

1-21-1987

## Avion 1987-01-21

Embry-Riddle Aeronautical University

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An Award-Winning College Newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida

January 21, 1987

## Standardized finals prepared for HU 122

By Hendry Betts  
Avion Staff Reporter

Those students enrolled in COMM 1 (HU 122) this trimester will experience the first standardized final exam in that class. The exam will be a short essay that determines whether or not a student will be allowed to advance into COMM 2 (HU 123). The essay will be graded by all of the teachers in the Humanities Department that are teaching HU 122, but the instructors will not grade their own students' exams. The grading system will be a simple PASS/FAIL system. Two instructors will separately grade each exam and if there is a conflict in grades, the exam will be turned over to a third instructor who will make the final decision by the grade he or she assigns to that exam. If the student fails the exam, they fail the course; however, if the student should pass the exam, the final grade will be decided by the individual instructor.

The Humanities Department Chairman, the question of subjective grading based on teacher student conflicts was raised, and Dr. Miller replied, "Of course, people are human, but the normal reaction of the instructor when they have a personal difficulty with a student, they tend to overcompensate. Their reaction is not what you would expect it to be." Later, Dr. Miller went on by saying "We don't want to be passing students out of this primary course and sending them on ahead if they cannot write well enough to be able to write not only in HU 123 but in business courses and engineering courses, or wherever else they have to write."

In a later interview with Debbie Demmer, HU 122 program monitor, when asked why she thought the exam was established. She replied "... Just to insure consistency among the HU 122 sections. It will not have a negative effect on those students who have learned and know how to write well."

## Mergers make Continental low-fare leader

Livery change means People Express, New York Air will vanish

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will wear Continental uniforms and their aircraft and airport facilities will be repainted in Continental's red-gold colors. The new Continental will offer 40 daily flights from Boston, including new service to White Plains, N.Y. The two-for-one fares will apply in New England at T.F. Green Airport in Warwick, R.I., and at Burlington, Vt.; Portland, Maine; and Worcester, Mass. Texas Air officials said Continental, which emerged from bankruptcy court reorganization in June, will become the largest full-service, low-fare airline. The Houston-based carrier will have a 312-jet fleet and 1,500 flight attendants, including 219 daily departures at the same time in February. For ex-



Vociferous protest...

Dorm I students stand in the rain Monday afternoon to protest the firing of Resident Advisor Timmy Vazquez. Vazquez had requested that the students not protest on his behalf. Vazquez has been accused of posting "Death Bunny" propaganda. The "Death Bunny" symbol has been a cover for practical jokesters in Dorm I for many years.

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NEW YORK - Continental Airlines will absorb People Express and New York Air next month and promote its two-for-one ticket sale, the parent company of all three carriers announced. The rate, which applies to flights originating from certain cities, will enable travelers to fly coast-to-coast for as low as \$55 during February and to London for \$99 during February and March, Texas Air officials said Monday. There was no immediate word to match the promotion by other major airlines. Al Felt, 1, the names People Express and New York Air will disappear, employees of those airlines

ample, this means two people could fly to Los Angeles for \$55 each. The sale also is good to London during February and March, enabling passengers to fly one way for \$99 each. The purchase deadline is Jan. 31. The promotion applies to flights originating in the New York area airports: Buffalo, Rochester and Syracuse, N.Y.; Pittsburgh; Columbus, Ohio; Burlington, Vt.; Portland, Maine; Worcester, Mass.; and Providence, R.I. Texas Air officials said these cities are the most significant new markets for Continental. Charles Novak, spokesman for United Airlines, said the Chicago-based carrier was studying the announcement. Stephen McGregg, spokesman for Dallas-based American, said, "We don't have any response formulated yet."

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## SGA given report on radio station

Bakare's study shows problems with funding FM stereo program

By J Miguel Vidal  
Avion Staff Reporter

On Tuesday, Jan. 13, the Student Government Association (SGA), released a report on the possible establishment of a low frequency, on-campus radio station. The study, which was directed by Yomi Bakare, an SGA Representative in charge of the Radio Station Committee, covers the following areas: The purpose of a radio station at ERAU, equipment requirements, funding, and a possible formation of a new SGA division.

Some of the alternatives suggested are donations from outside organizations, a possible financial donation from the school administration, contributions from students and staff, and loans.

However, the report does not suggest the source of funds for the operational budget. According to sources, the yearly budget for a station of this kind is close to \$100,000. (See Avion, May 21, 1986). The sales of advertising can be ignored, because, as the report states, this would be a non-commercial educational FM channel.

The proposal calls for a low frequency FM-stereo station (between 80 and 92 MHz), with 3000 Watts of power. This is enough to cover an area with a fifteen-mile radius. It is estimated that initial equipment purchase and installation costs will be from \$25 to \$30 thousand dollars. This includes the construction of a two-studio station (one for production, and another to be used as a live studio), and brand new FCC approved equipment.

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An analysis from a telecommunications consultant, which is included with the radio station report, indicates the need of a 100-foot antenna on top of dorm two, to avoid any possible interferences from other radio stations in the area, and WOPX-TV. The studio would also have to be located in that same building. This would be pending on an approval by the FAA, and the FCC. The report indicates that it would be nearly impossible for the SGA to finance the formation of a campus radio station with its current budget. Therefore, the report gives several possible alternatives for funding.

According to Mr. Bakare, a broadcasting club will also be formed to assist on the creation of the radio station. This organization would help the SGA in looking for various ways or programming, funding, and ways to improve the radio station. Also, once the project is completed, a new SGA division is formed of running the station would be formed.

The main idea behind the formation of an on campus radio station is to improve the quality of student life at ERAU. "It will provide other means for students to express themselves on campus, and will enhance the campus life, and interest in radio," said Mr. Bakare.

## Spring SGA budget tops 98,000 dollars

By John Getty  
Avion Staff Reporter

The Student Government Association (SGA) last week passed the 1987 Spring Budget. The three divisions of the SGA -- the Avion newspaper, the Phoenix yearbook, the Entertainment Committee and the Student Administrative Council (SAC) -- will spend over \$98,000 this trimester. The passing of the budget, the first major act by the SGA this term, follows a notable, if not very exciting, Fall 1986 triumph. The Avion, though often thought of as an entity unto itself, is one of the most visible divisions of the SGA. Last fall the staff published Volume 54 of the university paper and was judged first place, with

special merit, by the American Scholastic Press Association. The Avion also succeeded in adapting an Apple Laser Writer to its IBM PC network. With the laser writer, the staff hopes to improve the efficiency of its printing operations. Another visible division of the SGA, the Phoenix, last fall distributed the 1986 Phoenix Yearbook. This year's yearbook was called the best yearbook in the university's history. While the old yearbook was being distributed and acclaimed, the Phoenix staff began production of the 1987 issue. The focus for this issue was decided and student pictures were taken before the Christmas break. Most visible to the students is the work of the Entertainment Committee. This division of the Student Government Association arranged for the "Chris Trick

Kuhlan. "Many of the divisions are restructuring but remained effective." He went on to commend the divisions for maintaining high standards while working under budgetary constraints. This Spring, the SGA will continue its work to establish a Broadcast Club (with accompanying radio station) on campus, as well as establish new guidelines for SGA budgets and the SGA student fee.

## Leahy voted chief of Entertainment

By Hendry Betts  
Avion Staff Reporter

The ERAU Entertainment Committee has a new chairman for the spring trimester. The new chairman is Tom Leahy. In an interview, Tom was asked what his plans were for this coming trimester. "Well, we plan to continue to improve the quality of student life in the movie programming and Friday Attila's Adjustments. There is a possibility of a show like the Cheap Trick concert, just to get our name



NEW YORK - Continental Airlines will absorb People Express and New York Air next month and promote its greatly expanded size with a two-for-one ticket sale, the parent company of all three carriers announced.

The sale, which applies to flights originating from certain cities, will enable travelers to fly coast-to-coast for as low as \$55 during February and to London for \$99 during February and March, Texas Air Corp. officials said Monday.

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As of Feb. 1, the names People Express and New York Air will disappear, employees of those airlines

will wear Continental uniforms and their aircraft and airport facilities will be repainted in Continental's red-gold colors.

The new Continental will offer 40 daily flights from Boston, including new service to White Plains, N.Y. The two-for-one fares will apply in New England at T.F. Green Airport in Warwick, R.I., which serves Providence, R.I., and at Burlington, Vt.; Portland, Maine; and Worcester, Mass.

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The ticket promotion was announced at a New York news conference by Texas Air Chairman Frank Lorenzo, People Express President Donald Burr, New York Air President Douglas Birdsall and Continental President Thomas Plasket.

Burr and Birdsall will retain positions in the senior management of Continental but their exact duties will not be disclosed until later, Lorenzo said.

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Most visible to the students is the work of the Entertainment committee. This division of the Student Government Association arranged the for Cheap Trick to play for the annual Halloween Dance while continuing to book popular movies for showing in the University Center.

The Entertainment Committee also brought "happy hour" back to ERAU in the guise of "Attitude Adjustment Nights." Complete with comics, musicians and all the associated pleasantries of a happy hour, Attitude adjustment nights should continue to pack the Flight Deck on designated Fridays. This Friday, Jan. 23, will see another in this popular series.

Behind the scenes, SGA representatives oversaw such projects as the hanging of the Pitts Special in the U.C., acquiring a new SGA copier, bringing a VCR tape rental service on campus and organizing and running the ride program, C.A.R.A.I.

SGA President Lora Bzezinski, along with overseeing the operations of SAC and the SGA, represented the students at the semiannual Board of Trustees meeting held here last November.

SGA Vice President, Jeff Kohlman, commented that last tri "went well."

"I was impressed with the new yearbook," continued

Kohlman. "Many of the divisions are restructuring but remained effective." He went on to commend the divisions for maintaining high standards while working under budgetary constraints.

This Spring, the SGA will continue its work to establish a Broadcast Club (with accompanying radio station) on campus, as well as establish new guidelines for SGA budgets and the SGA student fee.

Students will also continue to see the Avion and Phoenix staff collecting scenes of Embry-Riddle life and Entertainment extravaganzas.

Students interested in getting involved in one of the divisions should just stop by and let your intentions be known.

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The ERAU Entertainment Committee has a new chairman for the spring trimester.

The new chairman is Tom Leahy. In an interview, Tom was asked what his plans were for this coming trimester. "Well, we plan to continue with the movie programming and Friday Attitude Adjustments. There is a possibility of a show like the Cheap Trick concert, just not on the same scale."

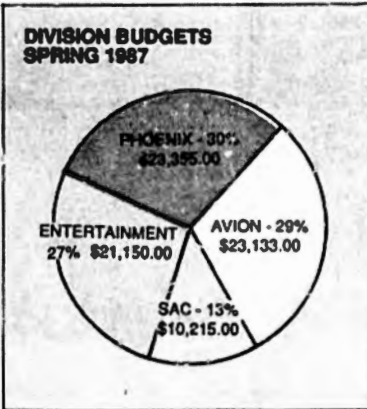
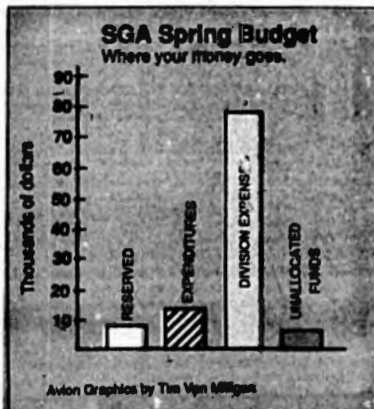


Tom Leahy

"When asked what problems he anticipates this trimester, he responded by saying, 'The major obstacle to programming this trimester is Spring Break and when it occurs. It is just not reasonable to try and compete with the large corporations that support spring break activities.'"

