

3-18-1987

## Avion 1987-03-18

Embry-Riddle Aeronautical University

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**Valiant Performance**  
The Valiant Air Command shows off at annual airshow. See page 6.

Private firms develop Space Van conceptpage 4

Reba Mac Entire at Ocean Center page 10

# AVION

An Award-Winning College Newspaper

Volume 55, Issue 10

Embry-Riddle Aeronautical University, Daytona Beach, Florida

March 18, 1987

## Radio station causes fee increase

By Richard Calvert  
Avion Staff Reporter

The Student Administrative Council (SAC) passed a proposal last week which, if approved by Chancellor Dotson, will increase the SGA student fee to \$20, effective this coming August. The increase will be the first fee adjustment since 1981, according to SGA and university records.

The Council deliberated for nearly two hours last Tuesday afternoon over the proposal. As a joint session of the Student Finance Board (SFB) and SAC, the meeting welcomed input from members as well as students at large. According to SGA sources, the debate was initially intended to field responses on the proposed fee increase.

Most of the individuals attending the meeting seemed to agree that a fee increase was necessary; members then debated a \$5 increase as opposed to \$10. One faction,

including the SGA division chairmen, proposed the larger fee hike to allow further expansion within their operations.

Within the context of the proposal itself, each division outlined numerous uses for the increased revenue. According to the report, the Entertainment Division of the SGA, "Due to dust, smoke, and sunlight that attacks the movie screen in the University Center, it (the screen) has lost a great deal of its reflective qualities." Entertainment proposes to purchase a new, protected screen, as well as two new 35mm projectors.

Entertainment officials also commented on live performances, movies, and other aspects of their function. According to the report that the division submitted to SGA officials last fall, "(Cost) is a major factor in the future of the programming that we will do and will be reflected in future budgets."

Entertainment was not alone in its

call for higher fees. The Avion Newspaper also noted financial difficulty in its operation since the SGA went to a zero-based budgeting system and slashed spending throughout its structure. The three service divisions (Entertainment, Avion, and the Phoenix) all voted against the \$5 fee increase proposal in favor of raising the fee to \$25.

As stated by SGA President Lora Berezinski and Vice-President Jeff Kohlman, the SGA has "been offering students as much as \$26 worth of service at a cost of \$15 per student." The SGA is presently 60 percent dependent upon student fees for its operation. The proposal notes that by raising fees to \$20, the Association could replenish its operating funds and reserved account, while continuing to offer present services.

SGA President Berezinski stated, "We haven't had an increase since 1981, and if you examine the average rate of inflation, since that pe-

riod of time, we would not be able to continue operation without an increase."

She continued, "Because we're establishing a radio station, two dollars of the five dollar increase will be allocated towards a fund in support of the radio station."

Nearly a week after SGA officials prompted SAC members to vote on the proposal, Chancellor Dotson had not received a copy for review. In light of this, he was unable to comment directly on the SGA proposal.

Chancellor Dotson did, however, offer his opinion based on various other sources of information and past experience. "I think that a modest increase, maybe to \$20, would be appropriate, but to go much higher than that in a one year jump would be very, very hard to sell and really hard to justify in a lot of ways."

He went on to point out that for

See Fees, page 8

## IFC wants editorial control of the Avion

By John Getley

Last Tuesday, March 10, the editor, advisor and members of the editorial board of the Avion were invited to the weekly meeting of the Interfraternity Council (IFC). The IFC, composed of the Avion, is present in order to "resolve a little problem between a fraternity and the Avion."

The "problem" originated with an Alpha Eta Rho (AHR) article published in the Feb. 11 issue of the Avion. In it, the brothers offered their congratulations to a fellow brother and his fiancée on their upcoming summer wedding. The congratulatory went on to detail the couple's intimate post-marital life.

The validity of both announcements was questioned when the prospects of a liable suit were directed at the Avion.

With the credibility of AHR thus in question, the Avion editorial board decided not to allow AHR to run articles for the remainder of the Spring trimester.

The suspension of AHR and the editorial policies of the Avion regarding club and organization articles are the main concerns of the IFC and the reason that they

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Close to one thousand dollars were raised during the event.

According to Mary Bellin, IFC person in charge of the fundraising concert, Richard Beronesi, a member of the Lambda Chi Alpha Fraternity, was awarded the person who raised, and donated the highest amount of money.

The Marathon began on Friday afternoon, by 5:30 p.m., with an opening ceremony that featured university President Kenneth T. Tallman and the ERAU Skydiving Team.

Early during the ceremony, President Tallman inaugurated the new University field. The members of

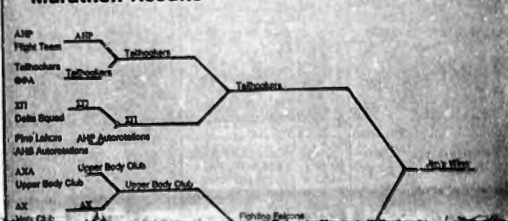
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The Interfraternity Council plans to continue this event every year.

"This time it was kind of difficult to arrange the marathon, because it was the first time that something like this was held here in ERAU. Next year, however, it should be an

easier task for the next IFC administration, and they should be able to raise a higher amount of money," commented Dave Swell, IFC Marathon Committee Chairman.

### Marathon Results



## Beer on the Beach...

Avion photo by Paul Henson

Spring Break brings out some bad combinations. Alcohol on the beach, although prohibited, appears far too often, and is a factor in many deaths this time of the year. See related stories on page 14.

## Station funds still sought

By Chip Zorow

The Embry-Riddle student government association (SGA) is attempting to establish a student-run FM radio station. The station at the Daytona Beach campus would be heard throughout east Volusia county.

The student government voted on March 8 to successfully increase the SGA fees from \$15 to \$20 per student to help fund the new station. Now that the increase has been affirmed, the proposal must be approved by Chancellor Eric Dotson.

Lora Berezinski, the SGA presi-

dent, states that school officials agree that the station could be a good-will tool, but they also want the venture to be run professionally. To achieve a high level of professionalism, \$2 of the SGA fee increase will help pay for a professional station manager.

There has been a set-back in the plans for the station. The SGA contacted engineers from Gainesville to apply for a construction grant, and the school was found to be ineligible. The grant was turned down because money is allocated only to public stations,

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The design for the new snack area is in consist of moving the Flight Deck from the lower part of the U.C. up to the second floor area. The unused flat roof region around the perimeter of the U.C. will then be enclosed in curved windows. Benches, booths, and tables will then be placed up there for studying or dining. The plan will

See Plans, page 3

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By Chip Zorow

Epicure food service is planning to expand the services on the Daytona Beach campus. The Flight Deck in the University Center (U.C.), and the lunch wagon near the AMT building will be seeing facelifts in the future.

The major improvement for the U.C. will hopefully consist of a new snack bar. K. Murphy, the director of Epicure, states that the proposal for the improved snack bar is due in one month. Mr.

## Inside the Avion this week

Aeronautics... Embry-Riddle...

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According to Mary Bellin, IFC person in charge of the fundraising contest, Richard Berrones, a member of the Lambda Chi Alpha Fraternity, was awarded the person who raised, and donated the highest amount of money.

The Marathon began on Friday afternoon, by 3:30 p.m., with an opening ceremony that featured university President Kenneth Tallman, and the ERAU Skydiving Team.

Early during the ceremony, President Tallman inaugurated the new University field. Then members of the skydiving team made a jump, carrying a softball signed by IFC members, and landed in the center of the field. Finally, the ball was handed to President Tallman, who minutes later made the first pitch of the event to Charles Stern, IFC president, beginning the event.

Twenty teams participated in the Softball Marathon, which lasted over twenty-seven hours. Each game was one hour and twenty-five minutes long, resulting in 18 regular



### Headin' In...

Avion photo by Mark Stern-Montgomery

The Valiant Air Command's Fuji Flight reads for landing at Spacecenter Exec. Airport in the

show '87. The Fujis simulate Japanese aircraft for airshow purposes. Story and photos on page 6.

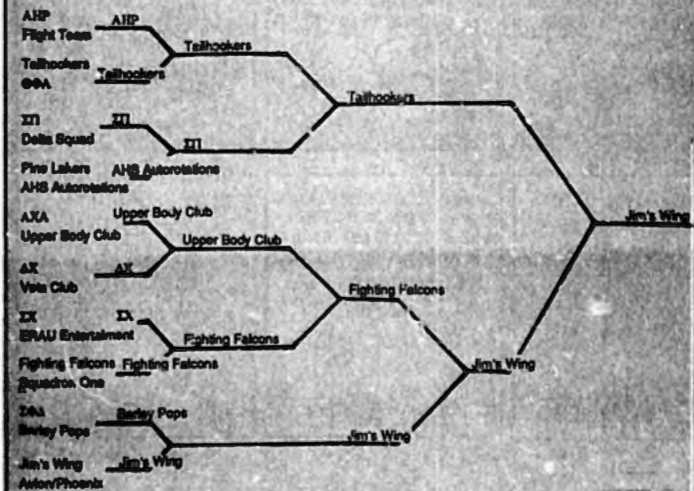
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### Marathon Results



Author graphics by J. Miguel Vidal

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TRIVIA - There is a Boeing 717 The number fits an aircraft which normally goes by it's military design. W - The KC-135.

Editorial

SAC ignores other student divisions

In a joint session of the Student Administrative Council (SAC) and the Student Finance Board (SFB), members voted on a proposal to increase the SGA fee from the current \$15 to \$20 per semester. The proposal passed narrowly by two votes, nine to seven. The vote was not really for the fee increase, but in actuality, how much it should be raised to -- \$20 or \$25.

The whole situation was indicative of the SAC's relationship with the other divisions. The proposal did not originate from the Student Finance Board like you might think it is supposed to, nor was any meeting of the Student Finance Board called to discuss the proposal. The result -- when the vote was taken, three of the four SGA divisions, (the Avion, the Phoenix, and Entertainment) suffered a major defeat, and the students were the real losers.

The lack of communication on the part of the SAC will result in the continuance in mediocrity of all the divisions. The Entertainment Committee will only be able to host no-name bands, the Phoenix will be unable to expand their coverage of activities in the yearbook, and the Avion will be still in, capable of covering numerous stories and events on campus.

