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Avion 1987-02-04

Embry-Riddle Aeronautical University

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Position
Missile goes off
Widely
highlight, page 7

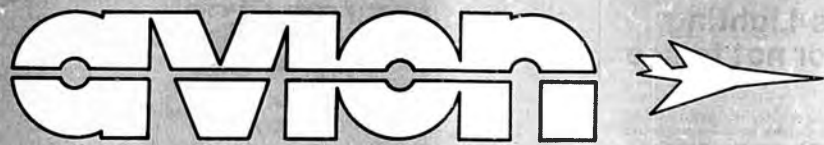
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Softball season underway

page 11

24 Hours of Daytona in review

page 10



An Award-Winning College Newspaper

Volume 55, Issue 4

Embry-Riddle Aeronautical University, Daytona Beach, Florida

February 4, 1987

School calendar to change

By Ron McCann
Avion Staff Reporter

The administration here at Embry-Riddle has changed the university calendar to enable the university to be run on a five year calendar rather than the current one year calendar, thus making planning much easier.

According to the Norman J. Clark, University Registrar, most of these changes are "cosmetic" and have no basic effect on the students.

One change which will not have any pertinent effect is a change in terminology. While ERAU has always operated on a semester basis, it has always been referred to as a trimester. In the new catalog, the term "trimester" will be deleted and replaced with "semester."

A second change is concerned with class time. The current standard calls for students receiving 750 minutes of academic work -- class room time -- per credit hour. After surveying other schools in Florida, Clark found that ERAU is on the high side as far as minutes per credit hour, and the standard time could be decreased to 700 minutes without having any academic impact.

Thus, during the Fall and Summer

semesters, Monday, Wednesday, and Friday classes will be shortened to 50 minutes and there will be a ten minute interval between classes. Tuesday and Thursday classes will be shortened to 75 minutes in length with a 15 minute interval between classes. Summer classes will be 60 minutes with ten minutes between classes.

The administration made this change because it takes longer to get to certain classes, since the University has been made a walking campus. The change is also in anticipation of classes being held in the UCF facility on the other side of Clyde Morris, which the university will be leasing beginning in the Summer of 1988.

Embry-Riddle currently holds three commencement exercises per year. The Spring and Fall commencement exercises continue, however under the new calendar, the Summer exercises will be eliminated. The last Summer graduation exercise will be held at the end of Summer B 1988.

Since foreign students are required to leave the United States within 30 days after completing their last class, a provision has been

added so that those students who will complete their degree requirements during the Summer term may participate in the Spring commencement exercise. The provision states that the students may attend if they have pre-registered for their remaining classes during the Summer terms.

These students will receive a "dummy diploma" at the exercise, but once they have completed all necessary courses, they will be furnished with an authentic diploma.

The final change was made in an attempt to even out the number of days off during terms. This change, a Spring recess, will be a four day weekend which will equalize holidays between Spring and Fall semesters.

Currently, there are no classes held on Good Friday, Beginning Spring 1989, the University will also be closed the Thursday preceding Good Friday. Should Easter Weekend fall on the same weekend of the commencement exercises, the Spring recess will be moved up a few weeks, and Good Friday will not be observed. This will allow graduating seniors to still get out earlier.



Team Jaguar, successfully maneuvers through the infield road course during the Sunbank 24 Hours of Daytona. However, the Jaguar suffered overheating problems with the engine.

Library system to be automatized

Jack R. Hunt Library

Embry-Riddle Aeronautical University is planning to be a member of the ERAU Daytona Beach Campus community beginning with

the automation of the library system. The first phase of the automation project in the Jack R. Hunt Memorial Library is moving along smoothly. The basic bibliographic data base has been loaded and is being actively added to as new materials are acquired. The library staff is learning to operate the system and adapting their work routines to include the circulation module which will allow quicker check-out of materials, provide greater inventory control, automatically record and print overdues, and permit patrons to check on all materials signed out in their name.

After Feb. 2, 1987, if you wish to check out books, and you do not have a bar code on your ERAU ID, you will be asked to fill out a patron registration form. Exceptions to this rule will be graduating seniors or those individuals not planning to be on campus during or after Summer A term. Your patience in this endeavor will aid in a smooth transi-

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tion from the laborious task of writing out book cards with your name, social security number, and ERAU ID number to electronically recording the proper information for you. The library's goal is to have records in the patron data base for at least 70-80 percent of library users by May 4th when Circulation goes online. If you do not have your library bar code by that time you will experience considerable delay when you check out library materials. The library staff hopes that you share their enthusiasm about the automation of the library circulation system and the ensuing total automation of library functions. Please make plans to get your bar code as soon as possible.

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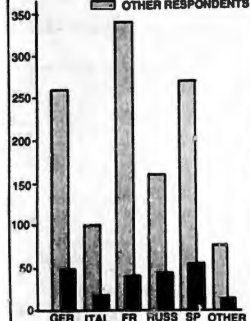
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Humanities to teach languages

LANGUAGE DESIRED



By Ron McCann
Avion Staff Reporter

In the Fall of 1986, the Humanities department offered an elementary Spanish course on a trial basis in an attempt to offer students more electives in the humanities.

This course, HU 130, Elementary Spanish I, was offered for a second time this Spring. In addition, HU 135, Elementary Spanish II, was offered. While enrollment in these courses increased this trimester, it wasn't promising increase.

Dr. Miller believes that there is an interest in foreign languages among the student body and attributes the low enrollment in these courses to the fact that they had never been publicized to the student body.

Currently, a large portion of the students enrolled in the Spanish courses are those who are on military scholarship. The Army ROTC program requires that all students complete one trimester of a foreign language. The Air Force however, requires scholarship students to complete a full year of foreign language studies, which is why the second year course was offered.

Students can look forward to both Spanish courses being offered in the fall.

In an attempt to satisfy the needs of the student body, Dr. Miller created a number of 500 students. She found that there is an interest in foreign language studies, not only in Spanish but in other languages also.

After collecting the results, Dr. Miller has proposed that an oral French course, only be offered this fall to be followed in the Spring by a reading course.

well as these courses, using other methods of problem solving such as logic/analysis.

The study itself involved 57 students enrolled in two classes last trimester here at Riddle. Group A received traditional treatment and group B received the computer case based treatment. The Paper Folding Test (Figure one) and the Form Board test were used to measure students' two-dimensional spatial-visual ability. The proposed increase would give the station a new

WUCF unable to reach Daytona

By Chip Zadow

The University of Central Florida's (UCF) extensive communications center has proposed an increase in the broadcast range of their FM radio station.

The present receiving radius for the station is 20 miles with an 8,000 Watt transmitter. The proposed increase would give the station a new

radius of 60 to 75 miles, extending the New Smyrna and Daytona Beach area. The restriction is a consequence of a 1985 Federal Communications Commission regulation which prohibits radio stations with frequencies near the television channel six audio broadcast in the same frequency. WUCF is within this frequency range and therefore is unable to

broadcast towards the Daytona area. WUCF will have to up their power to 100,000 watts in order to broadcast to that kind of distance. To strengthen the power to that extent originally cost \$100,000, which included legalities, engineering, and

See WUCF, page 13

Spatial ability solves problems

By Merry Smith
Avion Staff Reporter

Dr. Omar Loe Kiser recently completed an Aptitude-Treatment Interaction Study here at Embry-Riddle. Kiser, a faculty member of the Math Department, submitted the results of his study to the University of Florida as part of his Ph.D. studies.

The study involved using a computer program named "Kiser designed to assist in teaching

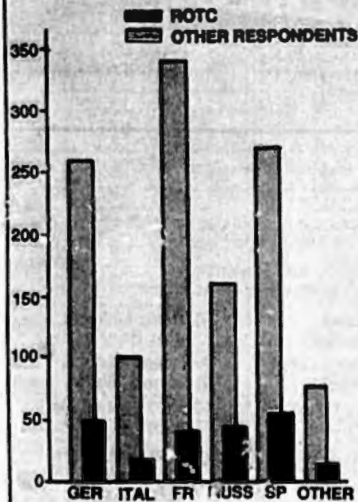
use to solve these problems. The results of the study raised many new questions as well as answering several old ones. Some of the findings indicated that persons with high spatial ability would likely find certain problems easier to solve than persons having low spatial ability. This could be useful to students, and Dr. Kiser has outlined some classes here at Riddle that students with high spatial ability might have greater achievement at. His research is based on the course

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The next step is to build the patron data base. Students, faculty and

Summer A 1987 onward should come by the circulation desk of the library to complete a registration form. At that time you will receive a unique zebra (bar code) label that will be affixed to the back of your ERAU ID.

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The study involved using a computer program that Kiser designed to assist in solving algebraic problems using spatial ability. Spatial ability is one method people use to solve geometric and other problems, or the ability to manipulate visual objects mentally, according to a prescribed sequence of movements.

Some of the problems easily solved by persons with good two-dimensional spatial ability are shown in figures 1 and 2. This is not to imply, however, that spatial ability is the only method one might

use to solve these problems.

The results of the study raised many new questions as well as answering several old ones. Some of the findings indicated that persons with high spatial ability would likely find certain problems easier to solve than persons having low spatial ability. This could be useful to students, and Dr. Kiser has outlined some classes here at Riddle that students with high spatial ability might have greater achievement at. His outline is based on the course description from the current catalog.

The classes include ET 101, Engineering Graphics; ET 110, Drafting and Descriptive Geometry; ET 303, Aircraft Drafting; ET 403, Aircraft Detail Design; and MA 140, College Algebra.

While the study indicates that high spatial ability may facilitate achievement for certain topics in these subjects, the inverse is not necessarily true. Persons with poor spatial ability might do equally as

well as these courses, using other methods of problem solving such as logic/analysis.

The study itself involved 57 students enrolled in two classes last trimester here at Riddle. Group A received traditional treatment and group B received the computer enhanced treatment. The Paper Folding Test (Figure one) and the Form Board test were used to measure students' two-dimensional spatial-visual ability. A pre-test was administered to both groups prior to the study. The interaction between the treatments and spatial ability were then studied.

Dr. Kiser found the results to be very interesting, and led to a definitive conclusion, as well as creating many new questions. The students who received the computer enhanced treatment achieved higher post-test scores if the pre-test de-

See STUDY, page 3



Construction has begun on the Data Processing facility located between Dorm 1 and Clyde

Morris Avenue. The building will house the University's data processing computers.

Avion photo by Dave Ravita

Campus Lighting; To see or not to see

The nighttime lighting on parts of this campus is considerably less than adequate. Certainly we've all noticed that dark places exist on campus where potential health hazards exist, and where security may be a concern. For example, the outdoor stairway on the southwest side of the University Center is an obvious safety hazard. There are 25 steps leading to the balcony on the second floor, which means there are 25 opportunities for a person to fall and injure themselves, because the lights in that area aren't turned on during the evening hours. The main academic complex is another example of bad nighttime lighting. It seems like the university uses 20-watt light bulbs under the walkways. With more graduate students taking evening classes, better lighting would make it much safer for students to walk around without having to worry about strangers popping out of dark shadows.

The new parking lots are fairly well lit, but the old lots are accidents waiting to happen. They are great targets for auto thieves, and they are a hazard to walk across at night because drivers can't see students in the shadows.

A specific example of unsafe parking lot lighting conditions can be found in the Dorm I parking lot off Clyde Morris. Almost every night several Air Force ROTC cadets practice drill and ceremony on this lot, and the unwitting student who zooms off Clyde Morris and into the lot soon must discover how good his brakes are when he makes out the blur of the cadets in the shadows ahead of him. Something needs to be done soon.

And let us not forget the rash of rapes that occurred on or near this campus three years ago. Poor lighting conditions invite the potential rapist, along with other potential thieves and muggers.

This imperative issue of safety should be addressed by the Physical Plant as soon as possible. And if they don't have the authority to erect lampposts of high candle power, then the Administration should intervene and avert a series of potential accidents and crimes before they are allowed to happen. It is also important that the administration realize the high potential for costly litigation that might result from these conditions and it's potential effect on tuition costs. It is amazing that an aviation oriented university can ignore the potential economic ramifications of this oversight.

CORRECTION

Due to a typist error, a quotation in last week's guest commentary was in error. The column quoted Dr. John Eberle as saying "It's not much of an exaggeration to say that communications is really what business is all about," and students "learn to learn to learn."

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This quote should have been attributed to Mr. Roger Smith, Chairman of the Board of General Motors Corporation.

Dr. Eberle's quote was deleted from the column, and should have read "Communications take up approximately 90 percent of a manager's time."

We apologize for the error.



