent. 220 miles never on road, nice set call GUY 3626. Paid no more at \$2500 call Bill or Keith at 756-9546.

miscellaneous for sale

MICROWAVE OVENS-Loans and works good. First \$250 plus C. Contact Greg at 253-6207 or box 1347.

FOR SALE-45 AMT Handheld stainless steel 45 cal. automatic pistol target safety, target holder, adjustable trigger, adjustable sights. Like new, less than 100 rounds fired. Original box and holder. \$330 o.b.o. contact Dave at c. 1229 from 1230-460 or 253-4071 after 4:00.

FOR SALE-HONDA CROMATIC hammock(yes of C) in original box, includes hand 255 contact R. Moore at AME room 105 or call 1548 and leave message.

BOAT-'83 16ft. Koba, bowrider with 90 HP Johnson, trailer, air, new battery. \$5500 call Jim at 761-4097(home) or 254-4048(work).

FOR SALE-King size water bed and head board. 2 years old. Bed comes with 73 percent waterproof mattress, linen, new base set. Head board has extra 7 1/2 sq. mirror and shelves. Asking \$225 or best offer, call after 6 p.m. at 252-4194 or box 4232.

FOR SALE-Western "Dimension" stereo system, has 3 phono, am/fm, am/fm, \$320 will talk. Contact Ben 7182 or Ken at 677-3447.

FOR SALE-"Marshall Amplifier" Lan. 12, many functions, good sound. \$100 will talk. Contact Ben 7182 or Ken at 677-3447.

FOR SALE-Twin bed, good condition \$7500 call 253-7710.

FOR SALE-Soft sleeper in good condition call 254-2710.

ASA INSTRUMENT GROUND SCHOOL-Used only once. Asking \$70. Home or Todd at 257-4668.

FOR SALE-Biscuits \$30, Avstar \$25. Dining kit for Engineers \$25. Call 253-2997 or box 1253.

FOR SALE-Reference, large capacity American "Econ", excellent condition. \$45 contact R. Moore at Bldg. 9-105 or call ext. 1348 and leave message.

ROOMMATE NEEDED-New townhouse located 1 1/2 miles from campus. 2 bedrooms and 2 bath, your own room, pool, dishwasher, air and heat. \$250 month \$150 deposit, lease req. call Will Nelson ext 1481.

ROOMMATE-Share 2 bedroom, 2 bath apt. very close to golf course, nice, comfortable for spring term, \$210/month plus 12 \$25es call Jim at 252-9907.

PARTIALLY FURNISHED 1 bedroom 2 bath, pool, home, air/air conditioning, garage, screened pool room with stereo and outdoor grills. Dishwasher, trash compactor, utility room, safer water heater, central heat and air. 2 1/2 miles from campus. \$575/mo plus \$50 security deposit. 30 day notice reciprocal agreement. Contact Norm at 1-478-5001.

ROOM-Two lovely clean rooms with own bath, queen, private, furnished, for male. Under \$200/month, lease over on established. Utilities paid, call 256-9901.

ROOM FOR RENT-In a 4 bedroom house, 3 miles from campus, calls 7V, HDG, VCR, dishwasher and microwave. Looking for a clean and neat non-smoker. Call evenings or evenings and ask for Dave at 253-3786.

LEARN TO FLY-Get your private or commercial pilot license in state of the equipment. Lowest flight instruction prices in Florida. If you can find anything better we will go even lower. If instructor difficult, we can talk. Personal attention with "2nd" Aviation". Contact Ben 7182 or 677-3447.

LEARN TO FLY-Adding on a rating or just wanting to get checked out in a different aircraft? We're not call and get professional flight training at reasonable rates. 761-4627 and ask for Ted Wright.

WANTED-Scuba gear. Call 677-4246 and ask for Steve.

WANTED-Small refrigerator in good condition call 255-9001 anytime, ask for Miles Napp.