If this term is any indication of the trimesters to follow, the SGA, even with its \$5 increase, will be in financial difficulties for a some time to come. What was the SAC's reason for a modest increase, instead of an increase that would allow them to maintain a level of services comparable to five years ago when they had the last increase? The "whiney" excuse they gave was that the students would complain. The complaints we hear of are those of lack of quality services, not the amount that students have to pay.

Another reason for a larger increase is the lack of proper equipment in the divisions. The divisions are suffering greatly in this area. The Entertainment Committee has been having extensive problems with their film projectors, and they are afraid to put on a show because the stage is a safety hazard. The Avion/Phoenix office is just as bad, lacking some of the most fundamental equipment required to maintain productive efficiency.

The students of Embry-Riddle deserve better than this. They need quality leadership, not wishy-washy politicians. Throughout this term, the SAC has tried to push this by the students, without giving them a fair chance. This one issue is only a small sample of what has been going on. It is our prediction that next week's election will go the same way as the vote on the SGA Constitution. Students will not know the issues, and in an attempt to keep from choosing the wrong candidate, they will abstain from voting.

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Letters to the Editor

Drastic Response

To the Editor: In response to the letter to the editor entitled beloved name I would like to make a few comments. First, neither of the cartoons mentioned Muslims and were directed towards Americans as much as anyone else. The Editorial cartoon in the February fourth issue of the Avion was not directed towards the Muslims in the middle east, it was directed towards the fact that our government traded arms for hostages held by Iran.

The cartoon by Wes Oleszewski was not an insult to any religion but a mockery of the statement that a certain group would take drastic action if the Avion did not print a retraction to the aforementioned editorial cartoon. That issue also made fun of Jesse Fonda and terrorists, but not your religion.

I can respect that you would not like anyone insulting your religion.

not refer to Jesus as a mere prophet. You also mentioned that the media picks on your religion by labeling you as terrorists. The media also refers to the Catholics in Northern Ireland as terrorists. Even though I am Catholic, I do not feel that they are calling me a terrorist, at maybe that is because I didn't threaten to take "drastic action". Finally I would like to say that we enjoy a freedom of speech, and so if you find that these cartoons are so insulting don't read them.

Off the Ground

To the Editor: The following comments are in response to Mr. Reynoso's letter concerning FA 104 (Avion, March 11).

Students are assigned to a flight slot in order of their priority for registration. Freshmen have not established a G.P.A. prior to pre-registration for Spring. They are assigned to an instructor based on their check-in for flight.

Obviously, all FA 104 students can not begin on the first day of the

trimester. As of March 11, all Spring FA 104's, including Mr. Reynoso, have been assigned to a flight instructor and are "off the ground." We expect to complete all the FA 104 students by May 1 which is listed in the Spring schedule. It occurs as "part of Spring trimester and last day to complete flight courses."

Pat O'Gara  
Training Manager  
FA104/FA315

Epicure Support

To the Editor: I have been at Embry Riddle for less than a year, and I would like to say that I am appalled at the way some of the Epicure service people are treated.

The people at Epicure are just that. People that are doing a job. It's not their fault that the food revolves just to make the students happy.

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The people at Epicure are just that. People that are doing a job. It's not their fault that the food revolves just to make the students happy. Maybe you should put yourself in their position. Some of them are having to work for Epicure to pay part of their tuition. If you were working under the same circum-

stances, you might see your actions through different eyes.

It's about time everyone involved stopped and thought about what they were doing, and instead of saying to the Epicure cashier, "God, this food is awful." Why don't you try saying, "I hope you have a good day," or asking "How have you been doing?" If you would just be a little more polite, I'm sure you'll find the Epicure staff much more pleasant. At least smile and understand that the service staff of Epicure are just people.

Name withheld by the Editor

Attention

Due to financial constraints and our desire to bring you the most news throughout the entire term, the Avion will not be published April 1. The last two issues of the term will be out on March 25 and April 8.

However... Be prepared for the stillness of the Avion! Coming to this campus and 7-11s all over Daytona Beach.

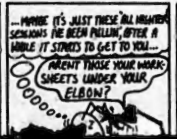
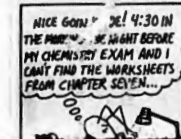
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Klyde Morris



Wes Oleszewski



Embry-Riddle News

Funded by the Students of Embry-Riddle 1987 The Avion Newspaper Editor-in-Chief Timothy S. Van Milligan News Editor J. Miguel Vidal Space Technology Editor Peter Merlin Aeronautics Editor Brian Nicklas Photography Editor Tim Haas Copy Editor Paul Novacek Sports Editor Allen Berg

This week's staff: Dave Rovka, Wes Oleszewski, Steve Cagle, Rich Gray, Bill Fisher, John Gatta, Jeff Gutzert, Mark Rosen-McGregory, Bill Fisher, Tom Juliano, and Craig Oleszewski. The opinions expressed in the Editorial are those of the majority of the Editorial Board, and do not necessarily reflect the opinions of the staff of the Avion, or the members of the student body. Opinions expressed elsewhere in the Avion are the author's of the story. Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and will be printed provided they are not libelous, obscene, or illiberal. Letter writers shall continue 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.

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- Space Technology Editor  
Peter Merlin
- Aeronautics Editor  
Brian Nicklas
- Photography Editor  
Tim Haas
- Copy Editor  
Paul Novacek
- Sports Editor  
Allen Berg

- Diversions Editor  
Hendry Betts
- Business Manager  
Robert Watt
- Advertising Manager  
Larry Rice
- Production Manager  
Chip Zodrow
- Systems Manager  
Jim Banke
- Avion Officer  
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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, P.O. Box 1600, Daytona Beach, Florida 32114. Phone: (904) 252-5561 Ext. 1082.

## Student Forum

**The Avion asks: What do you think of an increase in SGA fees from \$15 to \$20?**



Kimberly Welch - "I wouldn't bother me; it would be a good idea if it would benefit the students."



Sarah Winchell - "I think it's a good idea because it is not that much money for one trimester; a radio station would be a really good communication source."



Matthew Barrett - "I think it is good just so long as there is a radio station."

## PLANS—AVION

(continued from page 1)  
also hopefully include the snack bar remaining open until late at night.

The area where the present flight dock is, will have pencils put up to set an area aside for catering parties or other special occasions.

Other improvements in the U.C. will include a new microwave oven placed near the snack bar. The microwave has already been purchased. Therefore the only restraint at the present is the hold on the work order that was placed into the Physical Plant.

The green lunch van that parks near the AMT building to serve students light meals is also being replaced. By this summer, a new fully equipped lunch truck will be serving students and faculty. The new truck will be operational throughout the year.

(continued from page 1)  
requesting their presence at the meeting.

TPC President Stern requested that the Avion not edit the articles for content, that AHP be allowed to print articles and that the Avion provide written guidelines plus call a meeting to instruct club writers on what is expected of them. He also suggested that the paper print a disclaimer of all opinions in the paper, saying this might remove the liability from the paper thus allowing club writers to write what they want.

In response to the issue of AHP's suspension, Editor-in-Chief, Tim Van Milligan stated "The editorial board (the governing body of the Avion) believed that this was the correct and appropriate action because it involved liable and the paper had to make a statement to the University about how serious this was."

Jim Banke, current Systems Manager and a former Editor-in-Chief during the past Summer, stated that the paper has come up with the "diffusive clubs and organizational guidelines" which will be made available to all organizations, most of which were printed in the first issue of the term. He went on to say "The Avion is looking for news-

worthy, objective information for the club section."

"We see the clubs section as a privilege, not a right," continued Banke. "Because the current way that we handle the club's pages, we look at it as a news page not an opinion page. It is governed by what we see as journalistic rules for news and objectivity."

Also in attendance at the meeting was Alpha Eta Rho's advisor, Dr. Milton Horowitz who commented to the members of the Avion staff in attendance at the meeting about the AHP issue and the Avion's desire to present a quality news paper. He said, "AHP, I think, doesn't really care how the your paper looks. They appreciate that the Avion wants to present a quality news paper. AHP supports the paper with money, student money, their money, and they feel it is very important that their articles be recorded in the paper as they want it."

Horowitz also said that "You should not tell the fraternities what looks bad. All you should do is print what they want in their paper. It's not your paper, it's their paper. AHP has no objection to the Avion editing for brevity but they strongly object editorial or commentary editing."

## RADIO

(continued from page 1)

not educational, non-profit stations. The power for the station will range from 3,000 watts to 10,000 watts. One other problem facing the station will be possible audio interference with WCPX-TV, channel 6.

Other local universities such as The University of Central Florida and Bethune-Cookman College broadcast on local radio stations. Stetson University is planning to sell their station.

If anyone is interested in learning more about the radio station, the broadcast club has meetings every Thursday at 7:30 p.m. in W.306.

## Slightly Off Campus

**UNIVERSITY OF SANTA CLARA** - A marketing professor says a student once told her her dog ate his sister's paper on which she'd stored her paper.

**TEMPLE UNIVERSITY** - A student asked to leave early for spring break to attend his sister's wedding in Fort Lauderdale.

## Condom machine wanted

Associated Press

**CINCINNATI** - Student government leaders at the University of Cincinnati are asking the university to "make condom" dispensers available in the school's residence halls.

After three hours of debate Wednesday night among students, faculty and parents, the university's student senate voted 16/3, with one abstention, in favor of a bill urging the Office of Residence Life to install condom machines in dormitory rest rooms.

The bill also encourages the university to support efforts to distribute literature promoting safe sex practices and educating the sexually

active on the risk of acquiring diseases, such as the deadly Acquired Immune Deficiency Syndrome.

University spokesman John Ross said it is premature to say how the administration will react to the proposal. But, he praised the students for raising concerns about the health hazards of sexually transmitted diseases.

"We feel very good that these kinds of things are being considered, that the students are concerned," Ross said.

Scott Arnon, the student who sponsored the bill, said he brought up the idea because "I have a grave concern that our university and state have an 'it can't happen to me' attitude. It can and it will."



Mark Dirienzo - "I think a radio station would be a good for the school, but \$25 dollars seems kind of high."



Sanjay Varma - "As long as they can guarantee us that it will be worth it I don't mind."



Christina Haeflner - "I think it's great! It's fine with me."

## EAGLE

"I think a radio station would be a good for the school, but \$25 dollars seems kind of high."

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**TEMPLE UNIVERSITY** - A student asked to leave early for spring break to attend his sister's wedding in Fort Lauderdale.