"We also have a problem with membership on the committee. Even though the Entertainment Committee tries to select a variety of programs that represent the student body interests, it is becoming more difficult to make the selections because of lack of student body participation. We invite all students to come to our meetings on Thursday at 7:30 in the CPR."

"When asked about upcoming shows, he said 'Besides our regular weekly movies, we have an attitude adjustment this Friday at 5:30 on the Flight Deck with Tom 'T-Bone' Stankus and another Attitude Adjustment on February 13 with Rondell Sheridan.'"



# The Incurable Riddle-Run-Around

## Can this dreaded disease be cured?

The Riddle-Run-Around; we all know what it is from personal experience, but what do you tell an university employee who has never stood three hours in a registration line only to find out that you need one more signature from your new advisor.

Then there is the Financial "Aids." This kind of disease is re-occurring, which classifies it in the same league, next to the registration-run-around. There can be nothing worse than having to submit the same "Financial Aid" form three times, during the course of three months, while you stare to death waiting for some unknown agency to process your file, so you can get your award.

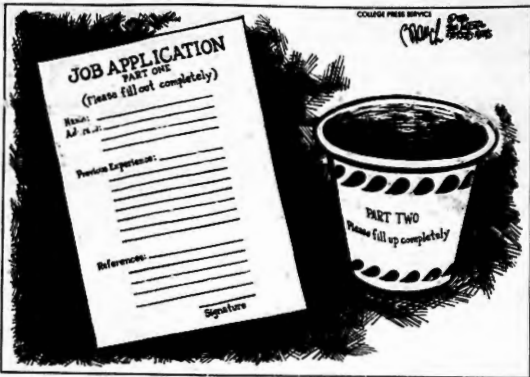
These aren't the only areas where the Riddle-Run-Around occurs. There is the Veteran's-Benefit-Blues, the Bursar's-Clearance-Calamity, the Parking-Perversity, the Flight-Slot-Shuffle, the Housing-Hose-Down, the Transcript-Travesty, plus the many, many other areas where campus life seems to put you in a Catch-22 situation.

So what do you tell the University Chancellor when he asks you, "What is the Riddle-Run-Around?" How can you tell him that to really know what it is, you have to experience it for yourself. Since it is very unlikely for him to experience what the average student will go through, it should be our duty to let him know how we feel in hopes that he may be able to change the system in the future. Obviously, Chancellor Doten won't be standing in the waiting to pay tuition, so to let him know about student problems, the best way is to write a letter.

The next question you should be asking is, "what good will one letter to the Chancellor do?" The answer comes from the Chancellor himself. Chancellor Doten has agreed to personally answer letters addressed to him on the subject of the Riddle-Run-Around. The Avion has gone one step further and has agreed to publish both the questions and the replies of the Chancellor from the students' letters.

The Avion salutes the Administration's awareness of the needs of the students on this near and dear subject to all of us who have stood in those un-moving lines.

Send your response to "What is the Riddle-Run-Around, and how can it be stopped?" to: Chancellor Eric Doten; PD, and just drop it off in the "On Campus Mail" slot in the U.C.



# Letters to the Editor

## Unhappy Booker

To the Editor:

I have been in Embry-Riddle over two years, and since my arrival I have been highly impressed with the overall teaching standard. Soon I became an official tour guide and I started to take prospective students and their parents around the university.

As some of you may remember, one of my favorite spots was the bookstore. You could hear me say "This is one of the best bookstores in town and they always go out of their way to get the cheapest prices for the benefit of the students."

Sometimes I could hear wispers like "Doesn't he know we can buy some of those tools chea-er elsewhere," or "this guy doesn't know what he is talking about." The worst part was the nasty looks I got.

At the beginning of the present term, I was surprised when a particular book: I was surprised when a

book store's so called reasonable prices.

I decided to call the publisher. I was astonished to hear that the publisher sold the book to the college bookstore for \$23.25 where as the bookstore sells the book for \$32.95, 42 percent higher than their cost.

I decided to call the bookstore management and investigate the issue further. I believe the lady that I talked to was either Assistant Manager or of some higher authority.

I politely explained the short research and resulting figures and asked for an explanation. Some how the lady lost her temper asking me why I was nosing around and demanded to know my name and box number. When I refused to do so, she impolitely hung up on me.

Had I committed and crime that was asking for my name and box number with such a bad attitude? Or maybe she didn't like me nosing around and finding the truth.

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Name withheld upon request

## Get It Straight

To the Editor:

I find it incredibly distasteful that a collegiate newspaper of award winning merits would in the same issue in which it has just lauded itself upon the virtues of professionalism and the journalistic ideal, print a lewd and vulgar classified ad for a homosexual match-up service (Avion, 14 Jan.).

There is also a lack of professionalism in dealing with its

least no, a discrete one or one which is clearly stated.

While I can sympathize with the right of an advertiser to his personal views, I also know the editor (or editorial staff) retains the discretion to refuse any advertisement it deems inconducive to the policy of the newspaper itself. Hopefully this discretion will be better utilized in future issues.

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## Captive Customers

To the Editor:

Students have complained in the past about having no choice in where they can buy their class materials and books. I would like to relate the following incident which occurred in the bookstore last semester as an example of the bookstore manager's lack of concern and professionalism in dealing with its

Around occurs. There is the Veteran's-Benefit-Blues, the Bursar's-Clearance-Calamity, the Parking-Perversity, the Flight-Slot-Shuffle, the Housing-Hose-Down, the Transcript-Travesty, plus the many, many other areas where campus life seems to put you in a Catch-22 situation.

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The Riddle-Run-Around can be stopped, and should be stopped. J. Paul Riddle doesn't like it named after him, and the administration is willing to do something about it, so now it is our turn. Write those letters.

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OH, IT'S A TERRIFIC IDEA PRESIDENT TALLMAN

HEY PHIL, HOW'S IT LOOKING?

TRENTEN IS ON THE LIST.

### Wes Oleszewski

YOU SEE LAST NIGHT ON THE EVENING NEWS HE SAID ORAL ROBERTS SAYING THAT IF HE DOESN'T GET 45 MILLION FOR HIS UNIVERSITY, GOD'S GOING TO KILL HIM... NOW WE FIGURED IF YOU...

NO WAY!! YOU GUYS ARE NUTS!

BUT SIR, IT'S WORKING FOR HIM!

BOY, ON BOY, FREEZE-DRIED HIPPIES FROM THE 60'S.

YEP, JUST ADD NEWS MEDIA.

### Editor-in-Chief

Timothy S. van Milligan

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Space Technology Editor: Peter Merlin

Aeronautics Editor: Brian Nicklas

Photography Editor: Mark Stern-Montagny

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Dr. Roger Osterholm

This week's staff: Steve Cagle, Hendry Betts, Scott Latham, Rich Grey, Larry Benninger, J. Miguel Vidal, Bill Fisher, John Getay, Wes Oleszewski, Tim Buring, Jeff Guzzetti.

The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the Faculty.

The... needs of the students on this near and dear subject to all of us who have stood in those un-moving lines.

Send your response to "What is the Riddle-Run-Around, and how can it be stopped?" to: Chancellor Eric Doten; PD, and just drop it off in the "On Campus Mall" slot in the U.C. lobby.

The Riddle-Run-Around can be stopped, and should be stopped. J. Paul Riddle doesn't like it named after him, and the administration is willing to do something about it, so now it is our turn. Write those letters.

some of those tools... where," or "this guy doesn't know what he is talking about." The worst part was the nasty looks I got.

At the beginning of the present term, I was required to buy a particular book. I was surprised when a couple of my instructors on the very first day talked about the book and how badly they felt about the unreasonably high price of the book. This gave me second thoughts about our

was asking for my name and box number with such a bad attitude? Or maybe she didn't like me nosing around and finding the truth.

I would like to apologize to all the students and parents who took a tour of school with me and I promise that I will never again talk about their so called reasonable prices.

I would like to ask the Avion, on behalf of us, to take a pole and find out how many of us believe the

self on the virtues of professionalism and the journalistic ideal, print a lewd and vulgar classified ad for a homosexual match-up service (Avion, 14 Jan.).

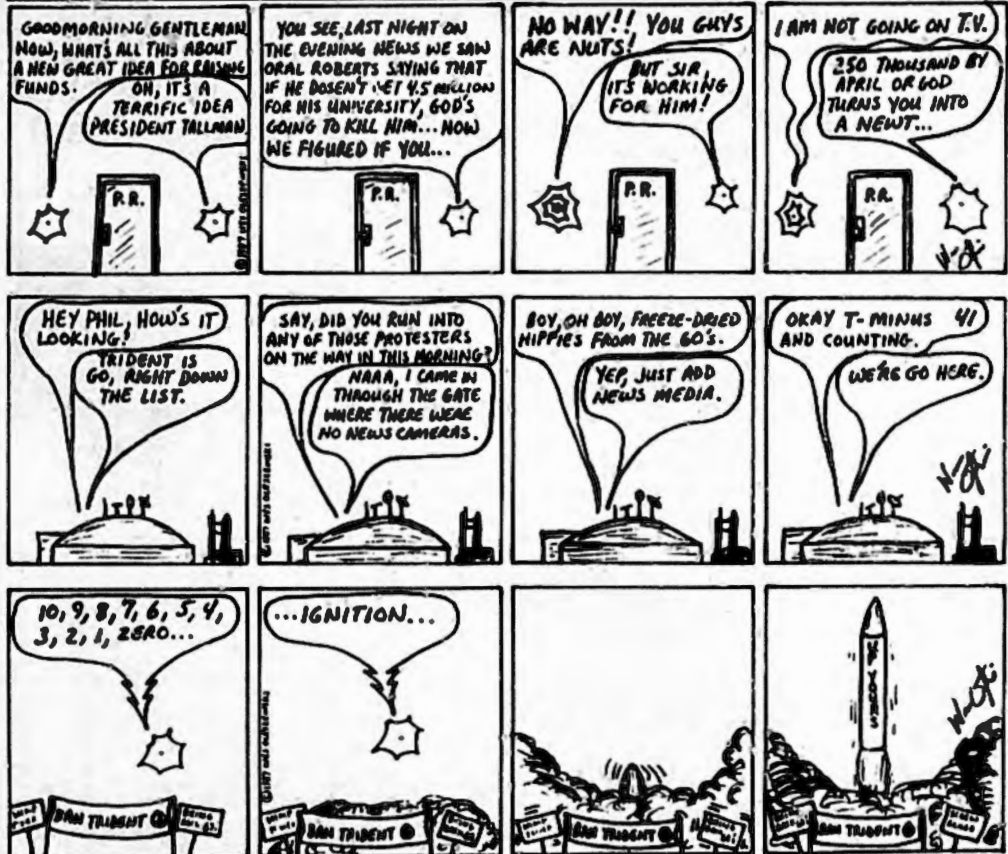
There is also a lack of professionalism in a newspaper as well known and as well circulated. Within the industry, that sets for itself on its editorial page a thoroughly defined editorial and correspondence policy but has no advertising criteria at


reals and books. I would like to relate the following incident which occurred in the bookstore last trimester as an example of the bookstore manager's lack of concern and professionalism in dealing with his "captive customers."