GAY AND ALONE-Compromt offers a unique and nontraditional alternative, we will match you with 10-30 local men who meet your criteria. Discreet meetings. Ask for discreet application number 47. Compromt 1-800-633-6869(mobile).

Magnus is back!

CHILL, PILL WOMAN, Welcome back! We missed you'll. Holidays were too short but you're not. AHH gang

JIM W., Happy 23rd birthday, FROM THE ENTERTAINMENT COMMITTEE

Looking good gets better jobs

College Press Service

NORMAL, Ill. -Physically attractive people are more likely to score good grades and land better jobs than their plainer counterparts.

That claim is among the theories advanced in a new book called "Mirror, Mirror," which explores the importance of physical attractiveness in school, at work, and in romantic relationships.

The findings, by Illinois State University Prof. Susan Sprecher and University of Hawaii Prof. Elaine Hatfield, indicate that looks may be more important than previously believed.

For example, they learned that couples consider physical attractiveness to be the most important factor in beginning interpersonal relationships.

"In the early sixties, studies seemed to show that things like intelligence and social skills brought people together," Sprecher explains.

"Now, in real life, it seems attractive people meet attractive people and that seems to work at first. Of course, when you get beyond the surface, you find you need more social matching to make relationships work. One partner may not be as physically attractive as the other, but may have money instead and that may be what eventually makes the relationship work."

Some of the book's findings show: Pretty women get better grades in college than their plainer counterparts, possibly because professors tend to remember them.

Attractive job applicants are more likely to get hired and be paid more.

Tall men score better in the job market than short men.

Just half of 2,000 people surveyed were extremely or quite satisfied with their looks. Only a few were extremely dissatisfied.

Most of the women surveyed had "road-shouldered men with small hips. Most men men preferred women with big breasts, medium-to-small hips and medium legs."

But these statements are generalized, and not as simple as the results suggest," argues Frank Sael, Kansas State University psychologist and author of a 1983 study on male and female sexual interaction.

There is evidence, for example, that in a traditionally male domain, physical attractiveness can work against a woman applying for a job," Sael says. However, he continues, "in 'pink collar' fields where women dominate the workforce, attractiveness is good for getting hired and for getting paid well."

Sael suggests that attractive women trying to break into male-dominated fields may face the "dizy-dome syndrome. There's the feeling in some cases that no matter how good a woman is, there's no way she can do what a man does."

In classrooms, the same system applies, Sael contends. "In a mechanical engineering class, beauty often is going to work against a woman. She'll be seen as a ditz, dumb, out of her league. In home economics, looks will work to her advantage."

Sprecher admits some of the studies researched for "Mirror, Mirror" show results that back Sael's claims.

"A few studies show that who's a job can be defined as masculine or feminine, really beautiful women fare best in vying for masculine positions," she says.

EAGLE FLIGHT CENTER

'82 YAMAHA MAXIM 550-Clean and good running, new chain and foot brake. \$1,000 ask for Ken at 253-9996.

under grade. Dishwasher, trash compactor, utility room, safer water heater, central heat and air. 2 1/2 miles from campus. \$575/mo plus \$50 security deposit. 30 day notice reciprocal agreement. Contact Norm at 1-478-5001.

JIM W., Happy 23rd birthday, FROM THE ENTERTAINMENT COMMITTEE

EAGLE FLIGHT CENTER advertisement with table of rates and contact info. Table includes Rentals (Wet) and Per Hour rates for various aircraft like C150, C152, IFR, Aerobat, etc. Includes Super Decathalon section and contact info for 1624 Bellevue Ave.