Letters to the Editor

Blatant Mistake

To the Editor:

I would like to bring to your attention the recent problems I have been experiencing with Book Knight PhotoMarketing, Inc., the company which provides graduation photos to students.

I received my photos about a month after graduation and much to my dismay realized that the school's name was not present in its entirety and also that it was misspelled. This is totally unacceptable, and I have written the company asking for corrective action. I have enclosed copies of all my correspondence with the company along with a copy of my graduation photo with the blatant misspelling.

I sincerely hope that my case is an isolated incident and that the other students have the school's name spelled correctly and in full on their photos. This is a major event in a

student's life and it is a disgrace to have their name misspelled on their graduation photos.

John M. Krupnick
Box 6438

Provoking Mirth

To the Editor:

This letter is in response to remarks made by Mr. Davitt and Mr. Smith in two separate letters to the Editor in the Jan. 29 issue.

I am appalled that someone could mistake the comic strips of Wes Oleszewski for defamed political and social mannequins.

"Klyde Morris" is intended to be a comic strip which pokes fun at various topics. The dictionary definition of a comic is "provoking mirth; funny; exciting laughter or ridicule; ridiculous; absurd. Based on these facts, I will be the first to inform you that Wes Oleszewski is living up to the definition.

In your article, Mr. Davitt, you use such terms as "incredibly ridiculous" and "freedom of speech," but you fail to see that

provoked in the newspaper do not necessarily represent those of the University, the staff of the Avion, or the members of the student body.

Stating in your article that the newspaper obviously supports the comic strip and all its contents is like saying that you do not read the rest of the paper.

In response to the article regarding the comic strip written by Mr. Smith, your article included words such as "ridiculous" and "justification." Let me remind you Mr. Smith, that a comic strip is supposed to be ridiculous and have no justifications. If you don't believe me pick up any newspaper and read all the comics, then tell me they have justification. If you interpreted Wes Oleszewski's observations as implying "that God is a merciless killer and dedicated to destroying those who don't produce results," then you are taking it too seriously! Believe me, I am impressed that you are a child of God and can quote the bible, but Wes Oleszewski

Aids Scare

To the Editor:

The idea depicting people that are totally opposed to gay people, as not changing with the times is wrong. I view myself as a liberal, open minded, 80's person, but I'm not going gay to prove it.

Besides the fact that gay's go against all natural truths about opposites attracting, being gay can be very dangerous to people who are not.

The AIDS scare has now become the AIDS epidemic. Bi-sexual males are transferring their AIDS virus to their female companions who may in turn pass it to a heterosexual

partner made by Mr. Davitt and Mr. Smith in two separate letters to the Editor in the Jan. 29 issue.

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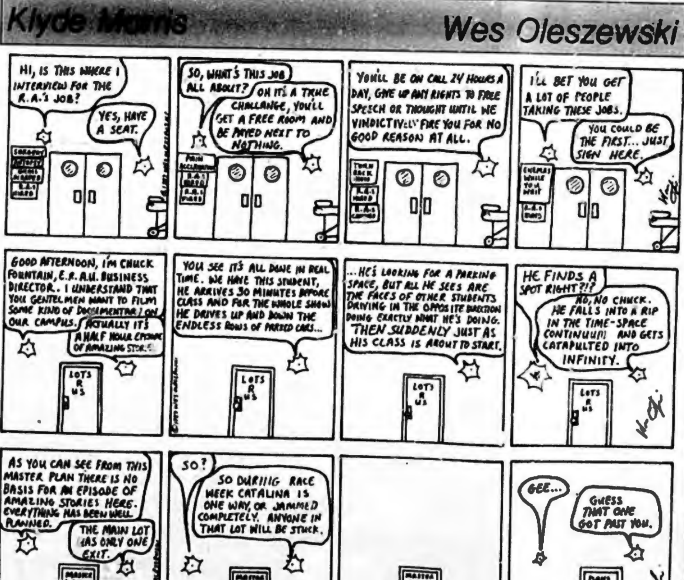
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See LETTERS, page 13



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I sincerely hope that my case is an isolated incident and that the other students have the school's name spelled correctly and in full on their photos. This is a major event in a student's life, and it is a shame to have it spoiled by such negligence. I have sent letters to school officials bringing this matter to their attention. Perhaps this letter can be printed or a notice put in the paper

very dangerous to people who are...
The AIDS scare has now become the AIDS epidemic. Bi-sexual males are transferring their AIDS virus to their female companions who may in turn pass it to a heterosexual male. This chain reaction may have an effect similar to the Black Plague.

The fact I'm not willing to change my sexual preference does not mean that I am closed minded.

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Wes Oleszewski



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This week's staff: Steve Cagle, Hendry Betts, Scott Latham, Rich Gray, Larry Benninger, J. Miguel Vidal, Bill Fisher, John Getay, Wes Oleszewski, Tim Suring, Jeff Guzzetti, James Taylor, Martin Smith, Manuel Fernandez-Longo.

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 Avlon, or the members of the student body.

Letters appearing in the Avlon 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.

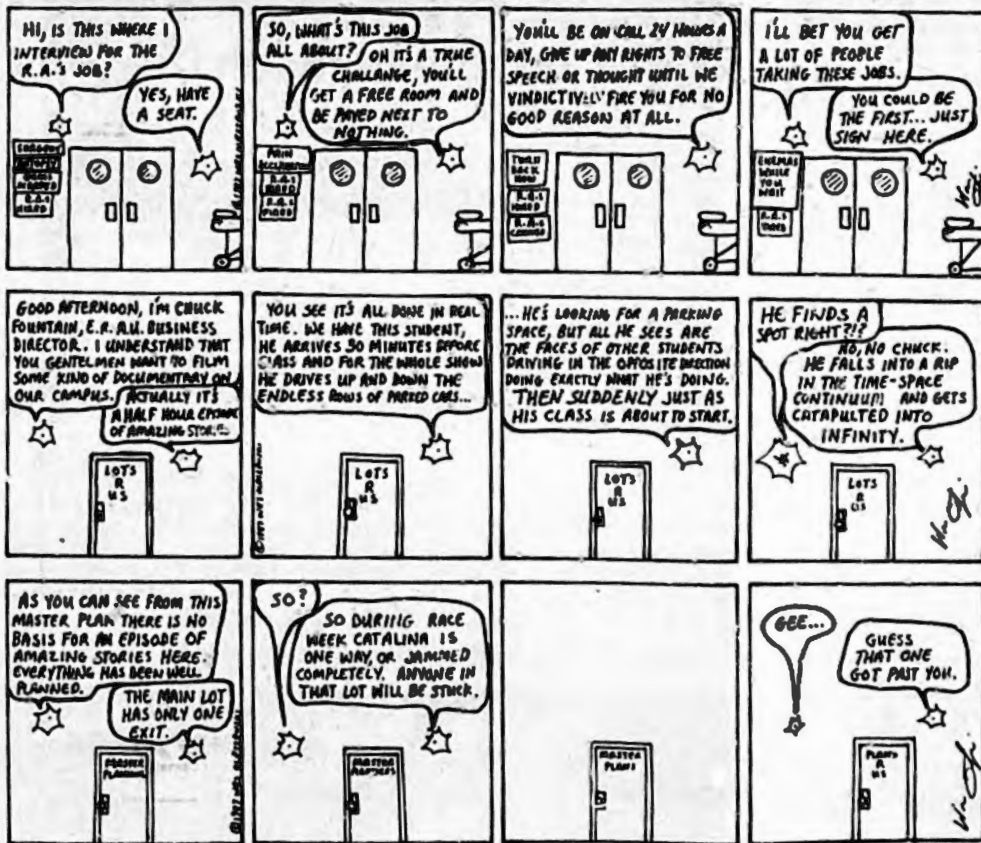
The Avlon Editorial Board members are: Timothy S. Van Milligan, Mark Stern-Montagny, Allen Berg, Brian Nicklas, Peter Merlin, and Jim Banke, Paul Novacek, Rob Watt, Larry Rice, Chip Zodrow.

The Avlon is an Associated Press member newspaper, and subscribes to the Campus News Digest and College Presses East-26. The Avlon is a member of the Columbia Scholastic Press Association, College Media Advisers, and the Associated Collegiate Press.

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Correspondence may be addressed to: The Avlon, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: (904) 253-6581 Ext. 1082.



Student Forum

The Avion asks:
Do you think the Avion should accept advertising for term paper services, and for alcoholic beverages?



Piyush Patel - "Term paper service would be a good idea. It would help out a lot of students; however, I don't feel alcohol should be advertised on the school campus."



Amanda Yurel - "No, term papers should be written by the student. Alcoholic beverages; sure why not, almost everybody drinks."



Anthony Montalto - "Alcoholic beverages, possibly yes; however, a term paper service would defeat the purpose of the college."



Melissa Gaddy - "Term papers should be written by the students themselves, as far as advertising for alcoholic beverages, sure, I don't see any harm in doing that."



Scott Ulrich - "I don't see why not, seeing term papers are not easy to write, I don't agree with advertising for alcoholic beverages; however."



Shulonda Rankins - "If somebody is paying to have it in the paper, it can't hurt. It may benefit someone. If advertising for alcohol is a way to make money, make it."

STUDY

(continued from page 1)

termined them to have good two-dimensional spatial ability. The computer enhancement, therefore, was helpful to students with higher spatial ability than the conventional method was for students with similar pre-test scores. The study also seemed to indicate that students with lower pre-test scores had similar results between the computer enhanced version and the unenhanced version. The computer made little difference to persons with lower two-dimensional spatial ability.

According to Dr. Kiser, this opened many questions, such as: could spatial ability be changed? The Russians, according to Kiser, believe that it can. He noted, however, that the consensus here in the U.S. believed it could not be changed. Another interesting point was the difference between the sexes. In Western cultures, men generally have greater spatial ability than women, according to research conducted by Fennema and Sherman.

For the future, Dr. Kiser intends to make the results of his study available to the administration here at BIRAU in hopes of having the research benefit the students.

Race traffic info

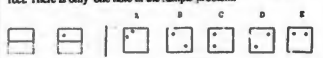
During race week, we can expect abnormal traffic delays. Normal routes are available, except on Thursday, February 12th, when Catalina Street will be one way traffic only (10:30 a.m. - 12 p.m., traffic will be Westbound, and 12 p.m. - 3:30 p.m., traffic will be East bound). Students are advised to use Old Deland road (back road of airport) to Clyde Morris Boulevard.

Those who will be exiting the Campus via the Catalina exit on Thursday, February 12, will be directed by traffic control.

Please exercise additional caution while driving, and Good Luck!

Figure 1 Paper Folding Test

In this test, you are to imagine the folding and unfolding of pieces of paper. In each problem in the test there are some figures drawn at the left of a vertical line and there are others drawn to the right of the line. The last of these figures has one or two small circles on it to show where the paper has been punched. Each hole is punched through all the thickness of the paper at that point. One of the five figures at the right of the vertical line shows where the holes will be when the paper is completely unfolded. You are to decide which of the figures is correct. There is only one hole in the sample problem.

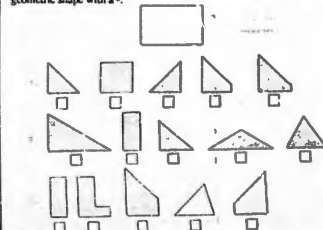


The correct answer to the sample problem above is C as so it should have been marked with an X. The figure below shows how the paper was folded and why C is the correct answer.



Figure 2 The Form Board Test

This is a test of your ability to tell what pieces can be put together to make a certain figure. At the top (unshaded) is a geometric figure. Beneath each figure are several problems (shaded pieces). Your task is to decide which of the five pieces on each row would be needed to make the complete figure when put together. Each piece may be rotated to any position, but cannot be turned over. Mark the box beneath each piece required with a +. Mark each piece not needed to make the geometric shape with a -.



are not easy to write, I don't agree with advertising for alcoholic beverages; however."

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NAVAL Naval Aviation Club

By Kathy Ward
Public Affairs Officer

The Naval Aviation Club was very fortunate to have a P-3C Orion and crew at the meeting on Wednesday, Jan. 28. The P-3C Orion was from NAS Jacksonville, VP-24 "Batmen." It was on static display most of the day and the crew was available to answer questions from students all through the day. At the meeting the pilot in command, Lieutenant Joe Hankins and the Naval Flight Officer/Tactical Coordinator, Lieutenant Pat Snellings gave a slide presentation and a video of the missions of the P-3C Orion.