At 2:30 p.m. on a Friday afternoon I purchased a pack of gum and

See LETTERS, page 5

# Wes Oleszewski





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Editor-in-Chief  
**Timothy S. Van Milligan**

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Space Technology Editor <b>Petar Merlin</b>	Business Manager <b>Robert Watt</b>
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Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. Letter writers shall confine themselves to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Timothy S. Van Milligan, Mark Stern-Montagny, Allen Berg, Brian Nickles, Pete Martin, and Jim Banke, Paul Novacek, Rob Watt, Larry Rice.

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# U.S. maintains watchful eye on Soviets as Iran's Ayatollah ages

**The Avion asks:**  
What do you think about the next year's bloc tuition plan?



**Heather Eastmeyer** - "I don't like the tuition increase; however, the cost of everything else continues to go up so our tuition will go up also."



**Dan Lee** - "The tuition should not be increased, because the flight program costs too much the way it is."



**John Eric Smith** - "I don't think it is right; there is nothing else to say about it."



**Mike Sepe** - "The block tuition plan is a good idea, it will push students through the university faster. The plan, however, will hurt the married students, or the students who can not take more than a few classes a trimester."



**Brett Carter** - "The only thing I have to say, is if it goes up anymore, I'm out of here!"



**Milagros Ramirez** - "It is not right, because it might force students taking very technical courses, to take more credits than they actually wanted to."

By Jack Anderson and Joseph Spear

WASHINGTON - A Soviet invasion of Iran following the Ayatollah Khomeini's death has been a major element in the Pentagon "scenario" since at least 1982, leading weight to the Reagan administration's claim that such a superpower confrontation was the main reason for the secret sale of arms to Iran.

Whether the Pentagon's suspicions of Soviet intentions are solidly based is open to debate. What is not in dispute, though, is that Defense Secretary Casper Weinberger focused his annual "Defense Guidance" on the U.S. response to a Soviet attack on Iran.

The annual secret strategy papers serve as planning guidelines for armed services for the following five-year period; Weinberger reiterated his warning in a subsequent guidance document that covers U.S. strategy into the 1990s.

According to top secret documents, the Pentagon's fears of Soviet intent to capitalize on post-Khomeini chaos in Iran date back to 1980. As we first disclosed in 1981, the Soviets staged a mock invasion of Iran in the fall of 1980, testing their command, control and communications system near the Iranian border.

The timing of that military exercise suggested that it may have been simply a show of strength intended to dissuade President Carter from attempting a second hostage-release mission. Many experts to this day discount any genuine threat to Iran by the Kremlin.

In any case, the secret Defense Guidance that laid out U.S. strategy through 1989, obtained by our associate Donald Goldberg, picked a Soviet invasion of Iran as the primary "illustrative planning scenario...upon which to base force development planning for the 1993

timeframe and to assess risks to programmed forces." The scenario "realistically portray enemy activities as indicated by current intelligence estimates," although they were not intended as "a prediction of future events."

The scenario used by the Pentagon supposes a Soviet attack with 24 divisions some two months after central authority in Tehran begins to crumble. It then outlines full-scale - but non-nuclear - engagement between U.S. and Soviet forces beginning 30 to 40 days after the initial Soviet attack.

Meanwhile, according to the secret war-game plan, NATO and Warsaw Pact troops have begun fighting in Central Europe, starting with an attack by at least 90 bloc Soviet divisions. And simultaneously, North Korea has invaded South Korea, leading to a quick U.S. response with reinforcements there.

An earlier scenario written to cover the years 1984 through 1988 traced roughly the same sequence of supposed events, but cautioned that it should not be regarded as approved war plans. However, the invasion scenarios are to be the basis on which Pentagon planners allocate their men and materiel.

While the secret scenarios do not posit escalation into a nuclear exchange, one contingency plan did include U.S. use of 11 nuclear bombs, delivered by B-52 bombers against the invading Soviet troops. This "limited strategic option" suggested that nuclear strikes could somehow be confined to Iran.

### Casey suffers

EXECUTIVE MEMO: Was CIA Director William Casey ailing for days before he suffered a seizure and was operated on for a malignant brain tumor? On Dec. 11, he attended a memorial service in Philadelphia for a former colleague

who died in the Beirut embassy bombing in 1983. Some who were present said Casey looked drained and seemed incoherent in his prepared remarks. He collapsed days later.

Unnecessary X-rays are costing the Veterans Administration \$ 10 million a year, according to the agency's inspector general. Veterans Administration doctors told the inspector general's investigators that 21 percent of the chest X-rays at eight veterans' hospitals were not needed.

Thousands of former employees at the Energy Department retained their security clearances after they left their jobs and may have had access to classified material, according to the agency's inspector general. Security clearances are supposed to be terminated routinely when an employee leaves the department, but the revocation procedures are "ineffective," the inspector general concluded.

### Free press

Students are protesting in the streets of Peking, and Americans may have played a part in fomenting the demonstrations. U.S. exchange students have spent long hours with their Chinese colleagues discussing the mechanics of democracy. This could explain why the most explicit demand of the student demonstrators has been for "freedom of the press" - as guaranteed in the First Amendment.

ON ACADEMY: The changing economic and political trends have brought a demand for teachers of Japanese, Chinese, and Russian languages. Consequently, a growing number of Latin, Greek, French and Italian professors are being thrown out of work. Some of them have turned their linguistic talents to catch the prevailing wind.

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# ΔΧ

Delta Chi  
By Chris Reilly  
Public Relations Chairman

Delta Chi started off another trimester by initiating 18 new brothers. Congratulations to all the new brothers and to the three returning brothers.

Our first Rush party is Friday night at 8 p.m., followed by another on Saturday night also at eight. If

anyone is interested in becoming involved with Delta Chi either as a pledge or little sister, please try to attend these parties.

We are also proud to host the Delta Chi Region VIII Conference. Delegates from nine chapters will be here from Jan. 22 to Jan. 25. We plan some educational seminars and plenty of parties and good times. If anyone needs a ride, or information about Delta Chi, please call 255-4767 and ask for Chris Reilly.

# ΣΦΔ

Sigma Phi Delta

By Joe Kyung Lee  
Historian

A warm welcome is in order for all of the brothers and little sisters of Sigma Phi Delta for safely returning to Embury-Riddle for another trimester. Hopefully everyone had an enjoyable holiday and is now ready to get involved with the activities of the fraternity. Everything at

the Pi house is looking great for this Spring '87 term.

The brothers can look forward to a long list of activities for this trimester. One of the activities, which we have already begun, is softball practice. Tony Williams, as athletic chairman, has plans for a great softball team. Other activities include the professional's Design Project conducted by Gary Gladd and Pi chapter's Newsletter supervi-

# FELLOWSHIP

Christian Fellowship Club

By Tim Meshgipsooh  
Club Correspondent

Embry-Riddle's Christian Fellowship is comprised of students and faculty of varying denominations who share a common love for God. The group has no denominational ties. There are Catholics, Methodists, Presbyterians, Baptists and Presbyterians in the group. We meet every Saturday at 6 p.m. in the

Common Purpose Room in the U.C.

Among our planned activities for this trimester are a number of crusades in the U.C. Our first crusade will be Jan. 24 at 7:30 p.m. with the John Jayzikan, a local Evangelist and an Embury-Riddle instructor, as our speaker. This is one crusade you will not want to miss. Prof. Jayzikan is of one level of a speaker. God bless and marauda (the Lord is coming soon).

# AFROTC

Air Force Reserve Officer Training Corps

By C/Maj. Vincent Pliptowski  
Public Affairs

General Robert D. Rust, commander of the Tactical Air Command, will visit Embury-Riddle on January 28, 1987. His command consists of more than 112,000 military and civilian personnel, stationed at 18 major Tactical Air

Command installations and other units in the United States, Panama, Okinawa and Iceland. Tactical Air Command is the gaining organization for 71,000 Air National Guard and Air Force Reserve personnel throughout the United States.

General Rust's briefing is open to the entire school. All students are encouraged to attend. The briefing is scheduled for Wed. Jan. 28 at 2:30 in the University Center.

# RIDDLE RIDERS

By Lawrence Widener  
Club Correspondent

Today is C & O day and just like every other club and organization at ERAU, the RIDDLE RIDERS motorcycle club will be here to recruit new members and promote motorcycle fun and safety! Look for videos, attractive motorcycles, and attractive motorcyclists up on the flight deck in the U.C.

Also, for all who are interested, we will be discussing this coming Sunday's motorcycle ride (day trip) today on the flight deck so stop by and see us if you would like to participate. Motorcycle touring rides are every Sunday and meet at 10:00 a.m. in the triangle parking lot north of the U.C.

Up-coming events for the month of February:  
1) Possible camping trip  
2) Bike week and parade

3) Supporting Easter Seals and American Cancer Society  
4) New and exciting motorcycle safety courses and don't forget Sunday rides! We'll be spinning all of this and more, so today, on the flight deck and at the next club meeting on Thurs., Jan. 29, 7 p.m. in E-Guj.

RIDE AWARE - SHOW YOU CARE!

# NAVAL

Naval Aviation Club

By Kathy Ward  
Public Affairs

The Naval Aviation Club had the distinguished honor of the presence of Rear Admiral Burt Chase, his wife Jenny and his side Lt. Ray Zack at the meeting on Wed. Jan. 14, 1987. Admiral Chase is the Commander of the Strike Fighter Wing at NAS Cecil Field. He is the first Flag Officer to attend and speak at a Naval Aviation Club meeting.

Admiral Chase brought with him his wealth of knowledge of Naval Aviation and spoke highly of the Navy's newest addition, the

F/A-18 Hornet. Making himself right at home with his flight jacket on, Admiral Chase presented two films on the Hornet and then opened up the floor to any questions. The films informed those present of the versatility, advanced technology and flexibility of the F/A-18 Hornet.

The Hornet is three times more reliable and requires one-half the maintenance of most aircraft in the fleet. With its self-diagnostic capability the F/A-18 Hornet can be ready in one hour, once the problem is found. The aircraft is also able to give maximum performance at all altitudes and conditions. It has excellent acceleration, thrust to

weight ratio, flying performance, and good survivability probability.

The F/A-18 Hornet is the new aircraft of the Navy's Blue Angels.


The next meeting of Naval Aviation Club will be the week of Jan. 26, 1987. Watch the board for the time and the place. New members are more than welcome! Future events include a possible static display and an aircraft carrier visit is tentative for mid-Feb. At the next meeting Senior Chief Chambers will update the eligibility requirements for all the naval aviation pilot programs. Stop by the table on Clubs and Organizations Day if you have any questions.



Rear Admiral Burt Chase addressed the Naval Aviation Club January 14 about the Navy's newest addition, the McDonnell

Douglas F/A-18 Hornet attack fighter. Admiral Chase is the first officer of Flag rank to attend a NAC meeting.

## Make yourself



...at work or at home on your own. Admiral Chase brought with him his wealth of knowledge of Naval Aviation and spoke highly of the Navy's newest addition, the

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# 15 Aerospace Society

By Kai Waller  
LS secretary

To all those of you who are interested in the space program or anything else that is out of this world, LS Aerospace Society is the place for you.