Time looks at terrorism

Discover Magazine Release
 WASHINGTON, D.C. - Time Inc., under the auspices of DISCOVER Magazine, will sponsor a major world conference and exposition, "Terrorism In A Technological World," to be held January 20, 21, 22 in Washington, C.C. A unique feature of the conference involves a planned satellite linkup with leading colleges and universities whereby students and faculty will actually participate in the conference as it happens.
 DISCOVER Publisher James B. Hayes stated that, "Over the past 20 years, terrorism has become an ever more frightening and powerful weapon. But the role of technology in this deadly war has not yet received adequate attention—in spite of massive media coverage."
 This gathering will provide a historic opportunity for world leaders to explore the causes of and policy options to this human tragedy with-

out the polemics of an ideological agenda. The stature of speakers and the vital nature of their subject ensures that the conference will be closely followed by a worldwide audience, Hayes adds.
 "After doing all we could to locate the most innovative and insightful men and women to participate," Hayes said, "we came to the conclusion that the conference would be further enhanced by an interaction with students and faculty on college and university campuses from all parts of the country."
 We believe it would otherwise be very difficult for student body organizations to bring these speakers to their campuses on an individual basis, Hayes noted. The technological accomplishment of this linkup will present a large and distinguished group of international leaders before a vast audience of students and faculty.
 "It is the addition of technology options to this human tragedy with-

risk, we must use technology as well or better in the pursuit of peace than those who would destroy it," Hayes said.
 The three-day conference will consider 27 specific topic areas, among them: Assessing the Threat to Technological Societies; Modern's; a National Police Forces; The Media—Participant and Observer; Terrorism and Terrorism; Societies at Risk; Computer Security—National Security; The Costs of Countering Terrorism; New Terrorist Weapons—The Nuclear Threat; Terrorism, The Long War; State-Sponsored Terrorism; and The Psychology of Terrorism.
 University and student body officers wishing to receive more information about participating in the January satellite linkup should call 1-800-523-5948 (in Pennsylvania 1-800-637-8509, in Canada 1-800-345-3496, in Alaska and Hawaii call collect 215-493-1211).



Small photo by Mark Stern-Morrissey
 Demonstrators heading to Cape Canaveral Air Force Station to protest a Trident missile launch, paused in Daytona Beach last week to let their message be known in Volusia county.

RAPID PHOTO, INC.
 1 Hour Photo

10 Percent Discount to ERAU students and faculty
 DRIVE-THROUGH WINDOW
 Hours: Monday-Saturday 9-8, Sunday 9-6
 Located Across from Speedway
 1808 Volusia Ave. (904) 258-5051

SPRUCE CREEK AVIATION

 Spruce Creek Airport
 part 135 charter
Aircraft Rental
TOMAHAWK ARCHER SEMINOLE
C-172 GROB(motor glider)
 Instruction: Private thru ATP
 Uncontrolled field = GAIN 0.2 EVERY FLIGHT
call 761-1711

Located Across from Speedway
 1808 Volusia Ave. (904) 258-5051

NEVER AN ADMISSION FEE FOR RIDDLE
call 761-1711

701 SOUTH

NEVER AN ADMISSION FEE FOR RIDDLE STUDENTS*

MONDAY - PARTY WITH FREE DRINKS FROM 9PM TO 12AM.

TUESDAY - DRINK TWO OF YOUR FAVORITE DRINKS FOR THE PRICE OF ONE, AND YOUR FAVORITE BEER FOR ONLY A BUCK!

WEDNESDAY - LADIES DRINK FREE FROM 9PM TO 1:30AM AND GET HEINEKEN DRAFTS FOR ONLY 50 CENTS!

FRIDAY - YOUR FAVORITE DRINKS AT TWO FOR THE ONE!

SATURDAY - COME PARTY AND DANCE WITH YOUR FAVORITE DRINKS AT TWO FOR ONE!

SUNDAY BLOODY SUNDAY
 EVERY SUNDAY COMES
 SUNDAY BLOODY SUNDAY
 COME HEAR NEW WAVE PROGRESSIVE MUSIC
 COME DRINK HEINEKINS FOR A BUCK
 COME PARTY!

*Except free drink nights.

701 South Atlantic Avenue, Daytona Beach 255-8431