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# MMI develops Space Van concept

Fully reusable spacecraft would support commercial use of space

By Peter W. Martin

A small, manned, shuttle-type commercial launch vehicle is being developed by Third Millennium, Inc. (also known as MMI). The company describes its "Space Van" as the only fully reusable launch vehicle being developed anywhere in the world. MMI believes that the Space Van will allow payloads to be launched with a significant cost savings over existing systems. MMI intends to begin flight operations in 1991, providing service to geosynchronous, polar, and low Earth orbit.

Space Van will be less than half the length of NASA's Space Shuttle orbiter, and will carry just under three metric tons of payload per flight. The vehicle is being designed for a turnaround time of three to seven days. Government licensing requirements permitting, Space Van will have a standard lead time of one month and emergency launch capability within a few days.

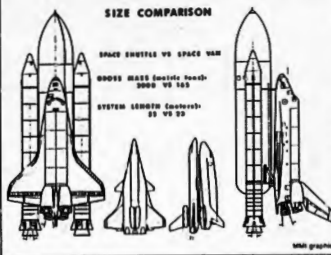
MMI plans to offer a launch price of \$1.2 million to \$10 million for a 6,100 lb. payload to low Earth orbit. A tentative launch price for the same payload to geosynchronous orbit would range from \$4 million to

\$40 million. MMI is also considering a launch price of \$1.2 million to \$10 million to place a 3,000 lb. payload into a 450 km polar orbit.

The Space Van system will consist of five elements. The key element is the Space Van orbiter. A reusable, winged booster will launch the Space Van at mach 2.0 and an altitude of about 100,000 feet. Orbiter and booster will lift off from a stable launch ship that will act as a mobile launch platform. An orbital depot will provide for on-orbit assembly and replenishment of propellants. Lastly, a reusable orbital transfer vehicle will transport satellites from the depot to their final orbits.

The Space Van orbiter payload bay measures nearly seven feet in diameter by 23 feet in length. A Space Van orbiter has one pilot. The vehicle will be powered by eight Pratt & Whitney RL10 liquid-propellant rocket engines.

Current designs call for the orbiter to reenter the atmosphere 20,000 feet higher and 400 to 500 degrees cooler than the NASA Shuttle. It will be protected by a thermal insulation designed by MMI. Space Van will land at a speed of about 145 miles per hour.



MMI expects the booster stage to have a structural cost of about one-tenth the cost-per-kilogram of the orbiter. The booster will be powered by three Rocketdyne H-1 engines of the type used in Delta rockets. Two afterburning turbofan engines will assist the booster during acceleration and landing approach operations.

Both the Space Van and its booster are handled like airplanes during ground operations. Maintenance, stacking, and propellant loading take place in the horizontal position. Just prior to launch, the mated vehicles are erected to a vertical position.

Initial flight path angle is about 70 degrees, with the orbiter at about a five degree angle-of-attack. Staging occurs at about mach 2.0 and an altitude of about 100,000 feet. After separation, the booster uses the air-breathing turbofan engines to make a powered approach to a 9,000 ft. runway. The intended recovery site, and base of operations for the launch ship, is at Pago Pago, American Samoa.

MMI has designed a stable ship launch platform that is a hybrid of a semi-submersible and a catamaran. The ship will be over 300 feet long

and displace about 20,000 metric tons. Launch operations will take place on a superstructure located well above the water. Prior to launch, the booster and Space Van will be stored in a controlled-environment hangar. The ship would normally operate within 100 to 200 miles of Pago Pago, allowing for a quick turnaround time. The launch ship's mobility will help to avoid bad weather at the launch site.

An orbital depot is essential to MMI's concept of Space Van operation. The depot will be used as a propellant replenishment station for orbital transfer vehicles based at the depot, and as a low-orbit station for assembly of larger platforms. MMI would like to see the depot become the starting point of a Space Industrial Park for space-based commercial manufacturing. It could also serve as a staging point for scientific payloads and nuclear waste disposal missions that need to escape the solar system.

Reusable orbital transfer vehicles (OTVs) will place satellites on orbit at the desired location. An OTV would be an unmanned vehicle, powered by a single RL-10 engine. It could also be used for satellite maintenance operations.

# NASA Advisory Council recommends diversified expendable launcher fleet

National Aeronautics and Space Administration

The NASA Advisory Council recommended today that the space agency acquire a diversified fleet of expendable launch vehicles (ELVs) and shift as much cargo to them as possible to preserve the Space Shuttle for missions requiring its unique capabilities.

In addition to launching cargo designed only for the Shuttle, the capabilities include two-way crew transportation, manned on-orbit tasking, satellite recovery, spacecraft servicing/reboost and the ability to return cargo from space. The recommendations are contained in a study of issues involved in creating a "mixed fleet" of launch vehicles consisting of Space Shuttles and ELVs.

In a letter of transmittal, Daniel J. Fink, council chairman, urged NASA Administrator Dr. James C. Fletcher to quickly seek a supplier necessary to begin ELV acquisition. Without immediate action, "the nation's civil space program - especially that in space research, planning for space leadership - will be damaged to a degree from which recovery will be extremely difficult and expensive," Fink said.

The study places substantial emphasis on space science, which has suffered considerably from the 2-

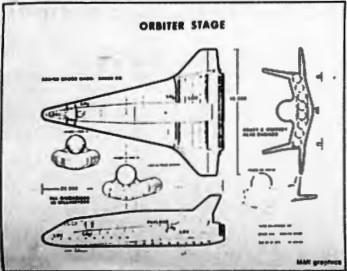
year delay in the Shuttle program and the unavailability of a fleet of ELVs. Creating a "robust and resilient capability" with an adequate fleet of ELVs could get a number of important science missions into orbit 2 to 4 years earlier than currently planned, the study said.

The cost of an ELV fleet should be considered in relation to the enormous budgetary costs, opportunity costs and program disruption of the current unplanned for "stand-down," the council said.

The study was undertaken by the council at the agency's request. A task force headed by council member Jasper Welch, a physicist and head of an aerospace consulting firm, did the study - which was endorsed by the full council.

The final report identifies and discusses issues and makes eight major recommendations. They address Shuttle use policy, acquisition of ELVs including a new heavy-lift vehicle, Shuttle flight frequency, planning for stand-downs, defining NASA and DOD roles, identification of program constraints, evaluation of the upper-stage fleet and encouragement of commercialization activities.

The council is the senior external advisory body to NASA and its Administrator. Its 25 members are prominent in such fields as science, industry, education, communication and others.



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### Strike Eagle...

The first F-15E test aircraft arrives at Edwards AFB, Calif., to launch a 36-month program there to test and evaluate the modified F-15 fighter as a dual-role aircraft capable of ground attack and long-range interdiction missions, in addition to carrying out traditional air combat roles. The F-15E is equipped

with the twin-pod LANTIRN all-weather navigation and targeting system, conformal fuel tanks for increased range and payload, and a two-seat cockpit with TV-like displays for systems monitoring, navigation and weapons management and delivery. The No. 1 F-15E aircraft was delivered March 2.

U.S. Air Force photo by Len Ledford

## Presidential acquires more brits for fleet

### Presidential Airways

WASHINGTON, D.C. — Presidential Airways announced that it will add ten British Aerospace BAe 146-200 four-engine jetliners to its fleet, with delivery scheduled during the balance of 1987 and 1988. The acquisition is part of the airline's plan for implementing its Continental Express service March 23 with the economical BAe 146-200, which will replace Presidential's fleet of Boeing 737s.

Total value of the contract signed by Presidential Airways, Inc. and British Aerospace will be nearly \$170 million, including spares.

In announcing the BAe 146 acquisition, Presidential's President and Chief Executive Officer Harold J. "Hap" Paret said, "This demonstrates our commitment to expanding our Continental Express service, with growth to more communities that can benefit from non-stop jet service to the Washington, D.C. area."

Since receiving our first five BAe 146s last year, we have been extremely pleased with the economic and operational performance of the aircraft, and with the close working relationship we enjoy with British Aerospace," he added. "This new contract is strong on financial

and technical support from British Aerospace, and further reflects the support and enthusiasm we have received from British Aerospace for our new role as a Continental Express jet service."

Presidential currently operates five BAe 146s serving eight Boeing 737s. In its new role as a Continental Express carrier, feeding Continental Airlines flight banks at Washington/Dulles International Airport, the airline will transition its fleet to all 146s. The 90-seat jet is well suited to serve one mid-sized cities that Presidential will have on its Continental Express route system.

Presidential's Continental Express will serve the following cities from its Washington/Dulles hub beginning March 23: Albany, N.Y.; Birmingham, Ala.; Indianapolis, Ind.; Melbourne, Fla.; New York's JFK Airport; Philadelphia, Penn.; Portland, Maine; Sarasota/Bradenton, Fla.; and Savannah, Georgia/Hilton Head, So. Carolina.

The airline currently operates October 10, 1985 and currently serves 11 cities in the Eastern United States. It also operates turbo-prop commuter service to eight Mid-Atlantic destinations from Washington/Dulles airport under the Continental Express name.

## Gulfstream fan flies for test program

### Gulfstream Aerospace

SAVANNAH, Georgia — Initial airworthiness flight began March 6 for a modified Gulfstream II test aircraft being used in NASA's Propfan Test Assessment (PTA) Program.

The 90 minute test flight was flown by Robert K. Smyth, vice president, flight operations for Gulfstream Aerospace and Frank D. Hadden, chief test pilot for Lockheed-Georgia who served as copilot.

The test aircraft, Serial #118, is owned by Lockheed-Georgia Company, principal contractor for the PTA program, and leased to NASA's Lewis Research Center.

The PTA program evaluates the structural integrity and noise characteristics of an efficient, high-speed propeller designed for use on large aircraft. For the last year Gulfstream

Aerospace Corporation has been modifying the Gulfstream II to accommodate the propfan engine on the

left wing of the twin-engine business jet. Both wings were strengthened and a balance boom added to the right wingtip. Initial airworthiness flights and systems checkouts

by Gulfstream are expected to take about two weeks. The Gulfstream II will then be flown to Marietta,

Georgia to begin about 150 flight hours of actual propfan test assessment flown by Lockheed test crews.

"We will insure the aircraft is ready to begin propfan flight tests," says Ron Wodkowski, Gulfstream's PTA project manager. Check flights at Savannah will not include propfan operation, he added.

The instrumentation and data recording system installed on the Gulfstream II is extensive. Wod-

kowski says, encompassing approximately 520 sensors, signal conditioning, and recording equipment to record sensor outputs continuously in flight.