LS meets every Wednesday evening at 7:00PM, in the Common Purpose Room (CPR). The CPR is located in the University Center between the switchboard and the Student Activities Office. This spring is looking great.

Tuesday, Jan. 27, is our all famous Mr. Ghetti's Night. All the pizza, pasta, and salad bar you can eat, plus the Science Fiction movie you choose tonight, for only five Dollars. Eating begins at 6:30 and continues throughout the film which begins at 7:00. Transportation is provided for those who need it.

Nasa Launches and Model Rocket Launches are just two of the many activities planned for the spring, so come see our CABO display in the UIC, and we welcome you to our meeting tonight.

By Martin Graf  
Avion Staff Reporter

The Student Government Association has re-adopted a program that gives Embury-Riddle students the opportunity to "Call A Ride And Live" in the event of intoxication. Referred to as C.A.R.A.L., the program was restarted last Friday, Jan. 16 and is designed to give ERU students a safe alternative to drinking and driving by providing them with free transportation home.

home safely -- not a taxi service for going from one party to the next.

Every Friday and Saturday night from 9 p.m. until 4 a.m., three volunteers will be on hand to answer phone calls and pick up students needing transportation home. Students wishing to use C.A.R.A.L. should call 252-5561, give their first name, the location from which they are being called and wait for a volunteer to come pick them up.

When asked how many people use the service, Barrett replied, "We last usually get between twenty and thirty calls a night, and all the calls are strictly confidential." The program does, however, have a limited

pick and up-drop off range covering the area from Ormond Beach bridge (SR 440) south to the Fort Orange bridge (Dunlawton), all West to I-95, including Apalachee Court.

C.A.R.A.L. was in operation last year, but came to an end due to lack call 252-5561, give their first name, the location from which they are being called and wait for a volunteer to come pick them up.

"C.A.R.A.L. was in operation last year, but came to an end due to lack call 252-5561, give their first name, the location from which they are being called and wait for a volunteer to come pick them up."

volunteers. University security is supplying the vehicles for the program, and all drivers must adhere to a list of required responsibilities.

Barrett's final concerns were with safety. "We have a good program this year. If anyone has

time to devote to C.A.R.A.L., it would be great. We need the experience."

## ARMY ROTC

Army Reserve Officer Training Corps

By Anne Golightly  
Public Relations Officer

The new has arrived and with it come many new adventures for the Cadets and the Cadets including an upcoming Inspector General (IG) inspection. Colonel Smedgrass will inspect ERAU's Army ROTC program on Jan. 14 and we are looking forward to an outstanding evaluation.

The cadets have new challenges to look forward to this trimester. The MSII's and MSII's will be going to

Camp Blanding. There they will qualify with M16s, participate in helicopter lifts and run a leadership reaction course. The color guard, led by Cadet Captain Lenka Mohler, is composed of MSII's and MSII's. They will be busy preparing for the ceremonies to raise the American Flag at the race.

The Rangers, a specialized group of cadets, will compete with other schools in various areas of Army training. The MSII's, aside from training the MSII's on a daily basis for Advanced Camp 1987, will host a paratrooping PTX. The other schools

involved are Stetson University and the University of Central Florida.

Some other events planned for the cadets will include the Riddle Regatta and the Dinning Out. The start of 1987 brought about a new cadet chain of command, as follows: Cadet Company Commander- Brian Westphal Executive Officer- Bill Beck S1- Administration- Rob Waring S3-Intelligence- Brian George S4-Operations- Dana Taylor S4-Supply- Chip Wilson S5-P.R.- Anne Golightly

## LETTERS

(continued from page 2)

gave the cashier a five dollar bill. She gave back change to only one dollar. When I pointed out the error she said she would have to have the manager take care of it.

Robert Long, the bookstore manager, told me he would not do anything about the problem until after the bookstore closed. I had a class and an observer flight which would keep me from returning until late in the evening. I politely told him that it would not be acceptable to delay "baking out" the register until later.

As a former restaurant manager, I have dealt with this kind of problem before and am well aware of how one should proceed with taking care of this kind of situation. There were few customers in the store and the register should have been "bunked out" immediately. An additional concern of mine was that since the cashier had made no mistake, it was quite possible that in the next two hours the store was open, she could make another error which would cancel out her original error.

Throughout this discussion, Mr. Long's attitude toward me was condescending and most impolite. He all but accused me of trying to cheat

I talked to Charles Fountain who has some authority over the bookstore, and he let the proper change for my at the security desk so I could pick it up when I returned.

Monday, I was notified by the bookstore that an error had indeed been made. If it had not been for Mr. Fountain, though, I would have been without that money over the weekend.

Mr. Long's performance would be cause for reprimand or dismissal in any competitive retail business. One simply does not treat a customer the way he treated me. As a manager, I have seen more than one co-worker fired for not treating customers with the utmost respect since without them, the business would fail.

I requested that I be given a letter of apology and that Mr. Long be officially reprimanded for his behavior. As far as I am aware, nothing was done. Normally, I would no longer patronize a business like this but I have no choice. The bookstore is a monopoly, and I have to buy my books there.

If the University is going to keep this monopoly, then the staff needs to be replaced with employees who are responsive to the needs of the

students and who will treat them as respected customers. If not, then let's have a little "free market" competition and let the consumers decide where to take their business.

Steve Caple  
Box 6365

## CORRECTION

In the front page story, "University to return to block tuition plus beginning Fall '87," a misquotation has occurred over the increase in the international student fees. The sentence should have stated that the fee applies to students of the International Campus, and not to Foreign students attending the Daytona Beach campus.

## DRAMA

DRAMA CLUB

By Dave Rovka  
Club Correspondent

For those of you who did not know, the Drama Club was officially chartered in the Fall trimester.

We will be presenting the play *Catch Me if You Can* which is scheduled to be produced sometime in April.

Other activities are still in the planning stage. We have the Common Purpose Room (CPR) reserved

on Mondays at 7 p.m. All Drama Club members and interested students are invited to come.

At this Monday's meeting, we will be organizing rehearsals and assigning technical positions including make up, lighting and stage hands.

# THERE WILL BE OVER

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# THERE WILL BE OVER

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## NOTICES

### GRADUATION ANNOUNCEMENTS

#### Graduating Seniors

The first meeting for all April Graduates will be held in the U.C. on Tuesday, Feb. 3. Graduation information will be reviewed and elects for Senior Class President and Vice President will be held. If you are unable to attend this meeting, please contact the Student Activities Office.

April graduation applications are being accepted in the Registration and Records Office for those students anticipating degree completion at the end of the Spring trimester. Students are required to fill out Graduation Applications and the Alumni Association forms no later than Friday, Feb. 20. Please be advised that no diplomas will be ordered if this application form is not processed by the Registration and Records Office.

#### SUMMER 1987 GRADUATES

Students anticipating Summer '87 graduation should fill out a preliminary graduation evaluation and the Records and Registration Office. As many evaluations as possible will be processed prior to advanced registration for Summer '87.

### SENIOR CLASS COUNCIL

If you are interested in being on the Senior Class Council, please stop by the Student Activities Office in the U.C. and talk to Laurie Ranoff, Senior Class Adviser. The goals and objectives of this group and the responsibilities of the officers are available from her.

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 are interested in running for Senior Class President or Vice President, information is also available from Laurie as is the meeting schedule of the Council.

### DPMA REORGANIZATION

A meeting for the purpose of reorganizing the ERAU student chapter of the Data Processing Management Assoc. (DPMA) will be held on Friday, Jan. 25 at 5 p.m. in room C-415.

The DPMA is the world's largest professional association of information system managers. It's student chapters provide students with opportunities to explore career opportunities in the information processing field.

Student membership is open to those enrolled in majors consistent with their desire to enter the field of information processing.

### CAREER CENTER WORKSHOPS

#### CO-OP ORIENTATION

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 13	Friday	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

March 27	Friday	11:30-12:30	FSL
<b>INTERVIEW WORKSHOP</b>			
January 21	Monday	9:00-11:00	FSL
February '1	Wednesday	2:30-4:00	FSL
February 24	Tuesday	10:30-12:00	FSL
March 20	Friday	12:30-5:00	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

### ACM ORGANIZATION

There will be a meeting for the purpose of organizing a student chapter of the Association for Computing Machinery (ACM) on Friday, Jan. 23 at 1:30 p.m. in room C-412.

The ACM is the national foremost organization for Computer Science Professionals. Its members include people concerned with management, marketing, and programming, systems design, systems engineering, research, education, personal computing, artificial intelligence and all other areas of application of computers.

Computer Science (CS) and Computer Information Systems (CIS) majors are particularly invited to attend the meeting, but other majors with an interest in the computing sciences are encouraged to attend.

Contact Dr. Jim Awanson or Dr. Kummer at ext. 1174 office C-404 for further information.

### MATH AND PHYSICAL SCIENCE SEMINARS

Jan. 23	Capt. Brindell	"Wide Area Net-Works"
Jan. 30	Dr. John Pope	"Organizational Behavior at ERAU"
Feb. 20	Dr. R.M. Ewan-Iwanowski	"Linear Systems in Satellite Design"
Mar. 20	Dr. Thomas Hiburn	"Turning Machine"
Mar. 27	Dr. Andrzej Komosci	"Residual Arithmetics"
Apr. 10	Mr. Daniel P. Hoeking	"Supporting Yourself with UNIX"

Note: All seminars are scheduled on Fridays at 1:30 p.m.

### U.S. MODEL SENATE AT STETSON

The U.S. Model Senate at Stetson University will be March 5, 6, & 7 1987. The Model Senate's purpose is to reproduce the actual procedures and activities of the United States Senate in an effort to provide experience and education for the student participants. If you are interested in representing Embury-Riddle, come to room A-211 Tuesday, January 21 at 10:00 am. For further information, contact professor Ann Apperloo in room A-210 (ext. 1410) or Professor Robert King in room A-206 (ext.1148).

## Will Senate Changes Mean More Money?

### National Student News Service

Results of the 1986 election, which enabled the Democratic Party to take control of the U.S. Senate, will have a significant impact on student financial aid policy but limited effect on other student issues, according to some student leaders.

Mary Preston, Legislative Director for the United States Student Association (USSA), a coalition of students from all 50 states for student interests in the capitol, says Senator Edward Kennedy's decision to head the Labor and Human Resources Committee as one positive development for students. The committee has authority over education and health-research legislation, and Kennedy "is very pro education and more in tune with our agenda," according to Preston.

Mark Landis, outgoing Executive Director of the College Democrats (CDs), agrees. "Kennedy's commitment to equality of opportunity in terms of education programs will be critical in the next two years."

CD President Steven Alan adds that, besides Kennedy, several other long-time champions of education are now in the Senate. These include Democrats Terry Sanford (NC, former President of Duke University), Bob Graham (FL), and Tim Wirth (CO, who holds a doctorate in education). "The deficit will limit education spending like everything else, but this Congress will take a closer watch on Pentagon spending so that more funds will be available for grants to campuses for research and the arts, and also for student aid."

Executive Director John Skare of the National Student Roundtable (NSR), which also represents student interests in Washington, cautions against expecting the Democratic Congress to allocate significantly more funds for education. "While it is true that education is traditionally a higher priority for Democrats, you can't put a number on it."