All the P-3's have become generic in order to confuse the enemy of the movements of the P-3 communications. They can carry out anti-submarine warfare, search and rescue, maritime reconnaissance, mine laying and

surface surveillance. The anti-submarine duties of the aircraft is the main mission. The P-3C is part of a team, even though it is a land based aircraft. The other members of the team include the S-3 Viking and the SH-3, which are both carrier based.

It can carry Mark 46 torpedoes, Harpoon missiles and general purpose bombs. The aircraft is on the top five of the Russian threat list because of its time on station, maneuverability, versatility and range. The team concept is important to the eleven P-3C crew members. They must work well together and with the aircraft involved in the team. The anti-submarine warfare is the up and coming field in Naval Aviation.

Senior Chief Chambers gave the requirement updates for the Navy Programs. The AVROC program is for Juniors with a 2.5 GPA and AOCS is divided into two seven

week sessions. Naval Flight Officer programs are also open. The flight physicals are now required before NAMI. If you are a sophomore or a freshman and desire a Naval Flight Slot you should keep your GPA and be in good physical condition. Senior Chief Chambers can be reached at 788-7582.

The banner was also unveiled at the meeting, and it looks terrific! Club members are need to work the Bush Club and the Daytona 500. If you want to work please get in touch with Bob O'Donnell at 232-

6208. Does not must be paid to Chip Lawrence as soon as possible!

The next meeting of the Naval Aviation Club will be Feb. 11 at 1900 hours in G-109. A carrier based SH-3 Sea King anti-submarine helicopter and crew is scheduled for the next meeting. All are welcome!



Aston photo by Richard Cluier

L5 Aerospace Society

By Kai Weller
Secretary

What can L5 do for you this spring? Well, first of all, our one and only Tom Harstein can satisfy your every Model Rocketing desire. With fearless Tom at the controls, we should have a blast!

For those of you who are having a burning desire to show off your do-

signing capabilities, we have a K&L Regatta not just waiting to be built. (P.S. we need instructors. Please try and get the tubes donated, if not, L5 will reimburse you for the cost.)

If this sounds exciting, come to our next meeting and find out what else L5 has in store for you. Quiz-fests, the new weekly contest where you compete with the rest of

the club to rack up points for awesome prizes, continues this week with another exciting NASA video.

We hope to see you Wednesday night at 7 p.m. in the Common Purpose Room.

By the way, thanks to Sigma Pi for a great softball game last Sunday.

ΣΦΔ Sigma Phi Delta

By Jae Kyung Lee
Sigma Phi Delta Historian

Sigma Phi Delta has already begun its spring recruiting campaign by holding a "Crash-Ruth Party" and a "Mash Ruth party". Many engineering students have shown an interest in Sigma Phi Delta. A few have already been initiated to pledge status. For engineers still interested in becoming Brothers of Sigma Phi

Delta, the recruiting campaign lasts another week. Call will be accepted at the P House by phone, 252-9374, or a visit to 519 S. Ridgewood Ave. The position of Vice President has been taken by Brother Tony B. Williams. The Vice Presidency had been vacant since the end of Fall '86 when Brother Mike De Stefano graduated. Brothers Tony Williams and Gary Gladd vied for the position. After a close election, Brother

Tony Williams became Vice President. Congratulations to both Brothers for their fine efforts.

Birthdays for this month are Brother Steve Taylor on Saturday, Jan. 24 and Lulu Sister Lily Davis on Wednesday, Jan. 21. Both have received Sigma Phi Delta's special birthday treatments and have survived.

AFROTC

By Charles W. Caray
Public Affairs Officer

AFROTC Detachment 157 welcomes the Inspector General (IG), Major Brenston. The IG and his staff will be observing and evaluating

Air Force Reserve Officer Training Corps

the entire Detachment. The cadet and to learn how the cadet corps haircuts, corps operations, cadet functions.

Big Brothers have been assigned their Little Brothers. Volunteers are needed to work at the races this season. The money made from the races will help defray the cost of the Spring 1987 Dining Out. Watch the boards for details!

SCUBA Scuba Club

Scuba Club Release

Last Monday the members of the scuba club met in the faculty/staff lounge. There was a good turnout of all new faces. The club offers to students a chance to become certified at a greatly discounted rate. For

SCUBA Scuba Club

more information on the scuba classes stop by the next meeting. Meetings are held on Monday evenings at a room to be announced, just check the bulletin boards. At the meeting, we made plans for a Blue Springs dive on Saturday morning, Feb. 6. We will be leaving from the

Riddle parking lot near the U.C. at 0900. Any divers who are interested in joining us on the trip, just be there. You are required to have an operating light, full tank, knife and C-card if you plan to attend. Also, club dues of \$5 are due before you partake in any club outing.

Riddle parking lot near the U.C. at 0900. Any divers who are interested in joining us on the trip, just be there. You are required to have an operating light, full tank, knife and C-card if you plan to attend. Also, club dues of \$5 are due before you partake in any club outing.

IN TODAY'S

comes the Inspector General (IG), Major Brenston. The IG and his staff will be observing and evaluating

initiated this trimester. This program allows selected GMC cadets to view operations within the detachment

aces will help defray the cost of the Spring 1987 Dining Out. Watch the boards for details!

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ARMY ROTC

Army Reserve Officer Training Corps

By Cdt. Capt. Anne Goltzky
Public Relations Officer

Recently, Embry-Riddle's Army ROTC was visited by area commander Col. Knuth. We are sure his annual briefing was a success. We feel that we presented a sense of pride and dedication in the Eagle Battalion.

The Army ROTC Color Guard, led by Cadet Captain Lenora Mohler, is part of the process that prepares cadets for advanced camp by familiarizing them with fragment orders, warning orders and operation orders. The philosophy of the color guard is

that to become good leaders, cadets must first become good followers.

To qualify for the Color Guard, cadets must have a good G.P.A., time to commit to the organization and exhibit proper grooming when wearing the Army uniform. Cdt. Capt. Mohler was responsible for selecting thirteen cadets to represent Embry-Riddle's Color Guard.

With the motto "lead by example," Cadet Mohler believes that the Color Guard's behavior sets the standard for other cadets to follow. In the Army ROTC Program, the smallest things do not go unrecognized.

The Eagle Battalion is a special-interest group of cadets. They are the color guard at all Daytona Speedway events. Training for this group includes a requirement of three days of practice per week, and a planned system of merits and demerits. The students are maintained through buddy teams within the color guard. These teams are responsible for keeping each other informed and in proper uniform.

Cdt. Capt. Lenora Mohler purchased the blue and white citation cords that distinguish Color Guard members and is also working towards coordinating a Drill Team for next trimester.

AHP

Alpha Eta Rho

By Geoff Waxman
AHP Correspondent

Alpha Eta Rho is once again anxious to have a productive and fun trimester. Last trimester saw a record amount of new brothers being initiated into our chapter, and we all wish them good luck in their probationary period. This period will prove most significant to our chapter, for these new members must continue to prove themselves through participation, fund raising, and camaraderie.

This past week, Rush was held at the ERAU campus. It was quite suc-

cessful for AHP thanks to the planning and co-operation of the brothers. Our new house played host to a weekend of fun for all.

Alpha Eta Rho needs people who are dedicated to the aviation industry and who are serious about working together towards a common goal. If you feel that you meet these qualifications feel free to approach a brother who can direct you to our pledgemaster Honda.

Pledging is a great opportunity to make friends for life, participate in great activities, and involve yourself with positive and productive people. This spring AHP will be working

at the Daytona Speedway selling beer and food. We need total participation from all the brothers consistently throughout the season. The success of our working will continue to keep our dues low, and help our house stay open.

AHP softball will once again be coached by Danny Smith. There are many exceptional players who must earn their positions with the team, so keep up the great practices guys. This year should see AHP beating every other team in the league as long as the whole fraternity shows up to support them.

NINES

Ninety Nines

By McCall Watson
Vice-President

The Ninety-Nines, the International Organization of Women Pilots, began the semester with an organizational welcome back meeting. Many upcoming events were discussed including touring the DAB Tower on Feb. 11, the F-16 Labrador Fly-in, visiting NASA, the Polar Run sponsored by the Spaceport Chapter Ninety-Nines, planning an Airfield Adjustment Day and painting a compass rose at Flagler County

Airport. If any of these events seem like fun to you, feel free to come join in.

The Ninety-Nine chapter at ERAU combines fun with learning when planning events. One of the most interesting and informative events that the club participates in is the FAA Safety Seminars.

These seminars are held monthly at Sanford Airport. Each session deals with a selected topic in aviation at which participants can point for the Wings Program. The purpose of the program is to improve knowledge and safety among pilots.

Wings of different levels are given after seminar attendance combined with specific flight instruction. The program supplements the Biennial Flight Review process and promotes a continuous upgrading of pilot knowledge.

This semester is filled with events for club members. Club membership is open to all women with an interest in aviation and is not limited to pilots. Members include students, flight instructors and Daytona Beach residents.

Meetings are held on Tuesdays at 7:30 p.m. and are announced the

club bulletin board located in the SGA hallway across from the elevator.

Please put your name on the sign up list if you are interested in getting on our mailing list. Semester dues are \$5.

Feel free to leave a message in our box in the Student Activities Office if you would like more information about the Ninety-Nines.

We hope to see you at the next meeting and until then - keep flying straight and level.



Ninety-Nine Members (Left to right) Kathy Mullins, Brigitte Lakah, McCall Watson, Corinne Drawdy, Shirley Eckes, Jesse Waltz, Tracy Reitenauer, Susan Selig.

RIDDLE RIDERS

By Jerry Skulinski
Sport Latham
Clubs Correspondent

There will be a Harley Davidson Sportster on display in the U.C. Feb. 20. This motorcycle has been

donated to the Easter Seals by Robinson Harley Davidson dealership of Daytona Beach. The Riddle Riders will be donating their time to Easter Seals production this display. Since the motorcycle itself does

not present any great value to the Easter Seals organization it will be given away by the end of Bike Week. To find out how you can possibly become the new owner of this Harley Davidson Sportster, walk up to our display and ask about

it. Next Sunday, Feb. 8, there is a course for the Motorcycle Safety Foundation's Better Biking Program. Embry-Riddle students get a discount through the Riddle Riders Motorcycle Club. If you wish to

participate in this course or would like more information about it then leave a note in the club's mail box in the Student Activities Office.

For club members and all motorcycle enthusiasts wishing to ride both as a passenger or cyclist,

there will still be a ride on Sunday, Feb. 8, leaving the triangle parking lot north of the U.C. at 10 a.m.

The next meeting will be held on Thursday, Feb. 15 at 7 p.m. in room E 603. Ride aware - show you care.



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GOES weather satellite undergoes final checkout

Spacecraft will process global information for National Oceanographic and Atmospheric Association

By Chip Zadow

CAPE CANAVERAL AIR FORCE STATION — The eighth Geostationary Operational Environmental Satellite (GOES-H) is undergoing final checkout and testing in Hangar AE at Cape Canaveral Air Force Station. Preparations for the Feb. 19 launch are on schedule.

Delta 179 will carry GOES-H into space from complex 17. The launch window is between 5:48 and 6:20 p.m.

The GOES-H was originally set to be launched in June 1986, but Goddard Space Flight Technicians wanted to recheck the imaging equipment. The launch was then postponed, and the spacecraft dismantled.

During a recent press showing of the spacecraft, the Avion learned that GOES-H will be the seventh in a family of similar spacecraft to be put in orbit.

The primary mission of the GOES spacecraft is processing timely global weather information for the National Oceanic and Atmospheric Association.

GOES-H will be placed in geostationary orbit at an altitude of 22,300

miles and will weigh 885 pounds at launch — full fuel. At this altitude the satellite will keep stationary over one point of the earth's surface.

There is an on-board visual camera with .6 mile resolution, and an infrared camera with resolution of 4.3 miles. These cameras will take television-like pictures of one-third

of the Earth every 30 minutes.

A three dimensional view can also be taken with a vertical temperature versus an altitude cross section of the atmosphere (VAS). With the VAS system, more accurate weather predictions can be derived.

A special search and rescue package has also been added. This will

aid in the rescue of lost aircraft or ships at sea.

Secondary missions for the spacecraft include investigations of solar particle emissions. The data received will aid in the understanding of the sun's radiation and its magnetic fields. Scientists can then use this data to better understand the effects of solar activity upon telecommunication systems.

The satellite will also receive and relay data for environmental sensors on the earth's surface.

The original launch date was postponed due to problems with filament light bulbs within the spacecraft. Attached to its exocoders, these lights control the mirrors in the optics. With only one bulb in the spacecraft, a burned out light would render the optics useless. A light emitting diode was added, thus increasing the redundancy of system.