The PTA program utilizes a nine-foot-diameter, eight-blade propfan developed by the Hamilton-Standard Division of United Technologies. The propfan drive system consists of a modified Allison 570 industrial turbo-prop engine and a modified Allison T56 reduction gear box. The

QEC (Quick Engine Change) composite/metal nacelle was designed by Rohr Industries.

William E. Arndt, PTA program manager at Lockheed, says that initial flights with the propfan installed will occur in mid-April, and propfan research flight testing is scheduled in mid-May. The modification completion and systems checkouts at Gulfstream represent the first step, Arndt added.

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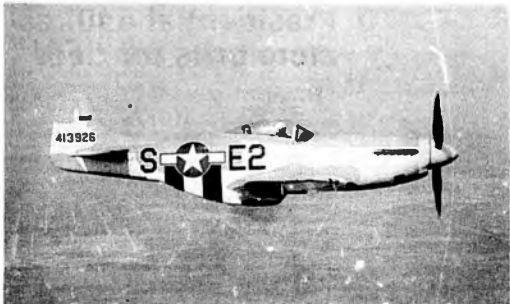
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Dean Cutshall of Ft. Wayne, Indiana flies high above Titusville during last weekend's Valiant Air Command Air Show. Cutshall's Mustang

was one of many to be seen at the show, but his passenger, Steve Burns, might tell you that it is the best P-51 Mustang around.

Avion photo by Brian Heckman



Bill Greenwood of Aspen, Colorado flew this Supermarine Spitfire into Central Florida last Friday for the VAC show. The Mark IX "Split"

was converted into a two-seater for the Irish Air Corps in the early fifties by the Vickers company of England. One very lean machine.

Avion photo by Mark Storm Montagna



The Hawker Hurricane was the predominant British fighter of the Battle of Britain, although there are now only three flying

worldwide. This one is operated by the Canadian Warplane Heritage and is flown at displays by Rick Franks of the CWH.

Avion photo by Mark Storm Montagna



As seen from Fuji lead flown by Dennis Calahan, 1053 with pilot "Spade" McDade and

1017 flown by Dave Garber formate enroute for Orlando on an unknown Japanese mission

Avion photo by Brian Heckman

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Avion photo by John Goodenough

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1017 flown by Dave Garber formate enroute for Orlando on an unknown Japanese mission

Avion photo by Brian Heckman



One of the last heavy 'Queens,' Nine-O-Nine thunders down the showline to display the

classic lines of a perennial favorite, the Boeing B-17 Flying Fortress. (Flown by Tom Reilly.)

Avion photo by John Goodenough



A true veteran, 'We Deliver,' a Douglas C-47 served during the Normandy invasion at D-Day, the "Bridge too Far" of Operation

Market Garden,' and the humanitarian effort of the Berlin Airlift. The Valiant Air Command recently completed a four-year restoration.

Avion photo by Brian Heckman

**PRESS RELEASE**

**VOLUNTEER SERVICE BUREAU** will have a "Department Store" Garage Sale April 4 & 5 at the Daytona Beach National Guard Armory. Including all items that may be found in the home, we accept donations of any kind. Storage space is available for advanced donations which can be picked up or we will meet the donor at the storage site. We need volunteers to help with pickups (with a car or truck), storage and sorting, and for the week of the sale. Anything you could donate will be greatly appreciated, including your knowledge and ideas.

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# 'Valiant' performance wows crowd

By Brian Holland

Bomb threats, the rattle of machine-gun fire and the whine of in-line twelve cylinder engines and the roar of radial-powered aircraft. All these sounds and more were a part of the 1987 Valiant Air Command Air Show. A salute to the Battle of Britain.

Masses of people thronged to this year's event, which drew not only in the number visitors, but also in the number of warbirds attending.

The total attendance figures are not yet in, but the crowd total for the three day event is expected to number around 75,000. Warbird attendance also set a high-water mark, some 153 planes on the VAC ramp.

While Friday marks the start of the airshow, the event really kicks-off on Thursday, when the VAC hosts a luncheon for the visiting dignitaries and pilot-attendees.

This year's lunch was held at the 54th Aero-Squadron by Orlando Executive Airport, which makes for a handy dining area as the VAC flies over from Titusville in their aircraft.

The luncheon honored the members of the Eagle Squadron, Americans who served in the Royal Air Force before the U.S. entry into World War II; the Air Transport Auxiliary, who ferry aircraft overseas freeing combat-capable crews for the bombing raids and fighter sweeps; and other ladies and gentlemen involved in this year's event.

These other guests included faculty members of the Florida Institute of Technology, who helped the VAC awarded a scholarship to an aviation student at FIT, and Scottie Holland, whose brother died in a B-17 raid on Germany in 1943.

Mrs. Holland was presented with a painting of her brother, Charles Grigby, painted by VAC artist Harvey Weigand. Weigand himself was a B-17 veteran, having survived his downing over Germany and his internment in a Nazi POW camp.

VAC museum a patch from her brother's flight jacket, the only surviving memento of her brother, which had been passed to the family by the War Department.

A special recognition was given to the crew headed by Joe Cadiz of the restoration of one of the three C-47s owned by the VAC. This C-47 flew at the D-Day invasion.

Operation Market Garden and the Battle of Arnhem. Transferred to the VAC by the Danish Air Force, the transport has been undergoing restoration for the past four years, only receiving its re-certification a week before the show.

Brilliantly painted in D-Day markings, the C-47 now wears a VAC emblem on the tail and the legend "In memory of Col. Dick Sprague" under the pilot's window.

Sprague was a member of the VAC who recently passed away, and the title was deemed an appropriate honor.

Friday's show was hindered by high winds and chilling temperatures, but the show went on, to the delight of the crowd.

Friday's show also brought the arrival of several latecomers to "Tico" including a two-seat Supermarine Spitfire, which came just in time to "shoot down" a faulty German aircraft.

The show routine was marred constantly throughout the week-end, thanks to the detailed pre-show briefing by the show's "Air Boss," Bill Noriega. Until one sits in on a briefing like this, you really can't appreciate the work that goes into carrying a flow of aircraft in front of a crowd.

Part of the work of keeping the crowd happy falls on the announcers, who maintain a constant patter for those few minutes when the planes aren't directly in front of show center.

The VAC has luckily some excellent announcers in their ranks, these being Ted Anderson, Jan Churchill, Kevin Quinlan and Sam Strjben (who doubled as the show pilot's weather officer).

The Saturday and Sunday

performances were started with passes from modern aircraft, provided by the U.S. Government.

Saturday, passes were made by a pair of McDonnell-Douglas RF-4 Phantom II's from the Alabama Air National Guard, while a Boeing KC-135 Stratotanker from Loring AFB also did some runs in front of the crowd, including a pass "low and slow" with the gear, flaps and refueling boom down.

At 11:00 a.m. presented a McDonnell-Douglas F-4E Hornet, which wowed the crowd with some low-level runs which were hard to believe. After his turn, the Marine pilot landed at the field, to await Sunday's performance, where he was the sole modern jet shown.

As fitting a show saluting the Battle of Britain, there were aircraft at Tico to represent England, with the high degree of honor that they did during the war.

The Hawker Hurricane flown at Airshow '87 is operated by the Canadian Warplane Heritage and was flown by Rick Francis.

Francis spent his airtime at the show paired with the Supermarine Spitfire IX owned and flown by Bill Greenwood of Aspen, Colo.

The two gentlemen gave Florida aviation patrons a unique view in North America, the sight of Britain's best in the air simultaneously. That was a sight that may never be repeated given the scarcity of both aircraft. The CW11 Hurricane is only one of three flying examples, and is the only flying in the Americas.

The CW11 Avro Anson present was also a rare sight, currently the only one of its type flying. The Anson was used for multi-engine training during the war, in a role similar to that of the Boech C-457-F11 used by the U.S. The Anson was flown by Art Verhogg and Robert McKinnon.

The sight of British aircraft brought alive memories to many, not just the honored guests at show center. A couple of pilots who flew with the U.S.'s 52nd Fighter Group affirmed this while standing around

Greenwood's "Spit," Lala Zengulji and Miles Lynn flew Mark V Spitfires in U.S. markings in the Mediterranean area, from North Africa to Italy.

Even American ace Francis "Gabby" Gabreski was seen schooling the flightline, admiring the aircraft in which he flew the war-torn skies of Europe.

But it isn't just the veterans of World War II who enjoy the event, as children were seen pointing the skywards along with the multitude of adults who find a fascination and respect for the men and machines which they helped stop the tyranny that was spreading throughout the globe in the late Thirties and early Forties.

Even American ace Francis "Gabby" Gabreski was seen schooling the flightline, admiring the aircraft in which he flew the war-torn skies of Europe.

The show now attracts more than just warbirds from the Second World War era, and in past years aircraft such as Boech T-34 Mentors, Douglas Skylanders and North American T-28 Trojans could be seen.

This year's show had all of these, and a few more besides. Another highlight of the show Saturday was the air pairing of the only flying Grumman Panther jets.

The Panthers were joined by a pair of Fouga Magister CM-170s. The jets provided an interesting contrast, from the busy layout of the naval jet, to the sleek, sharp lines of the butterfly-tailed French trainer.

But these jets don't end the show, that's not done with out bombing passes from the B-25 Mitchell and the B-17 Flying Fortress escorted by a gaggle of P-51 Mustangs.

When the show closes, as tradition calls, to the clock, sharp lines of the butterfly-tailed French trainer. But these jets don't end the show, that's not done with out bombing passes from the B-25 Mitchell and the B-17 Flying Fortress escorted by a gaggle of P-51 Mustangs.

Although the skies will never again be blackened with B-17's, B-51's and B-25's, it's nice to know that through the efforts of the men and women of the Valiant Air Command, a pretty good simulation can be had every Spring.

# Voyager, Rutan recognized by FAI Project still 'in the red'

Associated Press

LOS ANGELES -- Urging others to keep teaching for records, Voyager pilots Dick Rutan and Jeana Yeager on Thursday accepted official recognition of the world record they set by flying around the globe without stopping to refuel.

"I don't like people to say that this is the last record because records are there to be broken," said Rutan, 49, responding to an introduction that called him the owner of the last great aviation record.

"As long as there are free people in a free environment, records are going to be broken," Rutan said.