Neither Skare nor Preston feel that the elections will have much effect on legislation concerning students other than financial aid, such as draft registration or the 21-year-old drinking age. "I don't foresee any significant action on that unless there is some major student pressure mounted in the next few years," says Skare.

bers. The 100th Congress will come with federal deficits as its biggest problem, and the Democrats will have to show that they are fiscally responsible."

Dennis Kilcoyne, executive Director of the College Republicans, takes exception to any Democratic claims to financial aid as a pet cause. "That (financial aid) is just going to be another one of many issues where the Democratic Congress will go to war with President Reagan. The fact is that he has increased welfare spending, including student aid, but the rate hasn't been as fast as the liberal Democrats would like, so they will try to portray him as somehow anti-education or uncaring about college students."

Kilcoyne feels that, if it comes down to a financial aid battle between Reagan and Congress, "the President's secret weapon in this whole matter is Secretary of Education William Bennett. Students like and understand him, and if they (the Democrats) try to raise student aid for rhetorical purposes, we'll be hearing a Lou more from Bill Bennett."

In the period ranging from fiscal year 1982, when the Reagan administration began submitting budget requests to a split Congress, to fiscal year 1987, financial aid appropriations have averaged over one billion dollars per year above what the administration supplemental funds granted in 1985 to cover a \$300 million-dollar shortfall from the previous year, as well as an across-the-board cut of over \$200 million in 1986 as a result of the Gramm-Rudman Deficit Reduction Law.

Neither Skare nor Preston feel that the elections will have much effect on legislation concerning students other than financial aid, such as draft registration or the 21-year-old drinking age. "I don't foresee any significant action on that unless there is some major student pressure mounted in the next few years," says Skare.

February 11	Tuesday	4:30-5:30	FSL
February 25	Wednesday	2:30-3:30	FSL
March 5	Thursday	2:30-3:30	FSL
March 11	Wednesday	9:30-10:30	FSL

10:00 am. For further information, contact professor Ann Apperloo in room A-210 (ext. 1410) or Professor Robert King in room A-206 (ext.1148).

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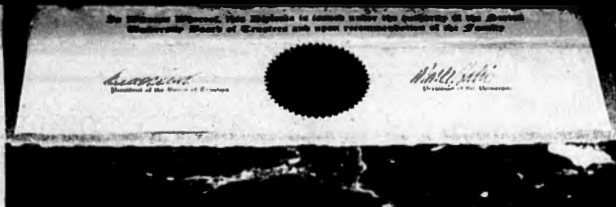
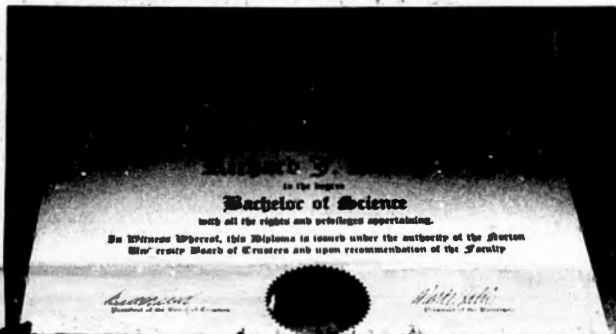
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# Challenger laid to rest a year after tragic accident

Wreckage stored in deactivated missile silos and buildings at Cape Canaveral Air Force Station

By Peter W. Merlin

Nearly a year after the Space Shuttle *Challenger* was destroyed during liftoff, workers began storing the wreckage in abandoned missile silos at Cape Canaveral Air Force Station.

Crates of wreckage were trucked to the deactivated Minuteman Missile test sites, and lowered by crane into one of four underground buildings at the site.

Last year the Air Force transferred the abandoned facilities at Complex 31 and 32 to NASA for the long-term storage. The Minuteman site was deactivated in the early 1970's. Each of the two underground silos contains about 31000 feet of storage space. Several adjac-

ent equipment rooms and a launch control block house were also transferred to NASA.

While evaluating potential storage sites for the *Challenger* debris, NASA sought sites that were near Kennedy Space Center, to minimize transportation requirements; that required only minor modifications, to reduce costs; and that provided adequate protection from the weather.

NASA officials also considered construction of a special building or underground facility at Kennedy Space Center, or the use of existing space in the Vehicle Assembly Building. The old Minuteman site was chosen because of its proximity to the Space Center and its immediate availability. The facilities provide the volume to store the ap-

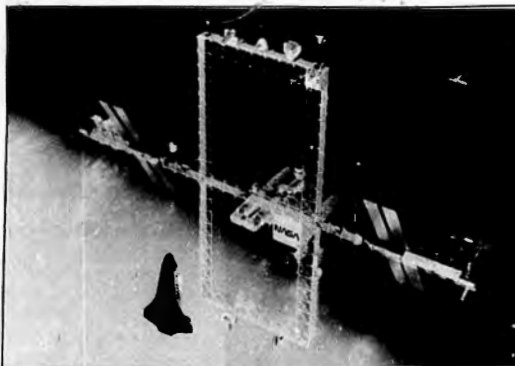
proximately 235,000 pounds of debris.

During the first week, stored items included 2 exterior and payload components. These small pieces are being stored in the four buildings at the site. Larger pieces of the External Tank and Solid Rocket Boosters will be lowered into the two 78-foot deep silos. Some of the larger pieces of debris will be cut into smaller pieces to make the fit in the silos.

Storage of the *Challenger* debris will conclude NASA's primary activities related to the analysis and disposition of recovered hardware. Space program officials said the transfer would take about two-and-a-half weeks to complete. The silos will be sealed with 10,000-pound concrete caps and the buildings will be locked.



Workers unload *Challenger* debris at Port Canaveral during recovery operations last year. NASA photo.



## Space Station of the Month Club...

Artist's rendering of NASA's latest design for a permanent manned orbiting space station. NASA photo.

## Missile launches successfully, frustrates anti-nuke protesters

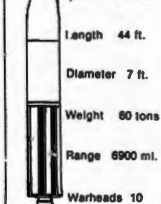
By Peter W. Merlin

Protesters who thought they could delay the launch of a new Intercontinental Ballistic Missile (ICBM) were apparently proved wrong last Thursday. The U.S. Navy's new Trident 2 D-5 roared into the clear, blue Florida sky on its first flight from Cape Canaveral Air Force Station.

Although most details of the flight are classified, Navy officials declared the mission a success. The unarmed vehicle was aimed at a target somewhere in the South Atlantic Ocean.

A protest group calling themselves "Cancel the Countdown" camped out at Cape Canaveral's Gate 1 for about a week to hold demonstrations and send infiltrators by breaching base security, they could delay the test launch of the new missile. By launch day, nearly 60 arrests had been made. Protesters

### TRIDENT 2 Specifications



Avion graphics by Peter Merlin

claimed it had been easy to breach security and some said they had been in and out several times. Base officials tried to play down the significance of gaps in Cape Canaveral security. Infiltrators climbed on launch facilities and posted leaflets to prove they had been there.

The Trident 2 D-5 carries at least 10 nuclear warheads, each with a yield of 500 kilotons. It has a range of 6900 miles and can strike within 400 feet of its target. This makes it more accurate than the Trident C-4 currently deployed. 20 more ground tests are planned as well as five to ten launches from submarines off the Florida coast.

Nine Trident submarines will be equipped with the new ICBM during the 1990s, according to Lt. Cmdr. Robert Pritchard, a U.S. Navy spokesman. Each sub carries 24 missiles. The first submarine to carry operational Trident 2 missiles will be the USS Tennessee.

## La Paloma Fitness Center, Inc.

### Space Station of the Month Club...

Artist's rendering of NASA's latest design for a permanent manned orbiting space station. NASA photo.

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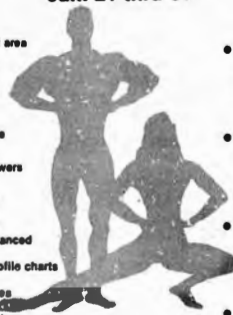
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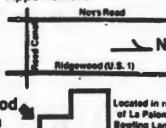
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# Leak delays Atlas launch one month

## Replacement stage flown in

By Peter W. Ma, Jr.

The Atlas first stage of Atlas-Centaur 67 (AC-67) was removed from launch pad 36B last Friday morning after a leak was discovered in the sustainer engine thrust section. A replacement Atlas (from AC-68) was flown in by C-3 cargo plane and scheduled to be erected on Saturday.

The malfunctioning first stage was flown back to the General Dynamics facility at San Diego, California. It will undergo repairs and be flown on the mission scheduled for May 21. The AC-67 launch had been scheduled for February 26, but was pushed back to March 26. Both Atlas Centaur vehicles will carry FLTSATCOM communications satellites for the U.S. Navy.

FLTSATCOM F-6, the spacecraft for the March 26 flight, remains in an environmentally controlled container on Cape Canaveral Air Force Station. The F-6 spacecraft and the F-8 spacecraft (scheduled for launch in May) will join the orbiting F-7 to

complete the Navy's Fleet Satellite Communications network. The F-7 spacecraft was launched last December.

### Other launches

Three other unmanned launches are planned from Cape Canaveral this year.

Delta 179 will launch no earlier than February 19. The launch window extends from 5:48 p.m. to 6:20 p.m. Eastern Standard Time. It will carry the GOES-H geostationary-orbiting weather satellite for the National Oceanic and Atmospheric Administration.

A month later, on March 19, Delta 182 will launch from pad 17B, carrying a Palapa communications satellite for the Indonesian government. The Palapa spacecraft will arrive at Astrotech for processing on January 28.

Sometime during the fourth quarter of 1987, Delta 181 will orbit a payload for the Strategic Defense Initiative (SDI). This will be followed by two more Delta launches for SDI.



The Atlas stage of Atlas-Centaur 67 was replaced after a leak was discovered in the sustainer engine thrust section.

### Arc light...

Atlas-Centaur 66 rises into the night sky on December 4, 1986, as seen from Orange Street bridge in Daytona Beach, Florida.

# Shuttle astronauts express confidence about next mission

Associated Press

HOUSTON, Texas -- The commander of the first post-Challenger astronaut crew said it is a "whole new world" at NASA now and that the attitude of people in the space agency will make the next shuttle flight "the safest mission yet."

Navy Capt. Frederick Hauck, 45, said Thursday that NASA is "stronger, wiser" than before the Challenger explosion last January and he is confident that the next shuttle flight will be successful.

"It is a whole new world, since

Jan. 28, 1986," said Hauck. "The accident changed the way everybody in agency looks at their responsibilities. I have no worries that this mission (will be) the safest mission yet."

The mission commander said "the spirit of the crew of Challenger" is with us. We are looking forward to taking up where they left off."

Hauck and the four others in his crew met with reporters to talk of their four-day mission aboard space shuttle Discovery scheduled for launch on Feb. 18, 1987.

Hauck said the launch date will be difficult to accomplish, but that NASA will delay the mission if necessary to make sure the flight is safe. Another disaster, he said, could doom U.S. manned spaceflight.

"We shouldn't take it for granted that the American people will always fund recoveries from major accidents," he said. "We couldn't survive two major disasters in a matter of months."

All of the astronauts acknowledged in private interviews that they felt a sense of betrayal when they learned that Challenger was de-

stroyed by a rocket flaw known to some engineers, but not reported to the astronauts or to senior NASA executives.

"I was dismayed and angered," said Richard O. Covey, 40, who will be pilot on Hauck's crew. "I found it difficult to imagine that that could have happened."

