

7-8-1987

## Avion 1987-07-08

Embry-Riddle Aeronautical University

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Education, and exercise  
are key to less back pain  
See story on page 5

# This Week

Open Forum: Politics much harder than physics

page 3

See Oral Bill in this week's Bloom County

page 6

An Award-Winning College Newspaper  
Embry-Riddle Aeronautical University, Daytona Beach, Florida

## SGA budget passed

By Rick Glingue  
Avion Staff Reporter

The Student Finance Board, a separate division of the SGA, held a session of their regular meetings last Wednesday, concerning the Budget for the Summer A & B Term.

The overall budget of \$37,633.50 was computed and passed with expenditures from the Avion, SGA, Entertainment, Phoenix, and SRB (Student Representative Board).

The passing of the budgets was significant in the fact that the divisions could now efficiently operate, and spend on the expenditures that they need for operation. Commenting on the early budgets being passed, Phoenix Editor Ray Natic said, "It really had no effect on our division, as our bills were being paid." Avion Editor, Tim Van Milligan, has a contradictory opinion of the late budget. "Having the budgets passed early allows us to plan ahead for each issue. The issues at the beginning of the Summer were excellent, and they had some substance to them (12 to 16 pages each). Now we have had to cut one issue com-

pletely, and reduce the number of pages for the remaining two issues during Summer B."

The meeting was opened with discussions of any reductions that could be made to the budget proposed at the last meeting. The Phoenix was able to make a cut of \$1,000.00. This means the possibility that each member of the Finance Board be assigned a division to monitor so that they will not overspend their budget.

The total SGA budget is comprised of the individual division budgets. Knowing that revenue from SGA fees would be low, the divisions got together to prioritize the total needs of the SGA. Once the needs were prioritized, the individual division leaders cut their budgets to get expenditures equal to the revenue coming in. The overall effect was that the Phoenix took the major late budget. "Having the budgets passed early allows us to plan ahead for each issue. The issues at the beginning of the Summer were excellent, and they had some substance to them (12 to 16 pages each). Now we have had to cut one issue com-

### OVERALL BUDGETS FOR SUMMER A & B

REVENUE		
SGA FEES	\$28,034.00	
ANTICIPATED REVENUES:		
SRB	\$1,700.00	
PHOENIX	\$500.00	
AVION	\$2,504.50	
		\$34,138.43
RESERVED		
PROJECT FUND	\$500.00	
CAPITAL EQUIPMENT FUND	\$1,000.00	
		\$900.00
SGA EXPENDITURES		
SECRETARY'S WAGES	\$4,733.00	
TUTORIAL ASSISTANCE	\$2,250.00	
OFFICE RENT	\$1,020.00	
INCENTIVE	\$800.00	
F.C.A.O FUNDS	\$5,200.00	
		(90,103.00)
DIVISION OPERATING EXPENSES		
SRB	\$3,725.00	
AVION	\$11,158.50	
PHOENIX	\$4,150.00	
ENTERTAINMENT	\$8,000.00	
		(\$24,000.50)
TOTAL EXPENDITURES		\$20,937.93
UNALLOCATED FUNDS		\$504.93



Avion photo by Robert M. Hines

## ERAU experiments with new-sized aircraft for flight training

By Susan S. Selig

Eight re-manufactured Cessna 172s will arrive at ERAU's flight line for Fall Term of 1987. The aircraft, ranging in model years from 1977-1980, will replace eight of our older craft which will return to their owner, Cessna Finance Corporation.

Zero-Time Inc. of New Cumberland, Pennsylvania is responsible for installing new engines, new avionics and instruments, and new interiors into the replacement airplanes. Painted in Riddle's fleet colors, all the planes will feature skylights and forty-

will need to refurbish its fleet each Fall.

Depending on this year's trial run, ERAU will continue to order their re-manufactured aircraft from Zero Time for successive terms.

A new, 1986 Cessna 172 had a list price near \$78,000. If the company's liability costs settle and the 172 is produced again, its list price may jump to a price of \$90,000 or more. A comparable Zero Time Cessna 172 purchased in 1987 costs \$64,400. This price increase for new aircraft may induce Riddle to lease Zero Time aircraft through Chrysler Corporation de-

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Embry-Riddle's contract is Zero Time's first major order. Currently, other major universities with flight programs are expressing an interest in Zero Time's services. Embry-Riddle's Prescott campus will receive two of the refurbished aircraft this fall.