The Federation Aeronautique Internationale, a Paris-based organization that keeps track of aviation records, presented Rutan and Ms. Yeager with plaques before members of the Aero Club of Southern California, the federation's local affiliate.

The Voyager crew collected two official awards, one for the absolute record for a long distance flight in a straight line, and the other for the first non-stop, unrefueled flight around the world.

Yogger's flight in December lasted nine days, three minutes and 44 seconds and covered 24,987 miles, according to the plaques. Immediately after landing, the distance was pegged at 25,012 miles.

The Voyager team worked their way to the international association from the start to ensure themselves a place in the record books. The plane carried several devices to verify the pilots' claims to the world.

The flight smashed the previous unrefueled distance record of 12,532 miles set by an Air Force B-52 bomber in 1962.

Rutan's brother, Bart, received a

certificate of recognition of design from the National Aeronautical Association at the ceremony Thursday. The association announced it will present its top annual award, the Robert J. Collier trophy, to the pilot, designer and enter Voyager team May 15 in Washington, D.C.

Ms. Yeager, 34, deferred to Patricia Ann did not one bit of flight data: The plane landed with 18.3 gallons of fuel left, or about 1.5 percent of its total capacity.

The project depended on volunteer labor and ended deeply in the red, and the pilots went on an international speaking tour in an effort to repay the debt.

"We hope to get solvent by the end of the year," said J. Rutan, stepping into a waiting, impossibly wet, and providing any financial details.

The pilots have also signed a book contract as an undisclosed price with Alfred Knopf Co. and earlier this month, Heritage Enterprises Co. announced it had bought the movie rights to the story.

Heritage president Skip Stofor refused to say how much he was paying for a tale he sees as a love story, but put the price "in the high six figures."

Among the 600 aviation enthusiasts attending the luncheon in a restaurant near Los Angeles International Airport was famed test pilot Chuck Yeager, who denied making widely publicized remarks critical of the record attempt.

"It's a marvelous example of putting together a program and making it work," the retired Air Force general said. "The military could never do something like this."

Yeager, who is not related to Ms. Yeager, was quoted at the time of Voyager's flight as likening it to strapping a big fuel tank on the roof of a car and driving across the country without stopping for gas.



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The flight smashed the previous unrefueled distance record of 12,532 miles set by an Air Force B-52 bomber in 1962.  
Rutan's brother or, Bart, received a

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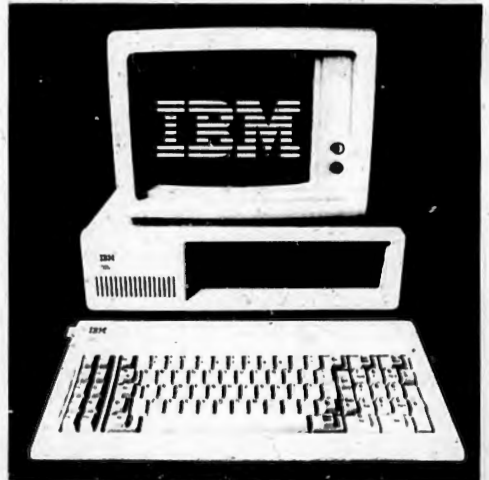
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## Reba steals the show at Ocean Center

By Kim Storer  
Avion Staff Reporter

Country-Western music lovers gathered at the Ocean Center to experience Reba Mac Entire in concert, with The Nitty Gritty Dirt Band, and Lyle Lovett. Each band performed songs from their latest albums. Some old, crowd pleasing favorites, that made the musicians famous, were also performed. Lyle Lovett sang his hit "Let's Hear It for That Young Cowboy," and The Nitty Gritty Dirt Band played a wide variety including "Mr. Bojangles" and "If We're Ever Going to See a Rainbow."

Opening the show for Reba were The Nitty Gritty Dirt Band and Lyle Lovett. Each band performed songs from their latest albums. Some old, crowd pleasing favorites, that made the musicians famous, were also performed. Lyle Lovett sang his hit "Let's Hear It for That Young Cowboy," and The Nitty Gritty Dirt Band played a wide variety including "Mr. Bojangles" and "If We're Ever Going to See a Rainbow."

But it was Reba Mac Entire who

stole the show. Reba sang her fantastic hits "Can't Even Get The Blues," "Lulu Rock," "In New England," and many more. Reba had three different themes to her concert with a matching outfit for each. Her songs reached the very heart of her audience who sat in awe during the show. Reba ended her concert with a beautiful acapella version of "Sweet Dreams."

All in all, it was one fantastic show.



By Lynne Evans  
Crawelling Center

## FLASH For Leisure And Student Health

shering ingredient in marijuana is THC, Delta 9 Tetrahydrocannabinol. The amount of THC varies among different plants therefore causing varying effects.

In general, the immediate effects of low to moderate doses of marijuana can include a feeling of well-being, relaxation, and drowsiness. Sometimes combined with exhilaration and arousal. Perceptions of time, space, and distances may be distorted as well as reaction time, coordination, judgment and concentration may all be impaired. These effects greatly decrease one's ability to operate vehicles or machinery safely. Other physical effects can

include increased blood pressure, heart and pulse rate increases, reddening of the eyes, dryness of the mouth and throat and some reported increase in hunger. Longterm effects include an increase risk of lung damage and cancer as marijuana produces 3.8 times more tar than tobacco.

The "high" from one joint usually lasts for two to three hours. If the marijuana is eaten the effects may last up to 24 hours. Urine tests can indicate marijuana in the system for periods of up to six months after use.

For more information on marijuana, drop by the Counseling Center located in the U.C.

## Aviation Images

### Plot weakens '77's Airport

Our Rating:



By Dr. J. Roger Osterholm  
Professor of the Humanities

"Airport '77 is the third film of the Airport series and rates three diamonds out of a possible five, while the first (1970) rated four. This sequel sports an excellent cast and the Boeing 747 but the adventure is weakened by lame credibility and a story that is almost silly.

Jack Lemmon plays Capt. Don Gallagher, depicting a dedicated and professional pilot as well as the script would permit. Lee Grant co-stars as Karen Wallace, the wife of a philanthropist and a lonely woman who is having an affair with her husband's assistant, played by Gil Gerard.

Brenda Vaccaro is the principal flight attendant and lover of the pilot who wants to make "an honest woman of her" and have children. Joseph Cotten plays Nicholas St. Dennis, III, an art patron and old friend to another patron, Emily Livingston, played by Olivia de

Darren McGavin, playing Stan Buchek, is the aeronautical engineer on the maiden flight of an executive aircraft produced by another wealthy art patron, Philip Stevens, played by James Stewart. The luxurious executive jet is played by the Boeig 747, the real star of the film.

Christopher Lee plays Martin Wallace, the philanthropist, and Robert Forwood plays Chambers, the first officer or copilot who helps to mastermind a daring skyjacking to loot the aircraft of the treasure it is carrying to the new museum in Palm Beach at the mansion of Philip Stevens.

Robert Hooks is Eddie, a waiter, and Monte Markham is a banker in need of the Navy. These scenes were conducted with the help of the underwater demolition teams of the Pacific Fleet.

The special effects were supervised by Albert Whitlock and Frank Brendel. The film comes from Universal, produced by Jennings Lang and William Frye, and directed by Jerry Jameson. The screenplay is by Michael Scheff and David Spector. Appropriately, it was released in 1977.

There is a special appearance by Tom Sullivan, singing his own composition of "Beauty is in the Eye of the Beholder" on the flight.

on trying to land at a deserted Caribbean field, hits the superstructure of a merchant ship, causing the aircraft to hit the water and sink, almost without a scratch on the aircraft.

The plot thickens as the Navy brings in its rescue operation to raise the huge jumbo jetliner under the direction of Captain Gallagher, who had managed to escape the sinking plane and radio for help. The Navy role is impressive, and an assault ship, the U.S.S. Cayuga, takes part, but the plot might be better described as wealthy art patrons in need of the Navy. These scenes were conducted with the help of the underwater demolition teams of the Pacific Fleet.

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## Furs hit mainstream and drown



By Larry Rice

Several years ago director/producer John Hughes made a film to cap off what some critics called the Molly Ringwald Trilogy, based on a song also used for the title, *PRETTY IN PINK*. Besides the familiar attempt to record the song to an upbeat, less punk more AM style tune, the movie failed to gain the praise of it's sensational predecessors, adorable *SYNTHETIC CANDLES*, and the existentialist *BREAKFAST CLUB*.

*Pretty In Pink*, the song, released 1981 in the rising wake of the Noopunk wave, spotlighted relative newcomers to vinyl, the Psychotic Furs. After an overcast composition-by-wire floppy, two years old *MIR-ROR MOVES*, the Furs have issued to the world their new endeavor. A band known for their scratchy

voice and a sweetest punk sound with a novel eighth approach, *MIDNIGHT TO MIDNIGHT* smashes those expectations. Fans followed had to rival the biting political *FOREVER NOW*.

Backed by lead singer and band founder *It*, this new disc is an obvious sell-out to the windfall glooples from the *PIP* screenplay. But catering to the pop, teeny scene, has drawn the creativity away from self-study and fed the furc of the indie.

An obvious difference from the old Furs is a softening in the lead vocals, a distinct rasp mellowed into mainstream nondescript. Moreover prevents an emotion that once sang in every word of the horse vocals Butler once screeched across the blackboard. Added to the once select, new overabundant barn backdrop, the new Furs have sealed into the P.C. Syndrome. *MIDNIGHT* becomes the Furs meet Phil Collins on the way to a Duran Duran meets Foreigner concoct. The

drums have become a programmed synth, from the first song, *Heart Break Beat*, to the last cut.

Falling into the standard formula of instrument, lyrics, repeat lyrics, solo instrumental, repeat lyrics and fade, this selection of canned rock is perfect for the beach.

However, although the Furs have seemed to apply the new trend of a once heavy guitar sound to all of their tracks, they have left aside the lessons in sound variance learned from former producers as Steve Lillywhite and Ted Randgras.

A new sound for the Furs, this album is nothing to look forward to, with exceptions found in such classics as *PIP*, *President Gas*, *Run And Run* left behind for a bottomless lack of ingenuity in tunes like *Heart Break Beat*, *Shadow In My Heart*, and *Angels Don't Cry*.

On two planes out of five, turn off the lights guys, it's past your bedtime.