Hughes Aircraft representative, Phil George, states this was "a prudent conservative touch."

Once orbit is successfully achieved, the satellite will be renamed GOES-7. At present, GOES-4 is at 33 degrees west longitude over the Atlantic Ocean, and has lost its optical capabilities.

GOES-5 is at 105 degrees west

longitude over the center of the U.S. with the same status as GOES-4.

GOES-6 is at 75 degrees west longitude and is fully operational. GOES-6 is transvering across the continental U.S., covering the West coast during their storm season, and the East coast during the hurricane season. GOES-6 is expected to continue operating until 1989.

The GOES series requires at least two fully operational spacecraft to precisely operate. However, not since 1984 has the GOES program had two fully operating satellites.

Once GOES-7 is operational, GOES-6 will be repositioned at 105 degrees west longitude, and GOES-7 will be at 65 degrees west longitude.

Last June, the predecessor of GOES-H, GOES-6, was lost when the spacecraft's booster, Delta 178, experienced a premature main engine cut off during launch. The satellite that was to have been GOES-7 was destroyed by Range Safety.

A new program of similar satellites is planned for the fourth quarter of 1987.

Ford Aerospace will build the spacecraft, and a J-111 shuttle and

expendable launch vehicle capabilities.



Delta 179 will carry the GOES spacecraft into orbit on February 19. The rocket is seen here during booster stacking at Complex 17.



Hughes Aircraft Company technicians prepare the GOES-H weather satellite in the spacecraft checkout facility at Building "AE" on Cape Canaveral Air Force Station.

Arianespace to launch GTE satellite with new communications package

By Mike Fried Avion Staff Reporter

Arianespace, GTE Spacenet, and Geostar Corporation have reached an agreement whereby GTE's ASTAR satellite will carry a communications payload for Geostar. When linked with two other GTE satellites, the Transmit/Receive payload will provide a two-way digital message service and radio

location capability.

The ASTAR satellite and GTE payload will be placed in a 22,000 mile high geostationary transfer orbit. An Ariane 4 rocket will launch the satellite in mid 1989 from Guiana Space Center in Kourou, French Guiana. The Geostar system transmits messages between land, sea, and air terminals, which it locates to within 10 meters. Geostar Corporation,

based in Washington, D.C., has acquired over 500 subscriptions to the new service.

During 1986, Arianespace confirmed 18 satellite launch contracts. There is currently a backlog of 42 satellites due to a temporary halt to Ariane launches. The halt was caused by problems with the Ariane third stage ignition system, which resulted in the loss of a payload last May.

Ex-astronaut says program is lagging

Associated Press

LOGAN, Utah — The U.S. space program is nearly 20 years behind schedule and several other nations are in a position to take away America's foothold in the final frontier, a former astronaut says.

"France, Japan, China and other countries are becoming more active in space and we could end up buying services from all of them unless we get going," said Charles "Pete" Conrad, who walked on the moon during the Apollo XII flight, Thursday at Utah State University. Conrad, now corporate vice president for McDonnell Douglas Corp., said "manned and unmanned

programs should work hand and glove together, but unmanned programs have been slighted in this country since about 1967."

Conrad said former President John Kennedy was committed to a sound space program, but the National Aeronautics and Space Administration's program problems started with budget cuts under President Lyndon Johnson.

"President Nixon had the option of continuing with a very large program, which considered Mars exploration, unmanned programs and a space transportation system, but he chose the short route which went purely with the shuttle," he said. "President Ford didn't do anything. President Carter would

have liked NASA to disappear, but finally with President Reagan a commitment seems to have started again."

Conrad said after the space shuttle Challenger exploded 73 seconds after liftoff Jan. 28, 1986, killing all seven aboard, the president commissioned a group to look at what the nation should do with the space program over the next 50 years.

"The report, amazingly, said we need a space station, we need to go back and colonize the moon, and we should be on our way to Mars," Conrad said. "But somehow, that

See NASA, page 7

Transmit/Receive payload will provide a two-way digital message service and radio

location capability. The ASTAR satellite and GTE payload will be placed in a 22,000 mile high geostationary transfer orbit.

problems with the Ariane third stage ignition system, which resulted in the loss of a payload last May.

"Pete" Conrad, who walked on the moon during the Apollo XII flight, Thursday at Utah State University. Conrad, now corporate vice president for McDonnell Douglas Corp., said "manned and unmanned

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See NASA, page 7

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Cessna 152	\$ 33.00
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Piper Archer (IFR)	\$ 52.00
Piper Arrow (IFR, Complex)	\$ 59.00
Piper Seminole (Multi-Engine)	\$110.00
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Poseidon missile launched during readiness exercise

By Tim Van Milligan

PORT CANAVERAL, Fla. — This past Saturday, the U.S. Navy successfully launched a Poseidon C3 missile from the submerged submarine USS Tecumseh (SSBN 628). The launch occurred at 2:30 p.m. and was part of a Demonstration and Stakedown Operation (DASO) to determine the state of tactical readiness of the crew and equipment after a shipyard overhaul.

While on board the USNS Range Sentinel 50 miles off the coast of Cape Canaveral, this reporter viewed the launch along with other ERAU students and faculty at a vantage point of about one mile from the submerged submarine. The Poseidon sat out from the rough sea and quickly ascended into clear skies with a deafening roar.

missile launch tube. After the missile has attained sufficient acceleration and traveled a specified distance from the submarine, the first stage motor is ignited, and the boost phase begins.

When the first-stage motor burns out, it and the interstage are separated from the missile, the second-stage motor is ignited, and the boost phase continues. Second-stage burnout completes the boost phase, after which the post-boost control system provides equipment section thrust and control until all the recovery bodies have been deployed.

The Trident missile has a much greater range than the Poseidon missile, carrying a full payload of 4,000 nautical miles, and a reduced payload to even greater ranges. The Trident 1 missile is approximately the same physical size as the Poseidon missile, enabling a number of submarines carrying Poseidon missiles to be modified to carry the Trident 1 missile.

The USNS Range Sentinel (T-AGM 22) is a Special Mission Support ship which carries the Poseidon missile Range Instrumentation ships

administered by the Military Sealift Command. The mission of USNS Range Sentinel is to provide communications, flight safety and telemetry acquisition capabilities in support of Fleet Ballistic Missile (FBM) operational flight tests in broad ocean areas. In this capacity, Range Sentinel provides the necessary facilities to support a maximum of four missiles, all of which may be in flight simultaneously.

The USNS Range Sentinel has tracked over sixty Polaris (A3), Poseidon (C3) and Trident (C4) Operational Test Launches (OT's) from submerged submarines.

As a secondary mission, the Range Sentinel has been the support ship for more than sixty DASOs. During these types of missions, the USNS Range Sentinel may host up to 250 guests to observe the submarine launch. On board for Saturday's launch were 255 civilian and military guests, including three students and two faculty from Embrey-Riddle. The three students were Scott Anson, Yvetta Navarro, and this reporter; the faculty members were Dr. Robert Brown and USAF Capt. Dan Ashton.



A Poseidon missile launches from the submerged submarine U.S.S. Tecumseh. The launch was part of a demonstration exercise to determine crew and equipment readiness.

Shuttle Carriers of America...

NASA's Boeing 747 Shuttle Carrier Aircraft sits poised beneath the Mate/Demate Device at the Ames-Dryden Flight Research Facility at Edwards Air Force Base in California.

NASA — Soviet booster readied for flight to station

(continued from page 6)

rept mysteriously disappeared. Conrad said one bright spot is that a space station, though behind in schedule, is being planned. He said NASA in early February will release its plans for a space station and solicit bids from contractors.

"Before the end of this year, NASA will award contracts for construction of the first phase of the space station and we expect that by 1993 the first flight will occur to start assembling the station," he said.

Conrad laments the fact that the Soviet Union already has a start on a space station.

"They have been flying all the time we have been down since the Challenger accident and I personally think they are headed for Mars but not saying much about it," he said.

Associated Press

MOSCOW — The booster rocket that will launch two cosmonauts on a flight to the orbiting Mir space station has been tested for liftoff, Soviet television said Friday.

Reporting from the Baikonur space center in Soviet Central Asia, the broadcast did not say when the launch is scheduled. Space officials in the United States said the Mir's orbit had been adjusted and that a Saturday morning launch was possible.

Soviet television showed mission commander Yuri Romanenko and rookie cosmonaut Alexander Lavtchin undergoing final preparations for the flight in the Soyuz TM-2 spacecraft, a new

generation capsule that will take them to the Mir.

The Mir, which means "Peace" in Russian, has been unmanned since cosmonaut Leonid Kizim and Vladimir Solovov returned from orbit last July 16.

Mir is the most sophisticated Soviet space station to date. It is an upgraded version of the Salyut type space station. Mir features more comfortable living quarters than were present in previous space station designs. Crewmembers have individual sleeping compartments with viewports. Mir also is the largest of the Soviet orbiting space stations.

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...the vessel. The missile may be launched from submerged or surfaced FBM submarines and is ejected by the pressure of expanding gas within the

La Paloma Fitness Center, Inc.

A Poseidon missile launches from the submerged submarine U.S.S. Tecumseh. The launch was part of a demonstration exercise to determine crew and equipment readiness.

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AFA meeting covers tactical air future

By Brian Nicklas

The Air Force Association's Tactical Air Warfare Symposium held in Orlando could be termed a meeting of minds. Basically held to keep AFA members up to date on changes and progress made with the Air Force's Tactical Air Command and other units with a similar function, the Symposium covers the topics as diverse as the United States Air Force Europe (USAFE) procurement of weapons systems in the 1990s.

Part of the purpose of the AFA is to educate the general public as to what is going on with the Air Force, and how various needs are met to ensure military strength and thus, global peace.

With meetings such as the one held here, both Air Force personnel and industry leaders are kept abreast of the constantly changing face of air warfare and aerospace technology. The two-day event started with a welcome by Sam Keith, President of the AFA and a keynote address by Gen. Robert Rusk, Commander of the Tactical Air Command.

Leading the individual presentation was Gen. Skantzis of the Air Force System Command, who spoke on the integration challenges in the future facing tactical air. Drawing heavily on history to illustrate points concerning the future, Skantzis talked of the mixed role of the fighter, the use of bombers in a tactical situation, and on the design and procurement of the fighter of the

future; specifically, the Advanced Tactical Fighter (ATF).

Later on in the afternoon, Maj. Gen. Richard Steers of the Air Force System Command's Armament Division spoke on another type of hardware, not aircraft, but munitions.

Munitions range from air-to-air missiles (AAM) like the Advanced Medium Range Air-to-Air Missile (AMRAAM) to anti-personnel bombs and guided air-to-ground weapons like the AGM-130.

Talking on the AMRAAM, Steers said the missile would soon be testing "Twin simultaneous launches against two separate targets." This shows that the AAM has come a long way since the equaled neckers of World War II.

Using films to illustrate various points, Steers showed various tests of air-to-ground weapons like Boosted Kinetic Energy Penetrators, which fire themselves deep into the targets after stabilizing themselves in a vertical position after release from the aircraft.

Steers then fielded questions, during which he discussed weapons that may be available for the ATF, such as a folding-fin AMRAAM. Covering the events in the Middle East, Maj. Gen. Davis Rusk, Deputy Commander in Chief of the U.S. Central Command, gave the audience an interesting appraisal of the situation in the area that he pointed out, "Could easily accommodate the continental U.S. within its boundaries."

Rusk told of the importance of the region to the U.S., but how it was difficult to maintain a presence there

without infringing on the rights of the nations of the region.

The threat of Soviet or Soviet backed forces was covered, as was the hostilities ongoing between Iran and Iraq.

A reception for symposium attendees followed Rusk's speech, where the gathering could see displays covering the aircraft and systems discussed during the presentations.

The largest display was from the Air Force Armament Division, who had various stores on show as well as a three-dimensional map of the facilities at Eglin AFB.

The dinner speaker for the event was the honorable Donald Latham, the Assistant Secretary of Defense for Command, Control, Communications and Intelligence (C3I).

Covering the rights and wrangings of the C3I system, Latham showed how the budget for C3I was being curtailed, even though the Soviets were stepping up their funding for the same area.

Speaking on how costs were driven up by outside forces, he said that "Competition for the sake of Competition is crazy. We must do it (procurement) smartly."

Latham also talked of "Enterprise Programs," where programs are funded by milestones, rather than by fiscal year to fiscal year.

Friday morning, the proceedings started with what was perhaps the most dynamic presentation, which covered the USAF in Europe.

Gen. Charles Donnelly spoke on the weapons and aircraft he needs, and roared often of his "Aids."