## Trustee sets air record 24 speed records set by Paulson

ERAU Press Release

Embry-Riddle Aeronautical University Trustee, Allen E. Paulson, president and CEO of the new Aerospace Corporation, set 24 new world speed records for the new Gulfstream IV corporate jet when he started the 19-speed Gulfstream IV. They flew the "wrong way" according to Paulson or against prevailing winds in a sanctioned attempt to set new world speed records.

Traveling on air aircraft as the official observer from the Washington, DC based National Aeronautic Association was Everett Langworthy, an Embry-Riddle alumnus, class of 1943.

Asked why he, as president, had elected to personally make the flight, Paulson stated, "First, he chose the route against prevailing winds was like a mountain valley to be climbed. But, more important, to demonstrate that the Gulfstream IV can do, rather than leave it to what we say it can do."

Two westbound, around-the-world flights were claimed by Paulson, one for jets of unlimited weight and one for business jets weighing up to 77,140 lbs. Twenty city-city records were also claimed.

The Gulfstream IV is currently in production in Savannah, GA. It was awarded its Type Certificate by the Federal Aviation Administration on April 22, 1987. The aircraft flown by Paulson is the third production model (Serial no. 1002).

## Inside the Avion this week

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TRIVIA - The purpose of the APOLLO-SOYUZ test project was to unite the two super powers politically.

### SGA BUDGETS



Avion graphics by Timothy S. Van Milligan

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## Accident claims ERAU student Larry M. Gauci killed while on motorcycle

By Steve Cagle  
Avion Staff Reporter

Larry M. Gauci, 26, an Aeronautical Science student, was killed in a motorcycle accident Tuesday, July 16 at 6:40 a.m.

According to the Florida Highway Patrol, Gauci was travelling southbound on the SR-9 Entrance ramp from SR-600 in excess of 70 mph when he lost control of his 1987 Honda motorcycle. Gauci's motorcycle slid on its left side and struck a guard rail with his rear.

He was taken to Halifax Hospital

where he was pronounced dead at 9:30 a.m.

The accident was investigated by FHP Trooper D.C. Laing who listed careless driving, exceeding the posted 25 mph speed limit, and driving under the influence of alcohol as contributing causes to the accident.

According to an FHP spokesperson, Gauci's blood alcohol level was .047 percent. A blood alcohol level of .1 percent is considered to be legally intoxicated.

A memorial service for Gauci was held in the University Center Sunday, June 21.

## Jobs for college grads looks bad

By David S. Martin  
Associated Press

BETHLEHEM, Pa.—This year's college graduates are having a harder time finding jobs and less money than graduates last year's graduating class, according to a pair of nationwide surveys.

"Right now it's a pretty tight labor market for college placement offices showing salary offers lower this year in business administration, computer sciences and management training."

Meanwhile, employers have 24 percent fewer jobs available for new college graduates, the first drop in four years according to

fresh out of school.

"Computers are becoming more and more prolific throughout corporations," said Scheetz, assistant director of placement at Michigan State University. The high-tech boom has lessened the need for middle managers, often a graduate's first job, he said.

"Machines don't need coffee breaks and vacations, people do," added Scheetz, whose survey canvassed 761 employers nationwide in business, industry, government and education.

Also hurting recent graduates are cutbacks by large corporations and the recession in the economy, and global competition, Scheetz said.

Minorities and women college graduates are in better shape than the work force as a whole, the recruiting survey showed.

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The final vote by the SFB was the approval of the overall budget.

Expenditures have always seemed to be a problem with the SGA over the past few years, but the SGA hopes to establish a firm footing this year, Mike Miller, SGA Vice President, states "Everybody is pretty

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Most of the people at the SGA feel that the new SGA administration, mented Chris Seckinger, SGA President. Last year \$15 were received from each student, but spending reflected a \$26 per student, and the divisions' needs are still growing. "If you look at us like a business," Mike Miller stated, "we were pretty close to bankruptcy."

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The biggest cut the Student Finance Board is hoping to make is the reduction in the loan payments for the laser printer purchased by the Avion last year. Reducing these payments could be channeled toward better newspaper publications, yearbook, entertainment, or the future ERAU radio station.