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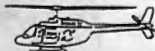
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**BLURRY COUNTY** By **BERKE BREATHED**

Panel 1: **YOU NEED TO GET SOME...**

Panel 2: **YOU MUST BE GETTING LOST...**

Panel 3: **NOPE! I'M NOT! I'M NOT!**

Panel 4: **YOU MUST BE GETTING LOST...**

Panel 5: **YOU MUST BE GETTING LOST...**

Panel 6: **NOPE! I'M NOT! I'M NOT!**

Panel 7: **NOPE! I'M NOT! I'M NOT!**

Panel 8: **NOPE! I'M NOT! I'M NOT!**

Panel 9: **NOPE! I'M NOT! I'M NOT!**

Panel 10: **NOPE! I'M NOT! I'M NOT!**

Panel 11: **NOPE! I'M NOT! I'M NOT!**

Panel 12: **NOPE! I'M NOT! I'M NOT!**

Panel 13: **NOPE! I'M NOT! I'M NOT!**

Panel 14: **NOPE! I'M NOT! I'M NOT!**

**SCAREPORT** WES OLESZEWSKI

Panel 1: **Excuse me, Mr. Karkoff, but...**

Panel 2: **I thought there might be some...**

Panel 3: **My don't worry I can handle anything...**

Panel 4: **AAAAAK!!**

Panel 5: **GOOD LORD! Look! It's the bull of that hotel!**

Panel 6: **That's flying! BAAARK!!**

Panel 7: **BAAFF BAAFF BAAFF BAAFF BAAFF BAAFF**

Panel 8: **Well, I will come up with something to lead in here...**

Panel 9: **Crucian? Uhh, he's called a rescue chaperone...**

Panel 10: **Hold on honey! I'm on my way to save you!**

Panel 11: **Listen Mr. de Truffin, I want some one else to rescue me!**

Panel 12: **Bull!**

Panel 13: **But sweeties?**

Panel 14: **Blow it out your ass, Ted!**

**SHOE** BY **JEFF MACNELLY**

Panel 1: **I GOT ANOTHER AUTOGRAPH, UNCLE COSMO!**

Panel 2: **SHYET, SHYER!**

Panel 3: **WHO'D YOU GET?**

Panel 4: **EITHER 'ZEM SPRIMBL' OR 'SING RACKLE'...**

Panel 5: **SPONGE TURNING IS FUN! LOOK AT THE AUTOGRAPH I JUST GOT!**

Panel 6: **LET ME SEE...**

Panel 7: **JUST THINK! THIS GUY MUST BE A BIG STAR SOMEHOW, AND THIS AUTOGRAPH COULD BE WORTH A BUNDLE!**

Panel 8: **GUNS NAMED 'CAMPAGNON TRUNDLE II' DO NOT MAKE IT IN THE BIG LEAGUES.**

Panel 9: **NOT GREAT, SHYER...**

Panel 10: **SHYER!**

Panel 11: **SPONGE TURNING IS FUN! LOOK AT THE AUTOGRAPH I JUST GOT!**

Panel 12: **LET ME SEE...**

Panel 13: **JUST THINK! THIS GUY MUST BE A BIG STAR SOMEHOW, AND THIS AUTOGRAPH COULD BE WORTH A BUNDLE!**

Panel 14: **GUNS NAMED 'CAMPAGNON TRUNDLE II' DO NOT MAKE IT IN THE BIG LEAGUES.**

Panel 1: **THE LAST NUMBER IN PHOENIX!**

Panel 2: **YOU'VE GOT TO BE KIDDING!**

Panel 3: **I'VE NEVER SEEN A... STEEL TO GET!**

Panel 4: **SHYER!**

Panel 5: **SPONGE TURNING IS FUN! LOOK AT THE AUTOGRAPH I JUST GOT!**

Panel 6: **LET ME SEE...**

Panel 7: **JUST THINK! THIS GUY MUST BE A BIG STAR SOMEHOW, AND THIS AUTOGRAPH COULD BE WORTH A BUNDLE!**

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Panel 12: **LET ME SEE...**

Panel 13: **JUST THINK! THIS GUY MUST BE A BIG STAR SOMEHOW, AND THIS AUTOGRAPH COULD BE WORTH A BUNDLE!**

Panel 14: **GUNS NAMED 'CAMPAGNON TRUNDLE II' DO NOT MAKE IT IN THE BIG LEAGUES.**

**The Puzzle**

**ACROSS**

1 Brown bird  
4 Tense  
5 Best thing  
12 Sea eagle  
13 River banks  
14 Pubic stalk  
15 Kind of  
17 Everyone  
18 Function  
20 Strive  
21 Worthless  
22 Disrupt  
23 Precious  
25 Harvest  
26 Pops in Italy  
27 Male sheep  
28 East  
29 Vanished  
32 Three-toed  
33 Treeping  
35 Mophead  
37 Ring  
38 Acorns  
39 Paid recess  
41 Symbol for  
42 Sulfur  
43 Follow of  
44 River island  
45 Peter Dink's  
46 High  
47 Bahoid

**DOWN**

1 Corroded cloth  
2 Mative meal  
3 National  
4 Fruit cake  
5 Guccer  
6 Guido's low  
7 Former Phu-  
stan ruler  
8 Man's  
9 Proposition  
10 Porcino  
11 Flowed period  
12 Oval  
13 Army author:  
abbr.  
37 Ring  
38 Acorns  
39 Paid recess  
41 Symbol for

**PUZZLE ANSWER**

1. BROWN BIRD  
2. MATIVE MEAL  
3. NATIONAL  
4. FRUIT CAKE  
5. GUCCER  
6. GUIDO'S LOW  
7. FORMER PHU-STAN RULER  
8. MAN'S  
9. PROPOSITION  
10. PORCINO  
11. FLOWED PERIOD  
12. SEA EAGLE  
13. RIVER BANKS  
14. PUBIC STALK  
15. KIND OF  
16. VANISHED  
17. EVERYONE  
18. FUNCTION  
19. STRIVE  
20. WORTHLESS  
21. DISRUPT  
22. PRECIOUS  
23. HARVEST  
24. POPS IN ITALY  
25. MALE SHEEP  
26. EAST  
27. VANISHED  
28. THREE-TOED  
29. VANISHED  
30. THREE-TOED  
31. VANISHED  
32. THREE-TOED  
33. TREEPING  
34. VANISHED  
35. MOPHEAD  
36. VANISHED  
37. RING  
38. ACORNS  
39. PAID RECESS  
40. VANISHED  
41. SYMBOL FOR  
42. SULFUR  
43. FOLLOW OF  
44. RIVER ISLAND  
45. PETER DINK'S  
46. HIGH  
47. BAHOID

**THE FAR SIDE** By **GARY LARSON**

Panel 1: **Dizzy Gillespie's seventh birthday party**

Panel 2: **'How listen -- will you please try to control yourself tonight? ... I don't want to see you gooding some guy into crashing heads with you.'**

Panel 3: **Nov. 12, 1987: Kevin Wakefield, during breaktime, makes kindergarten history by selecting the soda crocker over the grabom.**

Panel 1: **Shrek! Shrek! It's Shrek's 1st!**

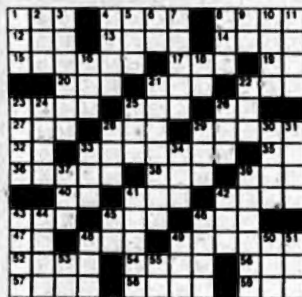
Panel 2: **Shrek! Shrek! It's Shrek's 1st!**

Panel 3: **Shrek! Shrek! It's Shrek's 1st!**

Panel 4: **Shrek! Shrek! It's Shrek's 1st!**



## The Puzzle



### ACROSS

- 1 Brown kiwi
- 4 Tease
- 8 Vast throng
- 12 Sea eagle
- 13 River islands
- 14 Poker stake
- 15 Kind of freerocker
- 17 Everyone
- 19 Conjunction
- 20 Strike
- 21 Worthless leaving
- 22 Obstruct
- 23 Pronoun
- 25 Harvest goddess
- 26 Fever in Italy
- 27 Male sheep
- 28 East
- 29 Ventilated
- 32 Three-toed sloth
- 33 Trapping
- 35 Negative
- 36 Beg
- 38 Perform
- 39 Paid notices
- 40 Symbol for silver

### DOWN

- 1 Corded cloth
- 2 Native metal
- 3 National
- 4 Fruit cake
- 5 Succor
- 6 Guido's low note
- 7 Former Russian ruler
- 8 Man's nickname
- 9 Proposition
- 10 Portico
- 11 Fixed period of time
- 16 Goal
- 18 Army officer's abbr.
- 21 Manage
- 22 Click beetle
- 23 Snare

see  
**PUZZLE  
ANSWER,**  
page 13

## THE FAR SIDE

By GARY LARSON



Dizzy Gillespie's seventh birthday party



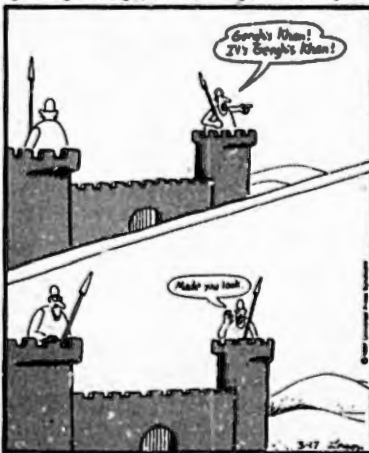
"Now listen — will you please try to control yourself tonight? ... I don't want to see you goading some guy into crashing heads with you."



Nov. 12, 1957: Kevin Wakefield, during snacktime, makes kindergarten history by selecting the soda cracker over the graham.



"She's lookin' good, Vern!"



The Hendersons of the Jungle



# NOTICES

## GRADUATING SENIORS

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. Official Transcripts are \$2 per copy.

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.

Applications and nominations are now being accepted for the SGA Leadership and Involvement Award. The award will be given to individuals who have contributed their leadership skills to the University and the students of ERAU.

To be eligible, graduating seniors must have been enrolled at ERAU in two out of the last three trimesters prior to graduation, must not have been on academic probation or warning during their junior or senior years, and must have been involved in campus and/or community organizations and/or projects that have contributed to campus life and the greater well-being of individuals both in the community and at ERAU.

The application forms are available in the SGA Office. The deadline for applying is April 3.

## DECEMBER 1987 GRADUATES

Formal application for students anticipating December 1987 graduation will not be accepted until the Summer A term begins. However, if you plan to advance register for the Fall '87 trimester, please indicate OR 401.50 on your registration form for anticipated graduation.