As part of the morale boost he is infusing on his people, he has given

permission for "nose art" to return to Air Force aircraft in Europe. Donnelly feels that this gives more pride to the troops, which in turn provides a more combat ready force.

Combat in Europe will entail entanglement with Warsaw-Pact units, which comprise "The Threat." To show this, a slide presentation was given, accompanied by rock music.

For the Soviets, "Aids," the bringer of war," by Hiale and performed by Emerson, Lake and Powell. For the USAFE troops who chased them off the screen, "Holding out for a Hero" by Bonnie Tyler. These slides showed both the men and equipment on both sides of the fence.

Donnelly covered the problems inherent in a unit of some 93,000 troops, while facing an overwhelming number in opposition. And as it is, he stated that USAFE was only 91% manned.

Supplying a force posted overseas was addressed by Donnelly, who covered the positioning of supplies to the C-17 transport. The C-17 is critical to maintain the freedom of Europe.

In what seems to be a subject much closer to home, Lt. Gen. Harley Hughes talked on Low Intensity Conflicts (LIC) in Europe.

While many will view terrorism as the act of criminals, it is a form of a low intensity conflict.

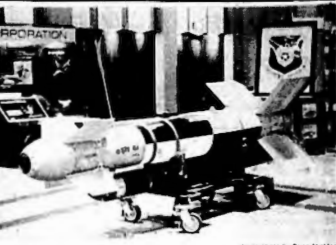
Shoulder-launched missiles, secure communications, pocket weaponry, and more powerful explosives all go hand-in-hand to help conceal a threat either within or outside the U.S.

A concern of the USAF in combating LICs is how much force can be used without escalating the conflict, but at the same time getting rid of the threat.

Also discussed was the extent of USAF involvement in operations, and how joint operations with other U.S. forces would go.

"Preparing for War" by an Army representative from Joint Training and Doctrine Command.

There is even more emphasis on realistic training, not only for Air Force units involved in programs such as "Red Flag" to Army troops



This AGM-130A was one of many munitions on display from the Armaments Division at Eglin AFB, FL. This weapon holds guidance package with a TV camera head on a 2,000 pound bomb. Also note the rocket motor beneath the bomb.

working at the National Training Center at Fort Irwin, Calif.

A meeting on tactical air warfare may seem a unique place to hear the Strategic Air Command present their views, but as was pointed out, SAC does have a conventional capability.

Not only does SAC have a conventional capability now, they will continue to do so even with the Advanced Technology Bomber.

To close the seminar, a quick look was given at affairs in the Pacific with the emphasis on electronics.

As the representative from the Pacific Air Forces stated, the Soviet Pacific fleet is larger than our entire Navy.

Thus, together with the third largest standing non-free world army in Vietnam, makes an interesting possibilities. North Korea also is on constant vigil, and countries bordering the Indian Ocean also come under PACAF's scrutiny.

With so much of the area of operations of PACAF over water, avoidance of, and combating radar is a high priority. Jam resistant communications and radars for our side are also of high consideration.

As the close, when all was done for another year, the Air Force Association had presented another round table which brought out points that would be hard pressed to be shown elsewhere.



A popular topic in both the lecture hall and the display area was the Advanced Technology Fighter (ATF). This display was the



This model of a E-8A Joint STARS appeared at a Grumman display at the Tactical Air Warfare Symposium held in Orlando.

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Mar. 20 Dr. Thomas Hilborn "Turning Machine"
Mar. 27 Dr. Daniel Konradi "Residual Arithmetic"
Apr. 10 Mr. Andrew P. Hoching "Supporting Yourself with UNIX"

All seminars are scheduled on Fridays at 1:30 pm.

STUDY EFFECTIVENESS SEMINARS

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Note: Seminars are from 1:30 pm to 2:30 pm, in the C.P.R. in the U.C.

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NOTICES

GRADUATING SENIORS

April graduation applications are being accepted in the Registration and Records Offices 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 diploma will be ordered if this application form is not processed by the Registration and Records Offices.

If a prospective employer requests an official transcript for a job interview, a Transcript Request must be initiated by the graduate. Requests should be submitted at the Registration and Records Office.

In accordance with University policy as stated in the Graduation Requirements section of the ERAU Catalog, all students will be required to have successfully completed all of their required courses and financial obligations before they will be allowed to participate in graduation ceremonies. This includes all degree required flight courses.

A student's last flight course must be completed prior to the date and time that senior grades are due in the Office of Registration and Records in order for that student to participate in that graduation ceremony. Students completing any required courses (flight or academic) after that time will be eligible to participate in the succeeding ceremonies.

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 Ranfos, Senior Class Advisor. 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.

The Council holds meetings Fridays at 1:30 in the C.P.R.

CAREER CENTER WORKSHOPS

CO-OP ORIENTATION			
February 17	Friday	11:30-12:30	FSL
February 17	Tuesday	4:30-5:30	FSL
February 25	Wednesday	12:30-1:30	FSL
March 3	Wednesday	2:30-3:30	FSL
March 11	Wednesday	9:30-10:30	FSL

This model of a E-8A Joint STARS (Surveillance Target Attack Radar System) ap-

peared at a Grumman display at the Tactical Air Warfare Symposium held in Orlando.

realistic training, not only for Air Force units involved in programs such as "Red Flag" to Army troops

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RESUME WORKSHOP

March 27	Friday	11:30-12:30	FSL
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INTERVIEW WORKSHOP

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

PROFESSIONALISM - "Dress for Success"

February 20	Friday	2:30-4:00	FSL
March 4	Wednesday	9:30-11:00	CPR

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FALL '87 HOUSING

New contracts for University Managed Housing for Fall 1987, Spring 1988, Summer A and B 1988 will be available in the Department of Housing during Feb. 2 - 13 in room 278 of Residence Hall II. If

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.

Murphy's Law proved right by mathematics professor

Associated Press

MONTEVALLO, Ala. (AP) — The computer age has reached Murphy's Law — if something can go wrong, it will — and found that Murphy wasn't wrong.

In fact, a mathematics professor said, if one thing goes wrong, it is likely that one or two more will follow.

"Murphy's Law is in fact a law of nature which, like those of physics discovered by Newton 300 years ago, cannot be broken," said 39 year old Gene Garza of the University of Montevallo.

His computer research, he said, shows that people can be affected by conditional probability, which holds that the chance of a second mishap is higher than the chance of a first one.

"Events will cluster together," Garza said. "Bad things will occur together, and good things will occur together. Several appliances in the home will break down at the same time. If one breaks down, chances are another will break down."

"If it is known that one mishap has already occurred, then we know the probability of the second one has gone up." Mathematics Magazine, an academic journal, is to publish Garza's findings later this year.

"It was just a natural curiosity with me, just as it is with most peo-

ple," he said of Murphy's Law. "I wondered why things happened in clusters. After giving it a lot of thought over a few years I decided to look and see if it had a mathematical basis." If four people are walking along a street after a rain, Garza said, the chances are better than 50 percent that one of the four will be splashed by cars twice while the others stay dry.

In addition, he said, the chances are that the same person will be splashed a third time.

The other side of the coin, Garza said, is that Murphy's Law works in reverse, that the same probabilities apply to good things happening.

"We accept the fact that bad things will happen, but what the paper says is that bad things will happen together," he said. "If it makes me feel good that bad things will happen in clusters... then once I get over this crisis I know there most likely will be some good days."

"I guess when the first bad thing happens then you have no reason to be optimistic. After the second or third bad thing, then you can be optimistic." Garza said his research shows that luck has nothing to do with it.

"There's no such thing as good luck or bad luck, it just happens," he said. "This is exactly what we should expect if one understands the laws of probability."

Submissions to the Avion are due Tuesday, eight days prior to the publication date

Aviation Images Saint-Ecupery is Remembered

By Prof. J. Roger Osterholm
Ph.D.

The aviation films as a genre is now academically recognized as the critical neglect of aviation literature. And who is the greatest writer on aviation? Antoine de Saint-Ecupery, pronounced AN-TWAN da san-ay-koop-ay-REE.

He was born in 1900 and died in 1944 a wonderful French writer but with much yet to give. He was shot down flying a Lockheed P-38 Lightning on a reconnaissance flight over occupied Southern France.

Coming from a wealthy family, he was soon totally absorbed by aviation. He was one of the pioneers of airmail, even flying from Africa to the east coast of South America. These early adventures of his and especially of Mermoz and Guillaumet are told as part of the story in his *Wind, Sand and Stars*, published in 1939 and his third book.

His second was a novel published in 1931 called *Night Flight*. This is a child's masterpiece, you may recall. *The Little Prince* included his own delightful drawings of a tender alien from outer space who happens by the Sahara as a pilot was forced down to repair his engine. In Chapter XXI the diminutive prince from a tiny planet with only one fragile rose met a fox in the desert who said on parting, "It is only with the heart that one can see rightly; what is essential is invisible to the eye."

Anna Morrow Lindbergh, the famous wife of the more famous aviator, wrote an elaborate "Appreciation" included in second American edition of *Wind, Sand and*

Stars, still for 1939, but because of her husband's association with his stand against fighting Germany, it was dropped from later editions, lest

it hurt sales. She cordially recommends Saint-Ecupery's poetry and humanity derived from aviation.

Lowell Thomas, the famous adventurer and newsmen, included a large chunk of *Wind, Sand and Stars* in his anthology *Great True Adventures*. As an introduction, Thomas writes "This section, as the outline by k, shows the extent of the adventurous spirit of the aviator, a

man whose airplane carries a broadening view of humanity wherever it flies."

Saint-Ec loved his airplane but loved the effects of flying even more, especially the magnificent vision it offered on life and humanity. He loved the machine but was wise enough to keep it secondary. He was no great thinker like Plato and Immanuel Kant, but was a great writer and visionary, akin to Ralph Waldo Emerson and Walt Whitman, whose spirits soared long before the airplane.

His books became gradually less exterior and fictitious and more interior and visionary. At bottom, he's less the idealist or the existentialist than he is the humanist in love with life, vainly trying to reach out with his long slender arm from his speeding cockpit to embrace the whole of humanity, in the Pantheon in Paris, his wings stand above all other inscriptions of French writers and philosophers.

Throughout our life, we are placed into situations where relationships are not chosen but are happened upon by life circumstances. One of these major times in a student's life is when he or she leaves their nuclear family and goes into a living environment with people that they have never met before.

Some of my fondest (nicer) memories are of my freshman year roommate, Karen, a fictitious name, and I had little in common except for our major, math (which I changed prior to matriculation) and our choice of residence halls.

Our living schedules were diametrically opposed. Karen was a morning person and my day rarely began before 11 a.m. Six p.m. was Karen's bewitching hour.

Large organizations that have offices distributed over different geographical regions -- Army, Navy, Air Force, large multinational corporations -- have begun UNIX to take advantage of its excellent communications tools.

There is another advantage of UNIX. Most applications programs written in a high level language like COBOL, FORTRAN or PASCAL depend on their hardware vendor's proprietary operating system for Input-Output from the applications program. This means that if the program was written in COBOL for computer manufactured by ABC Corp. and it has to be moved to a computer manufactured by XYZ Corp., a major rewrite of the program would be necessary. This rewrite makes it possible to port programs from one computer to another. Program porting is expensive and labor intensive and costs a lot of time, in addition to costing a lot of money!

I have a good news for ERAU's computer science students! You will have UNIX now integrated with your Computer Science courses, with the only exception of BASIC and COBOL. We are getting a Source license for Unix from AT&T for all our CPUs; and for our new acquired IBM 0361, we are getting Unix (a UNIX product sold by Armdahl Corporation). Any student with prior UNIX experience should immediately contact me to explore the possibilities of student employment in the CS Department.

An operating system, called UNIX, originally developed by AT&T is playing an important role in this electronic filing. Because of AT&T's enormous experience in communications, the UNIX operating system developed by AT&T provides excellent tools for electronic transmission of large amount of data over the telephone lines.

At that time she would already be back from dinner, shower taken, pj's, robe and fuzzy pink slippers all on. She was ready to settle into studies for the evening and write long commiserative letters to her hometown boyfriend. All of these activities were done in total silence with the rare exception of an interjection of the sanctum by a "Carporters" album.

My suitmates (those who shared the bathroom with) were quite the opposite. They discovered fraternity parties the first night we arrived and were rarely seen again. My life vacillated somewhere in the middle of these groups.

Needless to say, there was much need for compromise. Looking back at the time, I can find it humorous. If only I had had the insights into people and personalities that I have at the point in life, the microcosm of my world would have been much more pleasant. Instead, I did my best to avoid conflicts with my roommates and unfortunately lost some of my own space and rights. This

situation eventually built to the point of explosions and both of us "let it all out."