He said his trust in NASA is being restored, however, noting: "We found a problem, but we can fix it. And I think we have."

In an interview on NBC's "Today" show, Covey said today there was "a great possibility that

we'll be able to add in escape system." The astronauts, he said, were "very much in favor of some kind of (safety) system being added if it can give us more survivability."

"I was mad" following the accident, said mission specialist George Nelson, 36, "but I don't carry a grudge."

Nelson said his two daughters just after the accident asked him not to fly again, but have come to accept his new mission because, "That's what I do."

Astronaut John Lounge, 40, also a mission specialist, said at the news

conference that the launch of Discovery will not be "the big social event" that the launch of his first mission was, when many friends and relatives attended.

"This time I don't think it will be quite so festive, at least until we're in orbit," he said.

Covey said that although he has faith in the recovery of NASA, space flight always will be a dangerous business.

"I never became an astronaut thinking there was no risk in

See SHUTTLE, page 14



and he is confident that the next shuttle flight will be successful. "It is a whole new world since launch on Feb. 18, 1987." In an interview on NBC's "Today" show, Covey said today there was "a great possibility that we'll be able to add in escape system." The astronauts, he said, were "very much in favor of some kind of (safety) system being added if it can give us more survivability." "I was mad" following the accident, said mission specialist George Nelson, 36, "but I don't carry a grudge." Nelson said his two daughters just after the accident asked him not to fly again, but have come to accept his new mission because, "That's what I do." Astronaut John Lounge, 40, also a mission specialist, said at the news conference that the launch of Discovery will not be "the big social event" that the launch of his first mission was, when many friends and relatives attended. "This time I don't think it will be quite so festive, at least until we're in orbit," he said. Covey said that although he has faith in the recovery of NASA, space flight always will be a dangerous business. "I never became an astronaut thinking there was no risk in

See SHUTTLE, page 14

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# Naval Aviation during the Korean War: Documenting the evolution of the aircraft carrier as force-projector

By Brian Nicklas

*The Naval Air War in Korea by Richard F. Hallion. The Naval and Aviation Publishing Company of America, Baltimore, Md.*

Think of the air war in Korea. What comes to your mind? F-86's chasing Mig 15's over the Yalu? Perhaps Bell 47's retrieving wounded? Not many may recall the images put forth by James Michener in his novel *The Bridges at Toko-Ri*. The naval air war in Korea has had scant coverage, especially when you consider the effort not only of the American, but British carriers in this event.

Not only was the Navy fighting for a super-carrier, it was fighting for the lives of its remaining carriers

as well. The age of atomic weaponry had changed (radically in some circles) the ideas behind warfare, and conventional forces fought to rid themselves of this specter of radical change.

With the invasion of South Korea, concerns changed. No longer involved in infighting, the military turned its attention to removing the occupying North Korean forces.

Turning attention to the fight in the Pusan pocket, Hallion covers the usage of naval aircraft in the ground-attack role, detailing how Marine and Naval air units, working in concert with ground forces, stopped a grim scene from becoming worse. The author also discusses the use of helicopters in combat air-sea rescue operations.

The chapter covering the push back from Pusan is, like other chapters, heavy with detail: giving the reader an excellent overall picture of the events. This chapter, like the rest, is well illustrated with photos and maps, all helping to show the combat, the equipment and the situation.

As the conflict progressed, so did the events that involved the naval

aviators. As their missions in the North grew, the numbers of casualties grew in a like manner, but not solely from hostile action. Hallion covers the day-a-day "prangs" that result from continual usage, and shows the shortcomings of advanced technology flying from straight-decked carriers.

While the coverage of air superiority may seem to be limited, the author does give a healthy dosage of stories highlighting the Navy's air-to-air entanglements. Also covered here are recollections of a little thought of aspect of remaining "top gun", intelligence. Whether recovering MIG suggests or capturing the elusive Red pilots, finding out what the other side was doing maintained an important factor.

Towards the close of the book, light is shed on an often dark subject, the use of night fighters in the Korean skies. Covering the Grumman F7F Tigercat to the Douglas F1D Skynight used by the UN forces to the Polikarpov Po-2 and Yak-15s used by the follows from the North.

With the statistics of U.S. Naval and Marine losses of 1,248 aircraft

during the war, 564 of these directly due to enemy action, losses in aircrew were just as hard felt as they have been in every air war. Hallion points out that "On average, a carrier air group sent to Korea could expect to lose 10 percent of its aircrew..." These numbers help to show what the author further relates: "The Korean War marked a profound change in the way the Navy regarded (the) use of carrier aviation... Korea marked an important step in the evolution of the carrier as a force-projector in addition to its expected role as the displacer of the battleship, the carrier would also have to operate on occasion as a mobile airfield..." That doesn't need to be said to a few Libyan Sukhoi pilots.

Neither does the line quoted from a Marine air commander on another lesson from Korea: "Having the second-best fighter is like having the second-best hand at poker."

As the Seventy-Fifth Anniversary of U.S. Naval Aviation closes, this book can be seen as a fitting tribute to a heroic and trying past.

Review copy courtesy of *Nautical and Aviation Publishing*.

# Moving over to Mesa MD 500 production shifts to Ariz.

Associated Press

MESA - McDonnell Douglas Helicopter is moving its light helicopter assembly plant from California to the company's Mesa plant, where AH-64 attack helicopters already are built.

All light helicopter assembly equipment and people are scheduled to be here by late March, spokesman Ken Jensen said Tuesday. Starting then, all assembly work on MD-500 Helwan and 500MC "Defender" military helicopters will be done in Mesa.

Jensen said the first light helicopters fully assembled in Mesa should roll off the line in June.

The company anticipates delivering up to 100 MD-500s this year from its Mesa facility, he said. Among those will be copiers primarily assembled in California but finished in Mesa.

Nine such helicopters already have been equipped and tested at the company's Yuma plant.

them," Jensen said. "Unfilled jobs will be filled locally."

Since November, partially completed MD-500s have been trucked in from California for final assembly work in Arizona, he said. Starting in February, the first "run-in" stage for an MD-500 will be placed on the assembly line in Mesa, he said.

The footage will come by truck from the Culver City, Calif., manufacturing plant.

"We'll add engines, rotors, transmissions, flight controls, instruments, canopies, landing gear skids and paint," Jensen said.

Since each helicopter is custom-built, many also will be fitted with special equipment, such as high-intensity spotlights for police use, he said.

Manufacturing operations will continue at Culver City after assembly operations are switched in Mesa, he said. About 2,000 people work at the Culver City plant.

Altogether, McDonnell Douglas Helicopter now employs about 5,000 people in Mesa, Jensen said. Most work on the Apache.

# Boeing twin-jets garner extended-range rights

Associated Press

SEATTLE - The Federal Aviation Administration has approved the three basic types of Boeing twin-engine jetliners for extended-range operations. Boeing Commercial Airplane Co. said.

The approvals mean the jets will be able to fly more direct routes on long, over-water trips or over undeveloped land areas.

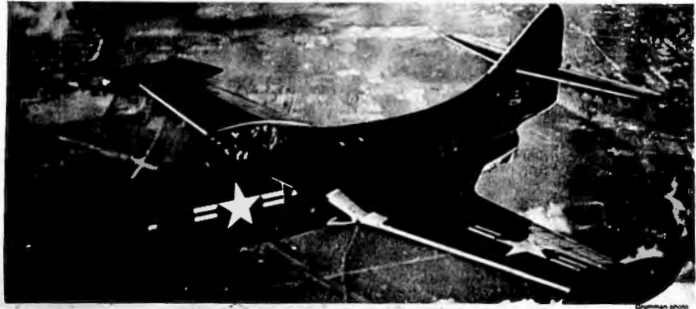
Approval recently was granted for 737 and 757 twin jets, provided the planes meet engine, equipment and operational requirements, the company said Thursday. The Boeing

767 wide-body twin jet received similar approval in 1985.

Until 1985, three- and four-engine jetliners ordinarily were the only types of aircraft the FAA permitted to fly on routes where the planes would be more than an hour away from an adequate airport if any engines stopped. The only exceptions were on certain Caribbean routes.

Twin jets were precluded from long over-water routes, except for indirect routes that could meet the one-hour rule.

Regulatory authorities outside the United States have granted similar approvals for Boeing 737, 757 and 767 aircraft, as well as the twin-engine Airbus A300 and A310.



The Grumman F7F 'Panther' was the first U.S. Navy jet to see combat in the skies over Korea.

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Avon photo by James Taylor

# Presidential to take new orders from Continental

## Presidential Airways

WASHINGTON D.C. — Presidential Airways, an innovator among scheduled air carriers, announced today that it will become a "mezzanine jet feeder carrier."

Presidential Airways, Inc. and Continental Airlines signed a ten-year joint marketing agreement designed to increase feeder traffic among the carriers at Dulles International Airport, Washington, D.C. Under the agreement, Presidential will do business as "Continental Express."

Capitalizing on the comfort and economy of its growing fleet of new, 85 seat British Aerospace 146 jet aircraft, the agreement calls for Presidential to provide service into the Continental flight banks at Dulles. To further facilitate the joint services and marketing agreement, Presidential will sell its ownership interest in its 15 gate modified terminal at Dulles to Continental, with a long term lease back agreement for five of the gates. During peak periods, each carrier will use the other's unoccupied gates.

According to Presidential's President and Chief Executive Officer Harold J. "Hal" Paret, this new "mezzanine jet feeder" concept will fill a market gap between the demand for 19-30 seat, turbo-prop commuter air service and 130 plus seat, large air carrier service.

"Over the course of the past year, the U.S. airline industry has changed dramatically, separating air carriers into two categories at opposite ends of the size and service spectrum," Paret said. "We see our new role as bridging that spectrum as a mezzanine feeder, using our advantageous Dulles hub to establish this agreement will provide Presidential with growth and profit opportunities in the future."

J. David Grizzle, vice president of Continental's parent, Texas Air, added, "This agreement with Presidential provides strong opportunities for both Continental and Presidential."

Presidential subsidiary Colgan Airways, currently designated the New York Air Connection, will also be operated under the Continental Express name and provide commuter feed from smaller markets in the region.

The two air carrier corporations expect the bank-filing schedule to take effect Mar. 1. Until the effective date, Presidential will continue to operate its current schedule. Should any schedule changes occur after the agreement becomes effective this spring, all customers with reservations and/or tickets will be accommodated on one of the carriers with minimum inconvenience. All Presidential tickets will be honored on the new Continental Express or Continental affiliated carriers.

Under the terms of the marketing agreement, Presidential will continue to operate its charter service out of Dulles, including service to the Caribbean.

"For the business and leisure traveler, our new relationship offers significant benefits," Paret said. "Travelers on Continental Express will have convenient service to and from Washington as well as to and from an expanded number of connecting destinations through the Washington Dulles hub. Passengers will continue to experience the high level of service that both carriers have as their standard."

# Business aviation goes global

## National Business Aircraft Association

International business aviation continues to grow and a more world-wide impact is seen by the head of the US based National Business Aircraft Association. Johnathan Howe, who became president of NBAA on December 1, was commenting on the new organization formed in Australia and modeled after the NBAA.

The Australian Business Aircraft Association (ABAA) was formed to promote and defend business aircraft operations on that continent and is expected to apply for membership in the International Business Aviation Council (IBAC), presently an organization of business aviation groups.