## SUMMER 1987 GRADUATES

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

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*Waves in Hydromagnetic Rotating Plasmas*  
 Apr. 10 Mr. Daniel P. Hocking  
*Supporting Yourself with UNIX*  
 Note: All seminars are scheduled on Fridays at 1:30 p.m.

## NEW LIBRARY HOURS

The Library will be open on an extended evening schedule. Hours on Monday through Thursday will be extended to 11 p.m. Other days will follow the regular schedule. The new hours are in effect until the end of the Spring semester at which time the hours and usage will be evaluated before setting schedules for the Fall semester.

## SPEECH NIGHT CONTINUES

The Department of Humanities and Social Sciences is once again hosting Speech Night. This trimester it will be on March 24 at 8:30 p.m. in the U.C. Speech Night is held every Fall and Spring semester and gives students currently enrolled in HU-219 an opportunity to display the skills acquired in Speech classes. The program offers a balance of serious speeches, comic skills, and oral interpretation. Speech Night is one of the most popular events on the Embury-Riddle calendar.

## SUBSTANCE AWARENESS WEEK

March 23 through 27 Substance Awareness Week at ERAU. This event is being sponsored by the Educational Programming Sub-Committee. Informational pamphlets will be available in the University Center on alcohol and drug use, abuse and consequences on Monday, March 23 from 9 a.m. to 4 p.m.

On Tuesday, March 24 the Riddle Riders will sponsor a safety awareness display in the U.C. from 8 p.m. to 5 p.m.

On Wednesday, March 25, at 8:30 p.m., a panel discussion will be held in the University Center. Members of the panel include Dr. Ernest Cook, ERAU's Physician, representatives from General Electric, representatives from the Daytona Beach Regional Airport Control Tower, as well as a representative from the Federal Aviation Administration. Students are encouraged to write down questions anonymously, about alcohol and drugs, and how they affect your life, both personally and in the work field. The panel members will then address the questions appropriately.

The Riddle Riders will sponsor a safety awareness display in the U.C. from 8 a.m. to 5 p.m. on Thursday, March 26.

Substance Awareness week ends on Friday with an informal session about alcohol and drug related problems from 10 a.m. to 3 p.m. in W-306.

Community professionals will be present to answer questions and hand out informational material.

More information is available from Laurie Ranfos in the Student Activities Office.

## EXPERIENCE PLUS

We are looking for "non-traditional" students who are interested in getting together with other such students to form a new network here at ERAU. A "non-traditional" student is defined as someone who initially entered the university after a break of four years or more from academic studies. The purpose of this group would be to meet for discussions regarding issues that this unique group faces as well as to form a new social network. If you are interested, contact Lynne Evans or Linda Bloom in the Counseling Center, ext 1047 for further information.

## INCOME TAX HELP

Free income tax assistance is available to anyone every Wednesday evening from 8 p.m. to 8 p.m. in Deans Brown's conference room located in Building A, the first office on the right. Ms. Wilcox, Assistant Prof. of Business Administration, will be running the volunteer income tax assistance program with the help of her students. If you have any problems with your W-4 or your 1986 income tax forms, come by any Wednesday night until April 15.

## NASA FILMS

The following NASA films will be shown in the Riddle Theater on Fridays from 1:30 to 3 p.m.  
 March 27: *Space Shuttle: Mission to Future*  
*Opening New Frontiers*

## FAA WRITTEN EXAMS

Embury-Riddle Aeronautical University will administer FAA Pilot and/or Instructor Written Examinations on the following dates:

March 24	8:30 a.m.	H-131
March 21	8:30 a.m.	H-113

Students intending to take an FAA Pilot Written Examination are required to sign up in Office D-200 or call ext. 1307 prior to examination day.

At the time of the examination, each student must present a receipt for pilot exam fee, validated by the Cadet's Office; a written authorization form signed by an appropriate Aeronautical Science division Ground Instructor, or the failed results of a previous FAA written examination, and present as personal identification an Airmen Certificate, driver's license, or other official document.

Explanation of appropriate forms and procedures will be given at 8:30 p.m. Immediately thereafter, testing will commence and unless prior arrangements have been made, late examinees will not be permitted to enter the examining area while testing is in progress.

## NEW FINANCIAL AID OFFICE HOURS

Beginning on Monday, March 23, the Financial Aid Office will be open from 10 a.m. to 3:30 p.m. This is on a temporary basis through April 30, 1987. Appointments to see counselors will be made during this time period.

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'83 BUZU DAUPLER—Excellent condition, black vinyl top, alloy wheels, hood, roof rails, asking \$4700 call 761-7006.
'79 BRONCO XL—With soft top, Runs 331-hp engine with 1500 miles, recalls C-6 200 miles with 4811 lbs. Blacktop installed with Holiday 600 cc's, dual exhaust, Midway bumpers new wheels with Dunlop 12.5C33 radials, new springs and shock, Chas 3 knob, asking \$6500 call 257-3118 after 3 pm.

'73 HONDA MOTORCYCLE 500—Excellent condition, 32,000 miles new battery, \$850 call 255-7750 ask for Jim.
'80 TOYOTA TERCEL—74,500 miles, good condition, \$1800 ask for Bridgette box 112 or 258-9100 Down 1 on 321.
DATSUN 280 ZX 2+2—5 speed, air, cassette, power windows, chrome and stainless condition, \$5300 (single) call 761-7883.
'83 HONDA CR50—Great shaped only 13,000 miles, very smooth well. Asking \$700 o.b.o. call Brian at 255-0203 or tape a note to box 4405.
'83 HONDA SP300—Excellent condition, 2100 miles, very smooth, must sell, \$340. Contact Midway, 253-5561 ext. 1802 (9-17 hrs) or 255-6774 (single). Or drop a note to box 5523.
'83 HONDA SP300—Excellent condition, 2100 miles, very smooth, must sell, \$340. Contact Midway, 253-5561 ext. 1802 (9-17 hrs) or 255-6774 (single). Or drop a note to box 5523.

BARGAIN—Yamaha diesel, manual transmission, 2000 cc, new radiator, 50000 mi, 9000 rpm, 253-4256.
FOR SALE—Routy engine (2.2A) with 4 speed transmission, four mag wheels with 50 inches of the most Mazda. Call 423-9388 for Nevesta (between 9 am-11 p.m.).
'83 CESSNA 172—Excellent condition inside and out. Full FR with dual digital NavCom 5200 TT AF and engine. Wholesale \$28,000 will sell for \$24,700 call Eric at 258-8318 or box 7145.
WINDSURFER FOR SALE—Excellent condition, call for exact info. Item 252-1558 ext. 128 or 258-2581 or box 1745.
'83 YETI FOR SALE—Brand new David Clark 110-107 with a Yale push to talk switch. \$200 new, will sell for \$200 call Eric 258-8318 or box 7145.
'83 MOBILE HOME FOR SALE—2 also nice bedroom and 1 full bath, good location right behind the airport. 2 miles from school, also small trailer park. Brown & white. Must see to believe! Asking \$7000 call 254-8683.
NEED FURNITURE?—What you make the deal. 3 piece living room set, sofa, lounge chair, coffee table with recliner. Call MW 74 24, TR 4-10 ask for Pat at 253-5943.

FOR SALE—Warrington location, about 100 miles up to 150 yds. at 200 mph, must see it to believe it. Unlimited speed limit beach box. \$30 a piece. Call 788-2779 ask for Mike.
FOR SALE—22 Kent Gold Bangle, each bangle weight 460 grams, unique design, buying cost over \$500 each, will sell for only \$350 each, contact Seated box 5814.
FOR SALE—'83 Riding Camaros, \$1,200 this item sells very fast, low mile call and talk, really to call. Call 672-9231.
BMM VIDEO SYSTEM—Brand new Kodak 8 mm camera, 8mm reader and camera box \$1900, call Eric at 258-8318 or box 7145.
FOR SALE—Commodore computer system includes C-64, 1541 disk drive, TV, monitor, keyboard (4/8ight standard) keyboard. \$300 contact Mike at 258-8662.

ROOMMATE NEEDED—For summer home A major R. Need few people to share a room. Two bedrooms, new bath, full kitchen and living room. Close to school. Rent \$175 a month, new persons plus 144 utilities. Forest Lake Complex. Call 755-5471 ask for KIK or Joy.
ROOMMATE NEEDED—To share 3 bedroom townhouse, \$200/mo plus 1/3 utilities. Contact Bruce or Pam at 788-5302 or box 3534.
MISCELLANEOUS
TUTORING—Math/physics/chemistry/statistics/just call 253-2517 ask for Pauline.
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PERSONALS
ALBERT,
Well, we're back! I'm so... ground of you! How did Saturday one the best! Love,
your "romantic" BORNPA
TALL DARK AND BEAUTIFUL?
The words need did come down!! Your DIMIT
HA, HA—BUBBLES
TO A CERTAIN PERSON IN HISTORY AND RECIPE:
To avoid being fed through a Lycopodium 0-3200McKay food processor please do the following in class:
1. Open ear.
2. Engage brain
3. Pay attention
4. Do smart.
Committee will avoid your having to ask a May DMMF food, (potential) it will ask someone instructor and Student Intelligibility and increase enjoyment of the class. Non-compliance could be very messy! signed,
THE BARRAGE BALLROOM GOD.
AJP PLEASE CLASS BE A BETA.
Hey gang, let's get out together!! We're running out of time and do it's worth to be done. We CAN ALL do it if we just work together.
P.S. Let's have a party!!
HALF-POET
TO THE GUY IN THE BLUE CAR,
Next time you write, don't forget your name and #. Better yet, if you know where I live, stop by sometime.
THE GUY IN THE BROWN CAR
Miss Blue,
It's been a while and I can't resist. It's just got to get personal with you. On this, the suffering (ouch, huh), the torment of a heart in love (God forbid being on one).
Mr. G.

'77 VOLKSWAGEN RABBIT—3-door diesel window, good body condition, excellent interior with matching trim, 4-speed auto, runs very well, fuel injected. Runs quiet and smooth, new front brake and tires, high mileage but runs great! AC don't work right, \$600 call Tom at 677-4112.
'77 TOYOTA CELICA—Current Bitch at box 6633.
'73 V8 VIKI RELIABLE VOLKSWAGEN PUPER BEETLE—Call now, leaving town \$300 or best offer 257-9554.
'78-79 DATSUN B210—New pair job good condition and new w/e, \$1,200 o.b.o. call Rick 253-9974 or box 6819.