Our living environment could have been much more pleasant if ground rules had been established initially with the input of both of us. Much is learned during that first year away from the family and all that is familiar. The experience is definitely one that will change you and hopefully the memories will be looked upon fondly.

If you would like to learn more about establishing compatible, fulfilling relationships with roommates and coworkers, attend our free one-hour seminar Friday, Jan. 30 at noon in the CPR. Bring your lunch and listen to Mavis Van Bibber, a local community counselor, address the

topic of "Establishing Compatible Relationships" drop by the Counseling Center in the University Center.

Computer Corner

By Jagdish C. Agrawal
Professor and Chairman
Computer Science Department

We are in the so called tax season. Individuals are busy preparing their tax returns, if they haven't already done so. The interest in electronic filing of the tax returns is extremely high and some 250,000 returns are expected to be filed in electronic form in 1987. This compares to about 25,000 individual tax returns transmitted to IRS electronically. To cope with this type of exponential growth in electronic filing, the IRS plans to upgrade its computer systems in 1988.

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FLASH For Leisure And Student Health

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The Avion is looking for comic relief articles to appear in future issues. If you can write any type of humour, please submit an article to the Avion office.

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Math Corner

MIRACLES OF MATHEMATICS

Miracles do happen in the land of mathematics. Try this one. This really works.

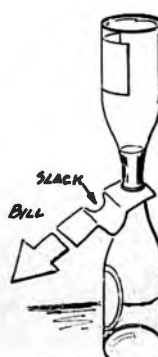
Here's something you can do with empty beer bottles at a bar besides staring at them. Balance two rim to rim as shown with a dollar bill between them. I save some slack (very important) in the bill as shown. Jerk the dollar bill from between the bottles as quickly as possible. If the bill was removed quickly enough, the bottles should remain undisturbed. Explain the reason behind.

Submitted by:
Prof. George G. Gerhart

MY FATHER SAYS, "SON COME BACK HOME"

If from the first state one person sends \$100, from the second state two persons send \$200 each, from the third state three persons send \$300 each, and so on, how much is Robert's loss? Answers there are fifty states.

Note: "Call Western Union" is not the answer.



ANSWER TO AGING

The astronaut is 40 years older than his grandson. Find the velocity of the spacecraft so that after a 50 year space trip he is exactly as old as his grandson.

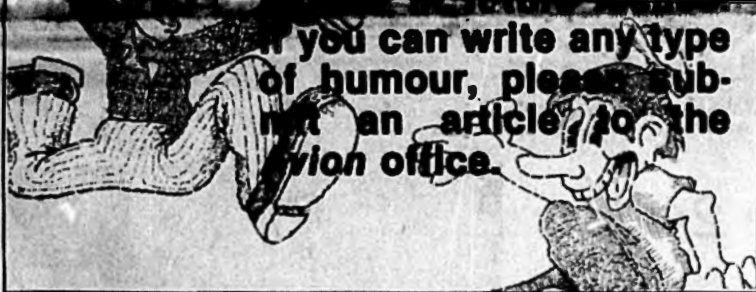
Hint:
$$R_a = R_g \sqrt{1 - (v/c)^2}$$

where
 R_a = aging rate of astronaut
 R_g = aging rate of astronaut's grandson
 v = speed of the spacecraft
 c = velocity of light

Ans: If you have some interesting or exciting ideas about math puzzles, please send them to the above address. Your participation highly appreciated.

MATH IS THE PATH

Math is the path
 To a life
 without strife



line a living environment with people that they have never met before

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hour seminar Friday, Jan. 30 at noon in the CPR. Bring your lunch and listen to Marvis Van Bibber, a local community counselor, address the issue.

Also, on Monday, Feb. 2 at 8:30 p.m. in Dorm I Lobby, there will be the "Roommate Game." All are welcome to attend and cheer on your fellow students.

For more information on the topic of "Establishing Compatible Relationships" drop by the Counseling Center in the University Center.

Math Corner

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The astronaut is 40 years older than his grandson. Find the velocity of the spacecraft so that after a 50 year space trip he is exactly as old as his grandson.

Hint:
$$\frac{R_a}{R_g} \sqrt{1 - (v/c)^2}$$

where

R_a = aging rate of astronaut

R_g = aging rate of astronaut's grandson

v = speed of the spacecraft

c = velocity of light

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

MATH IS THE PATH

Math
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To a life
Without strife
The secrets of the Universe
Are revealed to those who
Peruse, and do not reverse
The signs of equations.
Math is the path.

Submitted by Eric L. Friedman.

MIRACLE OF MATHEMATICS

Miracles do happen in the land of mathematics. Try this one. This really works.

Here's something you can do with empty beer bottles at a bar besides staring at them. Balance two rim to rim as shown with a dollar bill between them. Leave some slack (very important) in the bill as shown. Jerk the dollar bill from between the bottles as quickly as possible. If the bill was removed quickly enough, the bottles should remain undisturbed. Explain the reason behind.

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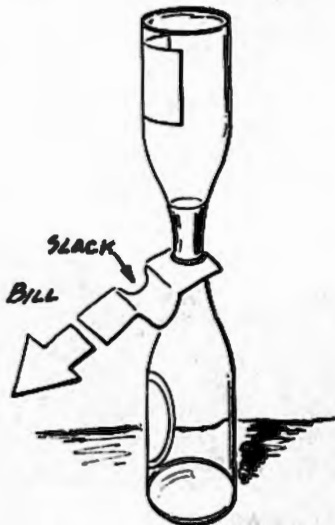
MY FATHER SAYS, "SON COME BACK HOME"

If from the first state one person sends \$100, from the second state two persons send \$200 each, from the third state three persons send \$300 each, and so on, how much is Robert's loot? Assume there are fifty states.

Note: "Call Western Union" is not the answer.

Send your answers with the solutions on or before Feb. 9, 1987 (Monday) to:

Mathematics Corner;
Dr. Shrinivas S. Datta
Mathematics Department
ERAU



Graphics by Larry Hoenig

Team Lowenbrau wins 1987 Sunbank 24 Hours of Daytona

By Brian Nicklas

Although 69 cars started, attrition came early. At five o'clock, after 1.5 hours of racing, the crews still looked fresh, the cars still looked new and the sun was still up. This would all soon change.

The temperature dropped as the sun sank lower and the shadows stretched. Many drivers and crews quickly appeared in jackets and parkas. One way to keep warm in the pits was necessitated by an IMSA rule change. All personnel that work on the trackside of the pit wall must wear a fire-retardant suit. This included IMSA officials. TV camera crews and speedway photographers. As the lights changed, the cars started to appear with headlights on. This was a slow conversion, as the teams waited for a standard pit to take advantage of the scheduled down time. This was commanded by the need in some cases to completely swap the front fairings of the cars to attach the integral headlight mountings.

The fans in the infield were also taking advantage of the evening plodding push to start their dinners in the infield, the rise of smoke climbing out of the bowl formed by the speedway instead of flanking out, placing a haze into the infield. These were the same fans that would provide heat as the chill of the cool Florida night bit into both crews and spectators alike. As it became full dark, all the cars transformed into tracers, darting around t (shawb), a staccato of flashes. Pops at various points on the track marked photographers. The only time the cars were fully visible in the way they were under, the lights at the pits or zipping along the few lit areas of tarmac. As Saturday became Sunday, many fell to the side, or were pushed to the pits. The white of engines rose and fell and the cars were still dashing around Daytona...the ones still running.

The Hendrick Motorsports Corvette GTP reported a break in the valve train and retired around midnight, while fire claimed the Rainier Mustang. And the turbochargers let go in the Primus Motorsports Porsche 962 while Brian Redman was at the wheel, and the ensuing fire took that German contender and it's drivers out of the race. But it was still a good night for the boys from Stuttgart, as the top 5

spots were still held by Porsche, the 5th place 8 laps ahead of 6th.

At almost the 12 hour mark Ford did 3 quick pits for three different cars. During one of these, Driver Tom Gloy swapped positions with NASCAR champ Bill Elliot, who took a much needed break.

NASCAR drivers were not quite the novelty they once were, as now that NASCAR is running a few road course events they find the need to practice, and IMSA events fulfill that need quite nicely.

Le' in the night Olympic champ Bruce Jenner, now a Mustang driver, for Ford was seen walking in the pits when he had just sat behind the wheel of his car. Je'ner explained that the team had just completed a transmission change when he got behind the wheel, but problems soon developed with the new one.

The temperature of the new transmission rose, then started to drop. Jenner felt that this quick indicated the need for another trip to pit row, where the crew found the fault. The rear seals had leaked, calling for yet again another transmission change.

This went on all night and all day, twice around the clock, the teams swapping components, fixing big



Thrill of victory... The 1987 Sunbank 24 Hours of Daytona winners. (From left to right) Al Holbert, Derek Bell, Chip Robinson, and Al Unser Jr.

Thrill of victory...

and cleaning debris from radiators and oil from windshields. Daytona turns into a mechanics baste, as not only do the crews have to be fast, they may have to fix some rather complicated systems. In order to speed the repair process, many of the more well funded teams kept spares readily at hand. These ranged from spare electrical components stashed in the tool box to body shells stacked next to the pit fence.

Suspension components play an important part to a win or a loss in a race at Daytona, and Bilstein Corp.'s Arno Schmit explained that this is as...her fact that doesn't come cheaply. Schmit stated that the shock absorbers that his firm makes cost approximately 350 dollars apiece, but then the on-site support the company provides is free to all the race teams. Like or small, Billstein has been involved in motor sports for 20 years, and while not all cars are using Bilstein shocks, most teams kept spares readily at hand. And the return? The company has developed an electrically adjustable shock now in use in the Porsche 959, all part of R&D that may start with race work.

In addition to the ducting between the GTP cars (which turned into a battle of the Porches), there was a pretty good scrap going on for the

Thrill of victory...

Ford Mustangs of Roush Racing. The Toyotas, cars 98 and 99, led the class for quite a while, but with 30 minutes left in the race, car 99 suffered a suspension failure. This caused quite a bit of heartbreak, all the more difficult to accept so near the end.

Scott Pruett, who joined the number 22 crew when the Ford GTP quit had his moments in the Mustang. Pruett entered the trial of front of the grandstand in fine shape, but how he came out yards later Sunday morning was another matter. Al Unser Sr. in Porsche Number 1 came out of turn four the same time as Pruett, passed and then cut sharply in front of the Mustang.

At the speeds and loading the cars were under, a negative pressure area developed at the front of the Mustang, lifting the front end off the ground. The weight of the suspension and drivetrain forced the nose back down, but the cowl and radiator continued up and back, pivoting at the assembly's hinge point.

With visibility lost, Pruett managed to maneuver his car onto the grass strip in front of the grandstand.

With the Mustang looking somewhat dismembered, Pruett looked lost and worried as he waited for the

pit, the Roush / Ford crew quickly went to work, switching the front radiator and oil cooler assembly and applying new cowl and fender plastic.

With Scott Goodyear looking through new cockpit glass, Mustang 22 was back on the track. Toyota 99's drivers list carried a name familiar to racing, that of Juan Manuel Fangio of Argentina, but this was the nephew of the five time World Champion Driver.

The Porches of Foyt / Columbia Crest Wines (Number 1) and Holbert / Lowenbrau Special (Number 14) fought for first and second place and for quite a while it appeared that car 1 might grab the flag. A.J. Foyt, owner / driver of car 1 has won the last two odd-numbered 24 hour races at Daytona, but this was a streak not to be repeated.

Foyt's 962 suddenly developed engine problems, and "Super Tex" rode his car into the pits behind a tow truck. But the push he and his team gave let his team come out with a fourth place finish and 10,000 dollars of the purse.

The Holbert Racing Porsche was scheduled to fight out the 24 hours with three drivers, but in the end, owner / manager Al Holbert took the wheel, helping edge his team to victory lane.

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Break Time...

The contending leaders, A.J. Foyt's Team and Al Holbert's team, make early morning pit stops.

Roush/Ford show off at the 24

By Paul Novacek

This year's Sunbank 24 proved to be a trying race for the Roush/Ford team. The team started four cars, one in the GTP class (Aplicon/Roush) and three Mustangs in the GTO class. At 10:30 p.m., the Aplicon GTP was retired with a broken rear suspension. The remaining three Mustangs continued on to finish the race with a first and third finish in their class.