"The addition of the Australian organization will make IBAC a truly global force, with Pacific as well as trans-Atlantic representation," Howe says.

He points out that business is be-

coming increasingly multinational in scope and business aviation is keeping pace with the globe gridding requirements of corporate management.

The next meeting of IBAC will be held in Genoa, Italy, in February and Howe declares "we have a lot of issues that are common to business flying in all parts of the world."

"In addition to the United States, 25 nations and 6 territories are affiliated with the business aviation organizations that are presently members of IBAC.

# 'Changing ties': People Express employees girding for switch

## Associated Press

NEWARK, N.J. — With the end at hand, some People Express employees say they will remember the "good times" during the upstart carrier's six-year rise to prominence, and others feel it's time to move on. Most employees interviewed Tuesday at the carrier's Newark International Airport headquarters were wistful and resigned to the company's fate, which was sealed a day earlier when new owner Texas Air Corp. announced People Express would be merged into corporate sister Continental Air.

"You look out of the door and see Continental all over the place," said Jamie S. Altus, a People Express customer service manager. "It's like leaving something behind."

Texas Air, which completed the purchase last month, said it will re-paint People Express planes with Continental's red and gold colors, dress employees in Continental's uniforms and erase the People Express name by Feb. 1.

"The employees say the biggest change will be leaving their multi-task jobs for fixed positions under Texas Air's more traditional personnel structure.

For that reason, many are looking for new jobs, though most of the workers said they are happy about

the merger if only because it saves their paychecks for now.

People Express had said it faced bankruptcy if the Texas Air buyout did not go through.

Under People Express' unorthodox labor structure, employees rotate from job to job, working for a time as a flight attendant and then perhaps behind a counter or in the operations room.

"Everybody's looking around," said Ms. Altus, a 2 1/2-year veteran of People Express. "Some employees have a choice of staying on the ground or flying as cabin attendants."

Some critics said the system contributed to People Express' problems as the airline expanded rapidly. But several workers said they find it tough to leave that behind.

"We won't forget the good times," said employee Mary Beth Buchanan. "I won't ever regret taking this job."

Patsy Maier, 26, a "team leader," said: "None of us came here to be flight attendants. I'm sure I'll find it boring after a while, just doing the same thing."

"The reason we came here was to be ticket agents, but to get to do a lot of things," added her lunch companion, 26-year-old Beth Monroe.

"Most people are looking for jobs, but we're happy with ours," Ms. Maier

said.

"I don't feel the same way about this company," she said. "We changed so much, what's more changed?"

Nine planes have been repainted, and the company is converting three a day, she said.

The rotating job system and employee stock ownership kept the enthusiasm of workers high, the women agreed. If large numbers leave, Texas Air will be losing a valuable asset, they said, an ironic situation since Continental offers passengers more services than People Express.

Mrs. Buchanan, 26, Ms. Monroe and Ms. Maier all joined the company in its early years.

A particular joy, they said, was serving people who might have been too poor to fly were it not for the lower People Express fares. Financial analysis expert fores to rise over the long term because of the merger.

"If it wasn't for you people, I wouldn't be seeing my daughter in Florida," was a typical comment, said Ms. Maier.

A more recent hire, John DeRogatis, was unafraid.

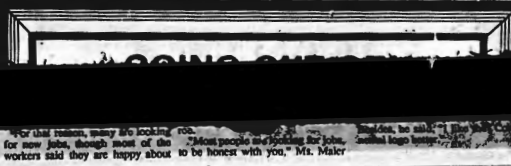
"We're changing our ties. That's about it," said the 23-year-old who joined the company six months ago. Besides, he said, "I like the Continental logo better."



periods, each carrier will use the other's unoccupied gates.

transportation and provide commuter feed from smaller markets in the region.

level of service that both carriers have as their standard."



for that reason, many are looking for new jobs, though most of the workers said they are happy about to be honest with you," Ms. Maier

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# Lacrosse Club falls short

By Ed White  
Club Writer

With only two pre-season practices, and with three starters from last year, we had high hopes for the upcoming game against Orlando; the first game of the 1987 Lacrosse season. After Coach John Carrose called the starting line up, the Riddle and Orlando players took

to the field. The face off was won by Orlando and they score 2 shortly after. Before the Riddle team knew it, they were down by the goals. Then player coach John Carrose took control of the ball, beat two Orlando defenses and found Eric White in the open on the crosses for the first Riddle Goal. The first half continued on with some great saves the Riddle and Orlando players took

The second half started with a little change in the player line-up, and it looked like the game had changed. Jim Powell started our scoring with some beautiful one-one shots and his firm pass behind the back goal.

Cam Sears had his typical great game by running over people who tried to stop his attack on the goal.



Richard Petty, in his classic STP Pontiac, awaits his turn on the track at Daytona Speedway

## Bowl Team Matchup

Denver	NYG	TOUCHDOWNS	45	42
6218	3261	Rushing	17	18
14-5	14-2	Passing	22	22
315	324	Passes AtL	6	2
94	127	Yards Lost	4	41
184	171	FG/PA	20-28	28-37
41	2%	POINTS SCORED	378	371
3218	3261	DEFENSE	Denver	NYG
328.0	2245	PTS ALLOWED	327	236
1678	140.3	OPP FIRST DNS	291	284
104.9	558	Rushing	93	78
455	4.0	Passing	177	177
3638	3133	Fenalty	21	29
221.1	195.8	OPP YDS GAINED	4947	4787
549	472	Avg per Game	309.2	297.3
309	260	OPP RUSH	1851	1284
81.7	55.1	Avg per Game	80.3	80.3
3811	3500	Rushes	432	350
38	48	Yards per Rush	3.8	3.7
273	367	OPP PASS	3228	3473
18	22	Avg per Game	208.0	217.1
363	218	Passes AtL	545	578
2	78	Completed	301	334
38.3	44.8	Pct completed	55.2	56.9
41	7.0	Sacks By	49	59
11.8	0	Yards Lost	459	414
83	7.0	INTERCEPTED BY	16	24
88.8	17.4	Returned	318	296
9	0	Ret for TD	2	1
198	9	OPP PUNT RET	40	41
198	268	Avg return	8.1	8.4
17	18	OPP KO RET	65	70
20.50	31.28	Opp return	20.0	19.5
		OPP TOUCHDOWNS	36	35
		Passing	21	15
		Returns	2	1

## French Lead in BOC Challenge

Associated Press

SYDNEY, Australia - A fleet of 18 yachtsmen left Sydney on the third leg of the BOC Challenge around the world solo yacht race.

Frenchman Jean Yves Terlan led the fleet through Sydney, and the leaders are expected to reach Rio de Janeiro in 40 to 45 days.

After several weeks of rest and boat repairs in Sydney, the yachtsmen now face the prospect of surviving the hazards of Cape Horn, the southern tip of South America, during their 8,300-nautical-mile journey.

The competitors already have chalked up some 14,000 nautical miles since leaving Newport, R.I., on Aug. 30 last year.

Leading at the halfway point of the race is Frenchman Philippe Jeantot, aboard the Credit Agricole

III, who holds a handy three-day margin over countryman Tizman Lamazou, on Ecuereuil d'Agulhais. They are followed by newly naturalized American Guy Bismuth, of North Kingstown, R.I., sailing Bis-cuits Ltd.

In the trailer, Class II yachtsman, Mike Plant, of Jamestown, R.I., leads.

Jeantot is favored to repeat his victory in the inaugural BOC Challenge in 1982-83.

Before the race started at Newport, Jeantot said the leg to Rio would be one of the most difficult stages of the race with the threat of icebergs in the South Atlantic Ocean the biggest headache.

Asked why he chooses to sail alone, Jeantot replied, "I enjoy it

It's the biggest challenge you can imagine. If you win, it's your own victory."

He stressed that the prize money - \$100,000 overall with a winner's purse of \$15,000 - is totally unimportant to him.

The 27,000-mile race should end in Newport in early May.

Twenty-five boats began the race. Six were forced out by damage to the first leg. Frenchman Jacques de Roux is missing and presumed dead off the southern coast of Australia.

Warren Luhrs, of Alachua, Fla., this past week was forced to withdraw his 60-foot Thursday's Child.

The radical racer, considered the fastest moonhull in the world, just had newly-repaired mast off Sydney on Thursday, and it could not be rebuilt in time for Luhrs to rejoin the race Sunday.

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This tree died

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If not for the severe winter, arborists feel the Chinquapin might have survived.

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Aviation Images

Airplane: Not really a Disaster

By Prof. J. Roger Osterholm  
P.L.D.



The first "disaster" film was *Airport*, released in 1970 by Universal. It was produced by Ross Hunter and written and directed by George Seaton, who also directed *The Big Lift* (1950), a film on the Berlin Airlift. Of course, the story is based on the novel by Arthur Hailey, published in 1968 and faithfully followed by the screen play.

Henry Hathaway actually directed much of *Airport* while Seaton was ill, but he received no credit. Hathaway, the director of *Wing and a Prayer* described in last week's article, is noted for religiously mystical overtones and exotic locales. Ironically with that 1944 film, it portrayed saving the Hawaiian Islands, which his grandfather, unsuccessfully attempted to acquire about 1850 for the king of Belgium. He is a noted director of Westerns since 1932, directed *The Desert Fox* (1951), and later *The Sons of Katie Elder* (1965) and *True Grit* (1969), for which John Wayne won an Oscar.

The magnificent cast of *Airport* includes Burt Lancaster as Mel Bakersfield, manager of the Lincoln International Airport, Illinois; Dean Martin as Capt. Vernon Demerest as the abusive brother-in-law of Bakersfield; Jean Seberg as Tanya Livingston, the efficient manager of Trans Global Airlines; Jacqueline Bisset as Gwen Melgheba, a stewardess on Demerest's flights and his lover who becomes pregnant; and George Kennedy as Joe Patroni, the tough chief mechanic of TWA who manages to free a stuck Boeing 707 in the nick of time.

Helen Hayes plays Ada Quonsett, a resourceful habitual stowaway on Trans Global flights, and won an Oscar for her role. Van Heflin plays D.O. Guerrero, a distraught and bankrupt contractor who attempts to blow up Flight 2 to Rome to collect the flight insurance for his family but is caught in flight and manages to blow up only himself and damage the Boeing 707. Maureen Stapleton plays Inez Guerrero, the nervous and shaken wife of the culprit, and Barry Nelson plays another 707 captain undergoing his six-month check by Demerest.

Dana Wynter is Cindy, Bakersfield's demanding and spoiled wife; Lloyd Nolan is Harry Standish, the experienced custom's agent who first spots Guerrero's nervousness as he is about to

board; Barbara Hale is Sarah, Mel's sister and neglected wife of Capt. Demerest; and Gary Collins plays the flight engineer.

The film realistically portrays the problems of running an airport, and an airline but has melodramatic family problems, as Mel leaves his wife for Tanya and Demerest leaves Sarah for Gwen. D.O. Guerrero just leaves his wife — and the aircraft. There is also a good portrayal of air traffic control facilities.

Another star is the Boeing 707, when it was the prime airliner, having first flown in 1954 and eclipsed only in 1985 by quieter and more efficient jets.

The film deserves four cloverleaves out of five possible. Leonard Malin gives it three and a half out of four and notes it is an "ultra-rich, old-fashioned movie that entertains in spite of itself... Plastic performances dominate," except for Kennedy, Stapleton, Heflin, and Hayes.