MISCELLANEOUS
FOR SALE—Schwinn LeTour 11 speed bicycle, 25 inch frame, 4130 chrome steel tubing, motor components, owner replacement handle, black rubber seat, water bottle, etc. Asking \$230 o.b.o. Don Deane 257-0678 after 7:30 pm or box 4514.
FOR SALE—Bosman "CO-CO" moped power, HCS 37.28 cc motor die, power dispenser and seats. \$1818 o.b.o. Mary at box 5649 or 672-6334.
'79 KAWA SAKI HIT SKI—Rebuilt and in great shape w/e and license with sale \$1500 call Chas at 765-8488.

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AUTO RUSTPROOFING—Ev's Jones applicator will protect your car or truck car. Best top, available, increases resale value. Starting at \$99. Many at 672-6238 or box 5648.
FLIGHT INSTRUCTION—Student private, commercial, instrument, please call 756-5699 or 787-4 p.m. thank you.

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FLIGHT INSTRUCTION—Are you without the best level to wear eye glasses and ground instruction for private, commercial, instrument and check-outs approximately \$7500 no charge for gas and post flight. For more information call 788-7162.

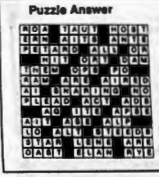
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APPLE II COMPUTER—(1982-2) one per person, one screen, one keyboard, two disk II system, system in immaculate condition! \$1000 o.b.o. For details contact, Sonny Yama 252-3561 ext. 1080.
FOR SALE—Brand new Columbia beach cotter—\$85, double bike rack for car—\$30, call Steve and message 767-4412.

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HOME FOR SALE—Beautiful 4 bedroom, 2 bath, with a pool. In Tonawanda Club, Ormond beach. Brand new carpet, range, and pool. \$125,000 call Eric at 258-4381 or drop note to box 7145.
SURF BOARD FOR SALE—Ocean Inaug, of the "F" 11", excellent condition, \$180, contact Richard Clarke at 756-1273 call after 4 pm.

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ROOM FOR RENT—1 bed bath, carpet bath, tile, white room, walk-in closet, car covers, your own bedroom, and private bath. AS for \$211 per month in Cypress Landing 1 mile from campus. Contact Dave at 252-6417 or box 7359.

REWARD—\$100 cash for info leading to the recovery of a Mazda X99 with White 70-120 tires and black, have serial number for possible I.D. please contact Scott at box 2774 or leave message in SOA office.



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# Collegian balcony deaths termed wasteful

By Edee Davis  
College Press Service

DAYTONA BEACH — She brought new clothes, a swimsuit, sunglasses, as well as a new car. Spring break was approaching and Laurain Day Buffington, like 265,000 other college students in 1986, was heading to Daytona Beach for fun.

The day Laurain left the Gordon Community College campus in Barneville, Fla. she aced her chemistry final. The 20-year-old journalism student was even more excited about her spring break plans. But she also talked about safety. She knew students had fallen from balconies to their deaths in several cities during previous spring breaks, that there were those who drank on high balconies. As she left she remarked, "That's crazy, I wouldn't dare hang around there."

"No, Me," she said, "that's crazy. What's the thrill in that?"

But days later, Florida front page news read, "A 20-year-old college student from Georgia plunged to her death Thursday when she lost her grip while trying to climb from one sixth floor balcony to another."

fell backward onto the parking lot and died instantly."

It happens every year. Daytona Beach records, starting from 1966, report at least 28 students have fallen from balconies. Fifteen have died. The average fall is four stories. In 1984, three accidents brought one death. In 1985, three died of falls in Daytona Beach. In all of Florida, seven students lost their lives during spring break, three by falling off balconies.

As a 1983 Kansas State University graduate who transplanted to Daytona Beach three years ago, I have now seen spring break from the other side. A spring break veteran myself, I recall with pleasure my own travels from South Padre Island in Texas to Fort Lauderdale. Living in Daytona Beach, I hear talk about "what those damn kids did this time..." I chuckle to myself, and realize that only three short years ago, I was doing many of those same things myself.

But when I hear of a falling accident at a hotel just down the street, I cringe. I cringe because I know it was an ordinary student. No one unusual. No one who came to spring break to end his or her life.

In an attempt to end such senseless carnage, there's a new state law

that allows hotels to detain a student acting in a life-threatening manner. Last year, students could not be detained unless a police officer witnessed the action or had an arrest warrant.

A spring break safety committee last year also created a "code of ethical conduct." Students checking in at participating hotels have to sign the code, which includes notice that it is illegal to climb over or on balcony railings, windows, roofs or ledges.

Sadly enough, students' response to the deaths in the past have only been passive. Students have completely lost their senses.

A friend of one of last year's victims was quoted as saying, "The night preceding was nothing really too crazy, just partying and meeting people. It was a fun loving guy, but he wasn't crazy enough to jump off a balcony."

Most balcony deaths have been from an unexpected loss of balance.

"It's so senseless," reported the friend of another victim. "He was afraid of heights. And he wasn't the kind to take chances."

A newspaper article quoted a 1985 victim's mother. "Losing a child is a pain that is profound and unrelenting. There's a cavalier attitude toward these deaths. People think the kids deserve what they get. We encourage the free and easy dispensing of alcohol. Then when something happens, people say, 'What a drunken bum.'"

Alcohol may weaken one's judgment, certainly. But the history of balcony deaths shows various reasons and situations for the falls. Anyone on a balcony could be caught up in the moment and be at risk.

Here is a list of some of the high risk banter of people having fun on balconies:

"That neat balcony is so close."

"There's a party over there, and going balcony-to-balcony is quicker."

"I'll just sit up here on the ledge."

"I'm just following my friend, and he just made it." "If I do a handstand and go over, I'll still be holding on to the handrails." "I can simply lower myself down to the next floor." "The others will grab me before I go over."

"Not me. That's crazy. What's the thrill in that?"

## Spring Concert

March 19 - 7-9 p.m.	College Center - Gary Stover, Gary Stover, Gary Stover
March 20 - 7-9 p.m.	Plaza Hotel - Mike Frish, Love Train, Ring Stars
March 21 - 12-2 p.m.	David Shell - Bruce Murnigh & The Flame, Matt Hippelton, Tropic International Band
March 25 - 7-9 p.m.	Plaza Hotel - James Brown, Wang Chung
8-11 p.m.	Open Center - Greg Albright, Steve Ray Vaughn
March 26 - 7-9 p.m.	Barry Shell - KBC Band, TI Tuesday, Crowded House
March 27 - 7-9 p.m.	Pizza Hotel - John Callery and the Beaver Brown Band

# Fort Lauderdale loses: collegians head for other ports of call

By Susan Skonpa  
College Press Service

Fewer collegians are going to Fort Lauderdale for their spring breaks this year, officials say. More are heading for other destinations like Bermuda, South Padre Island in Texas and Daytona Beach.

Observers attribute the shift in student tastes to new minimum drinking age, expensive lodging and even Fort Lauderdale's much tougher laws against public rowdiness.

And of the collegians who are in Fort Lauderdale this month, a high percentage of them are male.

"The worse complaint I hear is that there aren't enough women to

go around," says Ott Ceifin, Fort Lauderdale's police media relations director.

Ceifin expects about 250,000 students to vacation in Fort Lauderdale this spring, down from 350,000 in 1985.

The influx at South Padre Island, however, keeps growing.

"We expect a spring break of over 300,000 students this year," predicts South Padre Island Police Captain Tommy Atkins. "A situation like that you have to handle one day at a time."

"We've noticed an increase in the numbers of students in the last several years, probably because Florida went to a 21 (year old minimum) drinking age sooner than Texas did,"

he adds. "Last year, Texas was still a 19 year old state, and now it's up to 21, so we'll see what happens."

The tourist bureau here has done lots of promotion to attract students, but we don't really expect any decreases in student visitors."

"When students call for information on a destination, the first thing they ask is the drinking age."

Not everyone is as enthused by the prospect of hosting thousands of students bent on having fun.

Palm Springs, Calif., officials have sent brochures to colleges in Calif. and Ariz. warning they will

crackdown last year. The beefed up city ordinances against disorderly conduct and public drinking, higher drinking age minimums and stiff accommodations rates seem to be sending students in search of more

arrest rowdy students.

Last year, Palm Springs police arrested more than two dozen students, and thousands were involved in a near riot of drinking, carousing and assault.

For Lauderdale started its own

hospitable resorts.

"If I were a student, I'd rather go to Cancun," Ceifin says. "It's very expensive here, some accommodations are abominable. Many students end up paying \$150 a day for a room in a lousy motel where you wouldn't even want to walk your dog."

Students agree, reports Toni Smith, director of school programs for Colgate Travel agency in Dodham, Mass.

Smith says the agency has several hundred students per week booked for Nassau and Bermuda through the spring break season. But a brochure promoting Fort Lauderdale brought only "about four" responses.

"Lots are going to the islands,"

she says. "Maybe students are becoming more well traveled and sophisticated. But drinking age has a lot to do with it. When students call for information on a destination, the first thing they ask is the drinking age. If we can say it's 18, they think it's great."

The difference is sending lots of students to the Caribbean, she says, although Daytona Beach "is doing well" because city officials there still promote it as a spring break destination.

Fort Lauderdale officials, Ceifin says, aren't discouraging students from coming to Fort Lauderdale, "but neither are they promoting it. We just hope to make it safer and more orderly than in past years."

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SATURDAY - 701 SOUTH ORIENTATION PARTY! FREE ADMISSION FOR SPECIAL GROUPS BEFORE 10PM. 2 FOR 1 DRINKS. THIS IS YOUR WELCOME TO 701 SOUTH. COME PARTY AND DANCE!

SUNDAY - EVERYBODY DRINKS FREE 7-10PM. 137 BS BEST LEGS LA BAMBIA FRESHER. BILLY HUMAN TRICKS CONTEST. CASH & PRIZES INCLUDING TICKETS TO THE DAVID LETTERMAN SHOW. ALL CONTESTANTS ARE ELIGIBLE TO BE ON THE DAVID LETTERMAN SHOW! FREE MUGS, FREE T-SHIRTS. COME AND SEE HOW BILLY YOU CAN BE.

\*Except free drink nights.

701 South Atlantic Avenue, Daytona Beach 255-8431