The road racing world a sprint race is considered to be three hours or less. The Sunbank 24 (lasting for 24 hours) was definitely an endurance race. A sprint race is won by the driver and pre-race preparation, a 24-hour endurance race which is won or lost by the teamwork between the drivers and the pit crew. The Roush/Ford team on this teamwork down to an exact science.

This year's Sunbank 24 showed the racing world that the Roush/Ford team has what it takes to win races. Their No. 11 Mustang was driven by Lyn St. James, Tom Gloy and Bill Elliot. "I had various troubles during the race, but nothing major. Early in the race the axle was leaking which was fixed promptly.

"It, (the Mustang) was not perfect, but it just kept trichin on."

A broken clutch hampered the car for a few hours but then was replaced half-way through the race. Some cooling problems were encountered which required replacement of the front nose section of the car, twice.

With Elliot driving the car, a blown tire forced him to brush the wall requiring most of the front suspension to be replaced. Lyn St. James, after winning the race, stated "It (the Mustang) was not perfect, but it just kept trichin on." The No. 11 Mustang worked its way up from the 37th starting grid to win its division.

The No. 22 Mustang, was driven by Deborah Gregg, Scott Pruett, Scott Goodyear and Bob Alkin Jr. The pit crew had their hands full with this Mustang. Early in the evening the door panel had to be replaced along with the radiator unit. Sunday morning, Scott Pruett was passed by A.J. Foyt in a Porsche 962. Foyt cutoff Pruett so close that the ensuing aerodynamic forces ripped the entire front-end off the car. The Mustang had a broken

windshield, broken distributor, radiated cooling box (lights, radiators and cooling ducts) and missing body panels that covered the front of the car.

The Roush/Ford team expediently repaired the damage in about 25 minutes, to the surprise of the onlookers. Later the crew replaced a door panel, which was blown off for no apparent reason. The car finished the race in third place in its class.

The No. 33 Mustang was driven by Bruce Jenner, Greg Baker and Todd Moore. With long days of driving the night it finished seventh in its class (GTO). At 2 a.m., the transmission was replaced during a lengthy two hour pit-stop. The pit crew, tired from a night of repairs, had to replace the transmission a second time due to a developing leak.



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windshield, broken distributor, displaced cooling box (lights, radiators and cooling ducts) and missing body panels that covered the front of the car.

The Roush/Ford team expeditiously repaired the damage in about 25 minutes, to the watchful eyes of onlookers. Later the crew replaced a door panel, which was blown off for no apparent reason. The car finished the race in third place in its class.

The no. 33 Mustang was driven by Bruce Jenner, Greg Baker and Todd Morick. With long delays during the night it finished seventh in its class (GTO). At 2 a.m. the transmission was replaced during a lengthy two hour pit-stop. The pit crew, tired from a night of repairs, had to replace the transmission a second time due to a developing leak.

The regular pit crew (responsible for the scheduled pit stops) works in shifts of four hours. The special repairs team, a select few from the pit crew, was responsible for the rebuilding of the cars when problems developed. These highly trained technicians, almost half European, were the life blood of the Roush team. This team was on call for the entire race, getting sleep whenever and wherever they could.

With all of the repairs that were needed during the night, this special team was badly needing sleep by morning. A little red wagon or lounge chair made a handy bed.

With the temperature dipping down into the low 30's, sleep was not the only concern. A hot tire newly removed from a car made a warm seat for Scott Pruett. Every office in the paddock seemed to be full

of people trying to catch some sleep in a warm place.

With the Mustang looking somewhat disassembled, Pruett looked lost and worried as he waited for the wrecker and his crew.

After the racer was towed behind

dollars of the price.

scheduled to fight out the 24 hours with three drivers, but in the end, owner / manager Al Holbert took the wheel, helping edge his team to Victory Lane.



Aston photo by Richard Clarke

TIRED...

A Pit Technician finds rest wherever he can in the early dawn hours of the grueling Sunbank 24 Hours at Daytona

of people trying to catch some sleep in a warm place.

With all the excitement during the day the pace slows down during the night only to the extent of the reduced crowd. The pits were still a beehive of activity. The majority of the repairs by the Roush team occurred at night. This proved to be the winning advantage for the Roush/Ford team.

At about noon on Sunday, Jack Roush stated "We've never had such an uphill race. We had our problems all night." One of the crew members

stated that the drivers get a little impatient but they understand the long delays, and are very patient.

The sound in the pits was deafening. Even the most hardy of people were wearing ear plugs. Although the sound is intense and the pit crews were scurrying around, there was a definite silence in the night air. The sound seems to subside into a gentle roar, and the excitement is concentrated on the pit crews and the drivers rather than the cars.



Aston photo by Paul Novacek

The Roush/Ford team crew chief (center) comforts a mechanic after a laborious rebuild of No. 22 Mustangs front end.

Coach Knight knows his basketball

By Al McQuire

This time down the court, we're going to try and explain something that not too many people understand, the making of a 3-minute 45-second TV half time show, because even when you give it the best you can, work really hard, not a lot of folks realize just what's all involved.

What most of my camera glimpses into the behind the scenes world of college hoops require are two days of work including travel time, from concourse to concourse. But because of space limitations, I've selected one of the few that was done in a day - when I recently took my annual pilgrimage to Bloomington to spend a four-hour time doing a halftime show on Coach Bobby Knight.

Okay, The Alarm clock jumped me off the living room floor at 6:15 a.m., and in my stupor I realize I haven't done an Indiana gear in two years, but also that nothing really changes.

The sweater, I decide, is yes. Because Bobby Knight, who never played a game, always wore nothing but a sport-jacket, and never remained outside the above mentioned four states - he is adjusting in his own, unique, non-negotiable way.

By the time I'd thought this all out, I'd climbed into seven o'clock commuter out of Milwaukee for Indianapolis - a plane that was made for the Marchback of Notre Dame, because once you get on one, you can't straighten up. And the guy who took my ticket at the counter was the same guy who loaded by baggage on the plane, and then ended up tugging on his Eddie Rickenbacker leather hat with goggles as the pilot. I landed at 10:24 a.m. and was picked up by Murray Barrow, a graduate assistant at Indiana and son of Gene Barrow, the head coach a UAB, for a 55-mile trip to visit the residence of the

lunch, at a place I health department hasn't found yet, accompanied by his son Tim, who graduated from Stanford and represents Coach Knight in all businesses outside of the university.

Like I said, the last time the floor was swept in this place must have been the Victor Mature starred in "One Million B.C." but the food was good, and the conversation - believe it or not - was mainly on fishing and hunting.

After that, we went back and did a 35-40 minute, in-depth conversation on basketball and how this giant world of basketball ended tomorrow - and what he'd like to be remembered. This show will be shown February 21st when town visits Indiana, and I think you'll find his answers interesting, and, at some cases, surprising.

There are a few things I will say when we talked that half-hour plus.

knocked a little on the sweaters, the zones, the shoe contracts, address receiving some money, and the shooting ability of Steve Alford - one of the greatest lights-out shooters in the business.

Believe me guys, I don't think this is one Cape Brief you'll want to miss.

Then, it was back to the airport, with Tim chaperoning, for my return flight to where beer is made the American way. I got back to my home a 11 o'clock that night - having put in about 17 hours for a 3-minute 45-second show. A piece of cake, huh?

There are a couple of last points I'd like to make.

One is that, if Coach Knight has a human fault, it's that if he likes you, he'll do anything for you. What he did for me was a hell of a favor at a busy time, and you'd better believe this former sidelines-pacer appreciates it.

Second, make no mistake. There is no doubt, when this man walks onto a basketball court, everyone's eyes are on him. The visiting coach, the refs, the media, the fans - they seem to know by ESP that the man is coming out.

I doubt that he's ever played to a less than SRO house in the Big Ten in the last 10 years, and his intensity and old star games guarantees the Nielsen Rating for any Indiana Game. He's like a superstar. He is the personification of Hoosier madness.

Coach Knight is one of those rare people: he takes the air out of the room, who makes the heart pound, makes it tough to breathe. Everybody knows he's there, even the opposing team, who make believe they don't, but they know. Here come the man. He is, today, the only one who has that kind of awareness to everybody in the place. Even the ushers.



round ball guru.

Upon arriving in Bloomington, I knelt and kissed his ring, and caught the end of practice, which ended at noon because it was the Christmas holiday. Believe me, it was a real physical workout, no nonsense, with Coach Knight always keeping the court spread and working screens in their motion offense. On D, they worked on cutting off passing lanes, and on a concentrated, maximum effort on man-to-man.

When we went for a paper napkin

before the two-angle camera, Coach Knight said the three-point play is suicidal to the game. And, that he has certain doubts and reservation about the way the NCAA and the presidents of the universities are handling things.

Also, he doesn't care who refs the refs are, and doesn't know who the refs are until he gets on court - which is rare - and feels the three-second lane should be widened.

Coach Knight also said he felt that his next career would not have to be competitive, and in addition,

Softball Results

Fence finders	15	Sigma Pi	7
Delta Squad	6	L-5 Aerospace	3
Golden Impact	12	Ball Builders	10
Sudden	1	The Hero's	6
Air Force One	6	Dogs	8
Boom Town Bashers	3	Noids	5
Renegades	13	Pine Lakers	11
Dart Club	7	Bush Pilots	5
Islanders	4	Aero Engineers	16
Wild Cards	3	Our Gang	4
Black Sheep	16	Skullies	10
Young Ones	1	The Spectals	10
Outlaws	21	F-Squad	3
Papeyots	0	Barley Pops	2
AHP	6	Devel Dogs	5
Sigma Chi	4	The Walter	3
GRN Reapers	0	Cold Busted	8
Third South	7	Final Chapter	3
Buck's Bunch	9	Tailhoopers	11
Flying Circus	7	Chew Thrits	3
Divers	12	American Helicopter	8
Black Sox	8	Vets Assn.	F

Surf Club Takes Second

By Brad Bault
Club Correspondent

Spanish house about one mile north of St-houston inlet was the first stop for the Stormriders Surf Team on their quest to be champions of the National Scholastic Surfing Association's team season.

Each year the Stormriders, along with collegiate surf teams from all over state, travel to four of Florida's best surfing breaks for the chance to become one of the best teams in the Southeastern United States.

The top three teams, at the end of a four contests season, will have the

opportunity to compete in the National Championships held each year in Huntington Beach, Calif.

The Spanish house contest was held Jan. 26 in good two to three foot surf. The Stormriders did Flagger University and UCF for second place.

When a tie was broken, however, the Stormriders scored fourth place finish out of twelve teams.

The final standings were University of Florida first, UCF second and Flagger University third. ERAU came in fourth followed by UICC and Florida State.

See SURF, page 13

EAGLE FLIGHT CENTER

Woody Hayes, he'll succeed in today's sports environment of over-exposure, ego's, wild media styles, play-me-or-I'll-transfer athletes? When we went for a paper napkin

which is rare - and feels the three-second lane should be widened. Coach Knight also said he felt that his next career would not have to be competitive, and in addition,

become one of the best teams in the Southeastern United States. The top three teams, at the end of a four contests season, will have the

Flagger University third, ERAU came in fourth followed by UICC and Florida State.

See SURF, page 13

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C152 IFR (2).....	\$33.00	Saratoga SP (New, Loaded)	\$90.00
C152 Aerobat	\$33.00	Seminole (Twin)	\$110.00
C172's IFR (6)	\$44.00	Simulator (AST 300 S/E & M/E)	\$16.00
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Seaplane (Lake Bucanear) (Dual)	\$114.00	Super Decathlon	\$49.00

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On Daytona Beach Regional Airport
(Just Off Clyde Morris - 1 Block South of ERAU)
255-3456

BLOOM COUNTY by Berke Breathed

A 4x4 grid of comic strips from Bloom County. The strips show various characters in humorous situations, often involving the character Hoop. The panels contain dialogue and sound effects.

Panel 1: "GROG... GROG... GROG... HE'S THE ONLY PUPPY I'VE EVER SEEN..."

Panel 2: "DON'T GET A HEADACHE... THINK THAT I DON'T... LOVE YOU ENOUGH TO... NOT GET A HEADACHE..."

Panel 3: "IF I HAD MORE ON MYSE BEEN... WITH THE 'DAMPY'... OTHER... IN ON THE... OF THE... OF A RELATIONSHIP... THAT... MANY OF US... HOW AS... THE... BIG... LA... LATER..."

Panel 4: "PERSONALLY... I THINK YOU... REALLY... MIGHT BE... GOOD... FIGHT..."

Panel 5: "THE SCHMITZINGER... CHEST... EMBROIDER... -... BROWN... COAT... SEE... AND... SEE... SPEAK... EXPLICITLY..."