*Airport* has had several inferior sequels — 1974, 1977 and in 1979. There may be no end. Arthur Hailey also wrote *Runaway Zero-Eight* (1959) and other good novels. He served as a pilot with the R.A.F. in World War II.

Incidentally, Battle of Midway, mentioned in last week's article, not only saw the loss to the carrier *Yorktown*, one of three on the American side of that major Naval air engagement in the spring of 1942, it also resulted in the sinking of four major Japanese aircraft carriers, all the Japanese had assigned to the battle.

How We Rate Them

- Superb**  
See it twice!
- Really Good**  
Worth the money
- An Average Flick**  
Catch a bargain matinee
- Sub-standard**  
Wait until it comes out on video
- Incredibly Poor**  
A total waste of perfectly good film

### This Week

WED	11:30 A.M. and Organization Day Res. April 11. AFMCA & April 7-20pm PBL L-6 7:00pm-8:00pm CPH
THU	THUR 22 Phoenix 5:20-7:50 PBL "Romance and Murder" 8:30pm LC RUSH parties
FRI	7:30 "Mission Prayer" 1:30p - 4:00pm CPH 8:00pm Flight Deck RUSH parties
SAT	SAT 24 Chelidon Fellowship 9:00am-10:00pm CPH RUSH parties
SUN	SUN 25 Mass 10:00am, 7:30 and 10:00pm Protestant SVCs 11:15am
MON	MON 26 Prochord infiltrators Interchanging shifts, workshop 9:30-11:30 PBL
TUE	TUE 27 S.A.C. 2:30pm-4:00pm PBL L.F.C. 8:30pm-8:00pm CPH Thurs PBL Alpha 8:00pm-8:00pm PBL

### Kyle Petty Breaks Track Record

Associated Press

than his previous best at Daytona. Although Petty's lap was the fastest ever run at the speedway, it's not an official record since it wasn't recorded in an official event qualifying session.

DAYTONA BEACH, Fla. - Kyle Petty, son of seven-time Daytona 500 winner Richard Petty, Wednesday ran the fastest lap ever at Daytona International Speedway Petty, one of eight Ford drivers testing at the 2.5-mile speedway for the Feb. 15 Daytona 500 NASCAR Winston Cup stock car race, recorded a best lap of 43.05 seconds. That translates to 209.059 mph, nearly 9 mph faster

Davey Allison and track record holder Bill Elliott both ran more than 208 mph in their Ford Thunderbirds. Allison ran 208.547 mph and Elliott, whose official track record is 205.114 mph, went to 208.183.

agent who first spots Guerrero's nervousness as he is about to

A total waste of perfectly good film

lap of 43.05 seconds, translating to 209.059 mph, nearly 9 mph faster than record's 205.114 mph, went to 208.183.

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**BLOOM COUNTY**

by Berke Breathed



**SHUTTLE**

(continued from page 9)

"People are encouraged to speak up," he said. "There are always up about concerns they have about accidents and people die. You accept that risk as being part of the job."

Astronaut David C. Hilmers, 36, the third mission specialist on the flight, said NASA is more open now to questioning about safety issues and that he would have no hesitation now to call attention to any serious problem he discovers.

Hilmers said the astronauts' will visit plants where NASA contractors are building spacecraft and rocket parts to motivate safety awareness. The crew, he said, will give space-workers "the chance to look eye to eye" with the people whose lives depend on their work.

The astronauts were asked if the prospect of being on the first crew to go up after the Challenger accident made them more nervous than in previous missions. Helton responded: "No, that's my job. That's what I do."

Loange described his family's reaction to his selection to the crew: "my mother-in-law's reaction was, 'I'm happy if you're happy,'" he said. "And I assured her I was."

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# Recruiting of Graduates Goes Down as Drug Testing Goes Up

By Susan Skonupa  
College Press Service

**EAST LANSING, MI (CPS)** — Thanks to the merger mania that swept through corporate America in 1986, student job prospects for this spring seem dimmer than last spring's, two recent national surveys of company hiring plans indicate.

And grads this year are likely to be tested for drug use or even AIDS before getting a job.

Michigan State's annual survey, released in late Dec., found that big companies in particular have cut back their plans for hiring new college grads.

A Northwestern University study released at the same time predicts demand for 1987 grads will mirror 1986 hiring, but employers say they will screen applicants more closely than before, and starting salaries will increase an average of 2.1 percent — will lag behind inflation.

Both Michigan State and Northwestern observe blame the unprecedented wave of corporate mergers and acquisitions that

reached record levels last year. "Downsizing, consolidations, mergers and acquisitions have cost the country jobs in some of the biggest and best paying corporations," says Victor Lindquist, Northwestern's placement director and author of the annual Endicott-Lindquist Report.

About 56 percent of companies Lindquist surveyed said they'd intentionally reduced their managerial staffs during the last year through reorganization, hiring freezes, termination without severance or early retirement incentives.

Michigan State's annual survey of 700 businesses also found the biggest companies are the ones cutting back the most, reports MSU survey co-author Patrick Schectz.

For example, companies with more than 10,000 employees said they'd hire 9.3 percent fewer new college grads this spring, Schectz says. Firms with 5,000 to 10,000 employees will cut new grad hiring by 1.5 percent.

General Motors, for one, faced with falling profits, announced in

late Dec. it will halt college recruiting efforts altogether. In response, area colleges are trying to bring smaller firms on campus to recruit. "We're expanding our job fairs to small and medium-size companies," says Janis Chabica, director of Cooperative Education at the University of Michigan-Flint.

But, while hiring increase among smaller companies — as much as 6.7 percent in companies with 501 to 1,000 employees — overall hiring will slip 2.4 percent nationally, Schectz says.

"This year, the demand will be in mis-sized and small companies," he explains. "Many larger organizations are merging and downsizing. If they can't make a product they need themselves, they are farming the job out to smaller companies. Hence the job of smaller operations."

Better technology also is making it easier for companies to increase productivity without adding staff, Schectz notes.

"There's an element of global competition now so companies are

looking to do more with fewer employees."

Firms also are cutting hiring plans because they are unsure when 1987's economy will be like, Lindquist agrees.

"Only three percent (of the firms surveyed) expect a business downturn, but some employers are still cautious about 1987 because of concerns about the economy, the continuing exportation of American jobs, the deficits in foreign trade and our national debt."

Nevertheless, hotel and restaurant management, marketing and sales, education, electrical engineering, computer science, retail and accounting majors should get a lot of job offers, Schectz says.

The surveys show overall demand has shifted from manufacturing to service jobs. Engineering opportunities are down nine percent and non-engineering opportunities are up five percent, Lindquist adds.

Students majoring in civil and mechanical engineering, home economics, agriculture, geology and advertising will probably have the

hardest time getting jobs, the surveys suggest.

Top starting salaries will go to electrical, mechanical and chemical engineers, all breaking the \$29,000 per year mark.

But the first flat demand and the large number of graduates mean higher salaries will go to students with the best grades and internship experience, Lindquist says.

Geographically, the south-western states will offer the most opportunities, followed by the Northwest, the Southeast, north central, south central and north-west regions.

"Two years ago the south central area had one of the highest hiring rates in the country," Schectz recalls. "Now it places fifth out of six, and you can probably blame the drop on the energy industry."

The students who are recruited, moreover, may face yet another obstacle before actually winning jobs this spring.

One-third of Lindquist's 230 respondents saw less job applicants for drug use, a 136 percent increase in the number of testers. An addi-

tional 19 percent say they will start testing in the next year.

The College Placement Council (CPC) reports that nearly 30 percent of the firms that recruit on campuses now screen applicants for drug use. Another 20 percent plan to adopt the practice within two years.

The data found in our survey (of 497 national employers) corroborate other reports that drug screening programs are on the rise," says CPC spokesman Warren Kauffman.

"The survey shows this is a major employment issue. Nearly 90 percent of employers who use drug screening tests say they won't hire applicants who fail tests. Most rank safety as the top reason for demanding such testing, followed by security, quality and reliability of products and services, productivity, health cost control and non-occupancy or government regulations."

Two percent of firms in Lindquist's survey also now test employees for AIDS, while another five percent plan to begin such testing in 1987.

# Marshall Plan Needed for Revitalizing American's Higher Education System

By Rheta Jackson  
College Press Service

The United States will become an "economic colony" of the rest of the world and commit "National suicide" unless it starts spending more on higher education, former U.S. Secretary of Education Terrel H. Bell contends in a new report.

To remedy the situation, Bell wants the U.S. to revitalize American colleges on a scale "comparable to the Marshall Plan," the policy with which the U.S. helped revitalize Europe after World War II.

Some campus placement officials, however, say Bell's goals — if ever achieved — would make college degrees less valuable and probably in-

crease the nation's unemployment rate.

Bell's goal is to double the number of college graduates each year, from the present 19 percent of the population over the age of 25 to 31 percent, by the year 2001.

The report, called "To Secure The Blessings Of Liberty" and introduced at last week's Phoenix convention of the American Association of State Colleges and Universities, was the second call to overhaul American colleges in two weeks.

The week before, the Carnegie Foundation unveiled a college reform plan to change widespread education malpractice by making students take a core curriculum of certain liberal arts and science courses, and

write senior thesis in order to graduate.

Bell's report was more vague, offering no proposal other than a plea to spend a greater percentage of the federal budget on colleges.

"Out of a federal budget of \$950 billion," Bell told College Press Service, "we spend \$6.7 billion on student aid now. It would take an insignificant percentage increase to double the number of college graduates each year."

In delivering the paper in Phoenix, though, Bell roundly criticized the Reagan administration for effectively cutting the amount of student aid available by 23 percent since 1980.

Most of those cuts were made during Bell's tenure as Secretary of

Education from 1980 to 1984. Since leaving the administration, however, Bell has become an increasingly vocal critic of its college policies.

"I am critical of those who would limit educational opportunities," he explains.

The former secretary, now an education professor at the University of Utah, contends "there are hundreds of thousands of young people in the U.S. who don't think it's possible to attend college. Many of those are solid 'B' students."

Getting them into college wouldn't just make them more employable, he says. It would make them better citizens, parents, consumers and thinkers.

"Life becomes richer and better through the education you receive.

You learn to appreciate literature and fine music."

Some of the people who help new grads get jobs worry that doubling American college enrollment would mostly cause unemployment.

"It's a worthy goal," says Victor Lindquist, placement director for Northwestern University in Illinois, "but might not resources be better addressed to the secondary or community college level?"

"We do not need to increase the number of students attending college," Lindquist says. "We need to increase our resources: work study (funds), student loans and the availability of internships."

If number of grads doubled, moreover, colleges might have to set up for blue collar jobs, agrees

Michigan State Placement Director John Shingleton.

"Engineering majors would have to go into technician roles," he says. "And, assuming that standards (for employment) stay the same, salaries would plummet."

Adds Rheta Nagle of the College Placement Council in Bethlehem, Pa., "There are just 'X' number of jobs out there for a person with a college degree. However, some jobs that (traditionally) have been set aside for a person with a college degree have now been scaled down for people with only two-year degrees."

When told of the placement officials' predictions, Bell contended "the more college-degreed people we have driving cabs, the better off we'll be" as a nation.

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take a core curriculum of certain liberal arts and science courses, and

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colleges might have to set up for blue collar jobs, agrees

we have driving cabs, the better off we'll be" as a nation.

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