Panel 6: "Local resident found unconscious with chest hair mysteriously ripped out..."

Panel 7: "Really, Steve... you have some... pull it... sponsor... half..."

Panel 8: "He needs these 737s... as... if they... were... alive..."

Panel 9: "You know... the... airport... manager... said... if you... could... prove... that... he's... gonna... to... be... the... same... plane... he..."

Panel 10: "I get the impression... the... shoulder... have... said... that..."

Panel 11: "Heli... back... again... to... bring... the... part..."

Panel 12: "How... to... fix... this... car... on... wheels... again... after... the... accident... last... time..."

Panel 13: "So... the... 'chest... embryoid'... didn't... do... the... trick... on... pupe..."

Panel 14: "SHH! SHH! SHH! SHH! SHH! SHH!"

Panel 15: "See... it... makes... sense... if... the... flight... instructor... didn't... explain... that... the... civilized... world... in... the... future..."

Panel 16: "SURE... THEY... WERE... THE... CHEST... BAND-AID... PUPE..."

Panel 17: "SHH! SHH! SHH! SHH! SHH! SHH!"

Panel 18: "Well... look... at... the... car... and... see... how... much... you... need... to... fix... it..."

Panel 19: "They! That's... to... reach... power..."

Panel 20: "ROAR!"

Panel 21: "KER-POW!"

Panel 22: "Well... look... at... the... car... and... see... how... much... you... need... to... fix... it..."

Panel 23: "Get... P... out... of... the... car... and... see... how... much... you... need... to... fix... it..."

Panel 24: "I... don't... think... that's... a... good... idea... to... have... the... car... in... the... future..."

Panel 25: "I... don't... think... that's... a... good... idea... to... have... the... car... in... the... future..."

Panel 26: "I... don't... think... that's... a... good... idea... to... have... the... car... in... the... future..."

Panel 27: "I... don't... think... that's... a... good... idea... to... have... the... car... in... the... future..."

Scare Port

Wes Oleszewski

A 4x4 grid of comic strips from Scare Port. The strips feature a character named Scare Port and a character named Wes Oleszewski. The panels contain dialogue and sound effects.

Panel 1: "Hey... I've... got... me... through... back... to... Freedom... Island... and... back..."

Panel 2: "Wow... that's... great... you... did... it..."

Panel 3: "Don't... be... sure... if... you... can... do... it..."

Panel 4: "I... don't... know... if... I... can... do... it..."

Panel 5: "Really... Steve... you... have... some... pull... it... sponsor... half..."

Panel 6: "He... needs... these... 737s... as... if... they... were... alive..."

Panel 7: "You... know... the... airport... manager... said... if... you... could... prove... that... he's... gonna... to... be... the... same... plane... he..."

Panel 8: "I... get... the... impression... the... shoulder... have... said... that..."

Panel 9: "Heli... back... again... to... bring... the... part..."

Panel 10: "How... to... fix... this... car... on... wheels... again... after... the... accident... last... time..."

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Panel 12: "SHH! SHH! SHH! SHH! SHH! SHH!"

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Panel 15: "SHH! SHH! SHH! SHH! SHH! SHH!"

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Panel 25: "I... don't... think... that's... a... good... idea... to... have... the... car... in... the... future..."

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'85 MAZDA 5-5 valves per cylinder 4200 cc... Call 252-4151.

'81 SUZUKI 550 GL-Like new, includes helmet... Call 252-4151.

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HEV RIDE

Custom hand built your teenage son I make you... Call 252-4151.

DOUG, How's to another great sit... Call 252-4151.

ERIN, KRISTI, SHILOH, AND MARK, Thanks for being here... Call 252-4151.

Organ, Your pussy craving flesh and virility... Call 252-4151.

Blacks, One, the last thing I finished last was good... Call 252-4151.

The Binets, "POWER"... Call 252-4151.

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LETTERS

grade GUN," he sat down to write a couple of funny captions. In conclusion, I would like to emphasize that neither Embry-Riddle nor the Avon necessarily agree with what is in a comic strip printed in the paper. In my opinion, which is shared by many others, "Klyde Womersley" is very funny. In other words, Mr. Davitt and Mr. Smith, lighten up! Adam Rose Box 3234

Born Free

To the Editor: I'm writing this in response to Karen Hart's letter in support of gays and their rights.

WUCF

(continued from page 1) I completely agree with Karen and I believe that in 1987, people who are self-aid to live the lives that they choose for themselves. I don't believe that being gay is necessarily dictate what's wrong or right for anyone other than themselves. I laughed right along with everyone else when the ad was first placed until I started thinking about how alone I've felt in the past. I merely feel that some tolerance is needed. Stop and think how you feel when some one put you down at some point in your life. To admit openly that you are gay is something that takes a lot of courage. I say, "live and let live." Tiffany Tokar Box 8210

Light plane missing in California

(continued from page 1) Associated Press DUNSMUIR, Calif. - Ground teams resumed the search today for a light plane which was believed to have gone down west of Dunsmuir on a flight from Roseburg, Ore., to Southern California. The two people aboard the plane were identified as Dale W. Schultz, 66, and his wife, Margaret, 65, of Roseburg, according to Shirley Schuppert of the Civil Air Patrol in Grants Pass, Ore. Teams from Shasta and Siskiyou counties began the search Wednesday after an Air National Guard plane, following the route of the missing plane, picked up the signal from an emergency location transmitter, a device on planes that broadcasts distress signals. Shasta County sheriff's Sgt. Ron Richardson said today that the

SURF

(continued from page 1) Individual performances were highlighted by Eric Heininger placing first place in the men's division and in the knee board. Fred Bauld and Eric Engstrom scored second place finishes and Morgan McInery along with Andre Almeida scored in fourth position. Heather Esmeringer, the Stormier female contender, took off on one of the largest waves of the third and surfed her way to a top place finish. Andy Shorter finished with a frustrating fifth place. Special thanks go out to Keezie Paans who swiped his pop's movements to film the entire event. The next NSSA team season contest will be held Feb. 8 at the Canaveral Pier in Cape Canaveral. The Stormier's place to come out on top and stay in contention for a slot in the nationals.

Light plane missing in California

which plane would be difficult to find on the snow-covered ground. Two ground teams from the Shasta County Sheriff's Department were searching the Castle Lake area west of Dunsmuir, about 200 miles north of Sacramento. A Siskiyou County team was searching the Mount Bradley area. Lt. Col. Larry Ferguson of the Civil Air Patrol said the Schultzes, with the husband as pilot, took off in a single-engine Mooney airplane from Roseburg about 1:30 p.m. Tuesday, headed for Camrillo, Calif. "He's a very competent pilot," Ferguson said. "He's got about 2,000 hours in that type of aircraft. Shortly after the plane took off, a storm swept across the area, bringing 70 mph winds to Mount Ashing in southern Oregon," he said.

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LETTERS

(continued from page 2)

grade God," he sat down to write a couple of funny captions.

In conclusion, I would like to emphasize that neither Embry-Riddle nor the Avion necessarily agree with what is in a comic strip printed in the paper. In my opinion, which is shared by many others, "Klyde Morris" is very funny. In other words Mr. Davist and Mr. Smith, lighten up!

Adam Rose
Box 3234

Born Free

To the Editor:

I'm writing this in response to Karen Hart's letter in support of gays and their rights.

I completely agree with Karen and I believe that in 1987, people should be allowed to live the lives that they choose for themselves. I don't believe that being gay is necessarily "right" but no one has the right to dictate what's wrong or right for anyone other than themselves.

I laughed right along with everyone else when the ad was first placed until I started thinking about how alone I've felt in the past.

I merely feel that some tolerance is needed. Stop and think how you felt when some one put you down at some point in your life. To admit openly that you are gay is something that takes alot of courage.

I say, "live and let live."

Tiffany Toiak
Box 8210

WUCF

(continued from page 11)

the equipment required. However, due to new innovations, a device with the same capabilities will only cost UCF \$50,000. The money required will be taken in by fundraising.

Embry-Riddle Aeronautical University is reviewing a low power FM station, but they too have run into problems with the frequency interference. The student station would have to be four to five miles away from the campus with a broadcast range of 4.7 to 8.4 miles.

A campus radio station would be staffed mainly by students, and would broadcast a broad variety of topics including sports, news, talk shows, events, and music.

Funding for an ERAU station would be acquired from the university and outside grants.

Light plane missing in California

Associated Press

DUNSMUIR, Calif. -- Ground teams resumed the search today for a light plane which was believed to have gone down west of Dunsmuir on a flight from Roseburg, Ore., to Southern California.

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Shasta County sheriff's Sgt. Ron Richardson said today that the

white plane would be difficult to find on the snow-covered ground.

Two ground teams from the Shasta County Sheriff's Department were searching the Castle Lake area west of Dunsmuir, about 200 miles north of Sacramento. A Siskiyou County team was searching the Mount Bradley area.

Lt. Col. Larry Ferguson of the Civil Air Patrol said the Schultzes, with the husband as pilot, took off in a single-engine Mooney airplane from Roseburg about 1:30 p.m. Tuesday, headed for Camarillo, Calif.

"He's a very competent pilot," Ferguson said. "He's got about 2,000 hours in that type of aircraft." Shortly after the plane took off, a storm swept across its route, bringing 70 mph winds to Mount Ashland in southern Oregon, he said.

SURF

(continued from page 1)

Individual performances were highlighted by Eric Heiminger placing first place in the mens division and in the knee board. Fred Bauld and Eric Enggasser both scored second place finishes and Morgan McInery along with Andre Almeida scored in fourth position.

Heather Ensminger, the Stormriders female contender, took off on one of the largest waves of the day and surfed her way to a third place finish.

Andy Shorter finished with a frustrating fifth place.

Special thanks go out to Keesje Paans who swiped his pop's movie camera to film the entire event.

The next NSSA team season contest will be held Feb. 8 at the Canaveral Pier in Cape Canaveral. The Stormriders plane to come out on tip and stay in contention for a slot in the nationals.

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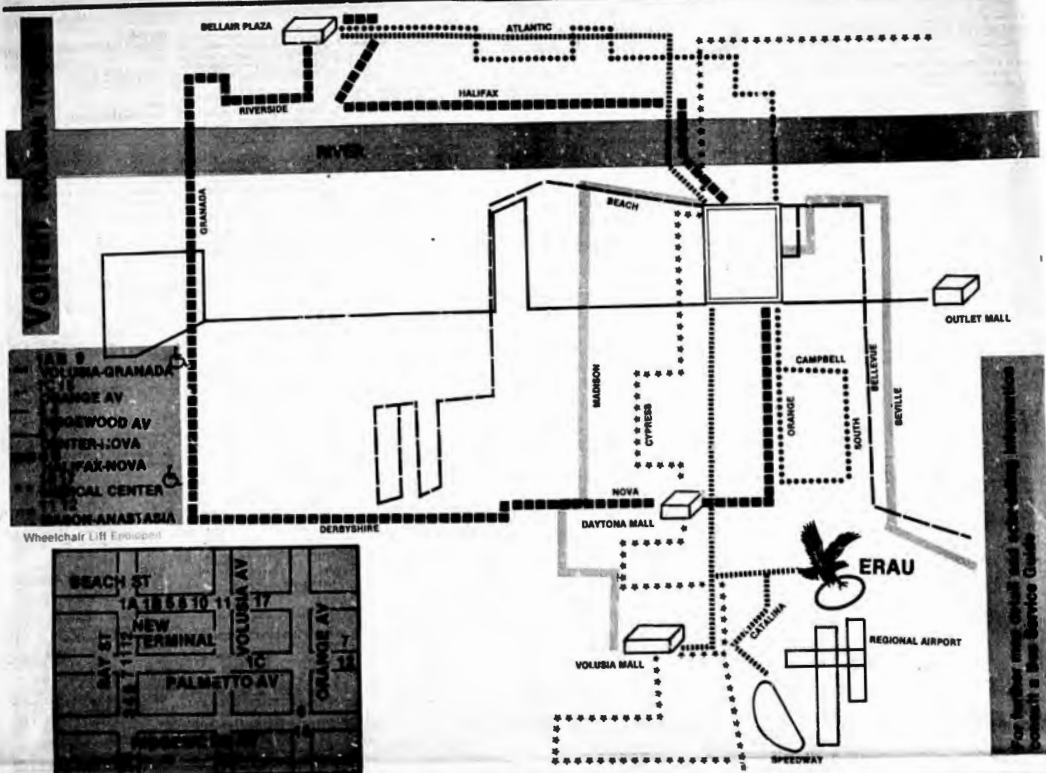
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