"Needs have changed," commented

The new (SGA) constitution forced changes in the way the budget process is done, "it was almost expected that we were going to have initial problems with whole process. Now, we have the hang of things, and the process should be a lot smoother in the future," stated Ray Natic.

The building is now situated on five acres, but in later years is expected to expand in size.

The new Avion Science Simulation Lab, held an open house on May 30, 1987, to introduce students and faculty to the newly designed building. The new building with over a half a million dollars of Federal Aviation Administration equipment has been designed to educate students in simulating various roles as air traffic controllers, pilots, and meteorology specialists.

The building which was projected earlier last year, was acquired from the Sta. of the Florida on a ten year lease. The

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What representative object do you feel should be displayed in the University traffic circle? (Check appropriate blank)

- Sculpture
- Historic ERAU airplanes
- Military display
- Other (please specify)

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Embry-Riddle Aeronautical University Trustee, Allen E. Paulson, president and CEO of Gulfstream Aerospace Corporation, set 24 new world speed records for the new Gulfstream IV corporate jet when he returned to The Paris Air Show at 7:08 a.m. EDT after flying around the world in just 45 hours, 25 minutes and 10 seconds.

An overall average speed for the flight of 503.83 mph includes time spent on the ground at four enroute stops. Paulson reported weather was the only problem encountered on the flight. Headwinds were up to 139 knots. Some thunderstorms reduced visibility to only 50 meters.

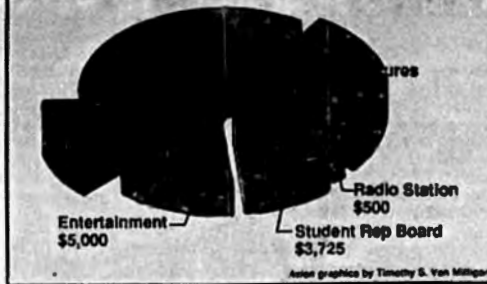
Paulson and a crew of four, three co-captains and a crew chief, were flying the world's newest corporate jet, the 19-place Gulfstream IV. They flew the "wrong way" according to Paulson or against prevailing winds in a sanctioned attempt to set new world speed records.

Traveling on the aircraft as the official observer from the Washington, DC based national Aeronautical Association was Everett Langworthy, an Embry-Riddle alumnus, class of 1943.

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where he was pronounced dead at 9:30 a.m.

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## Jobs for college grads looks bad

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Associated Press

BETHLEHEM, Pa.-- This year's college graduates are having a harder time finding jobs and won't make much more money than last year's graduating class, according to a pair of nationwide surveys.

"Right now it's a pretty tight labor market for this year's graduates," said Warren Kauffman, acting executive director of the national College Placement Council.

A survey by the College Placement Council of 164 college placement offices shows salary offers lower this year in business administration, computer sciences and management training.

Meanwhile, employers have 2.4 percent fewer jobs available for new college graduates, the first drop in four years, according to a nationwide survey of employers.

L. Patrick Scheetz, co-author of "Recruiting Trends," said a number of factors have lessened the demand for the applicant

fresh out of school.

"Computers are becoming more and more prolific throughout corporations," said Scheetz, assistant director of placement at Michigan State University. The high-tech boom has lessened the need for middle managers, often a graduate's first job, he said.

"Machines don't need coffee breaks and vacations, people do," added Scheetz, whose survey canvasses 761 employers nationwide in business, industry, government and education.

Also hurting recent graduates are cutbacks by large corporations, uncertainty about the economy, and global competition, Scheetz said.

Minorities and women college graduates are in better shape than the work force as a whole, the recruiting survey showed.

"Employers are still putting extra efforts of recruiting of minorities and women for their new hires," Scheetz said.

## Simulation lab now open

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Avion Staff Reporter

The new Airway Science Simulation Lab, held an open house on May 30, 1987, to introduce students and faculty to the newly designed building. The new building with over a half a million dollars of Federal Aviation Administration equipment has been designed to educate students in simulating various roles as air traffic controllers, pilots, and meteorology specialists.

The building which was proposed earlier last year, was acquired from the State of the Florida on a ten year lease. The

building is now situated on five acres, but in later years is expected to expand in size.

The lab opened its doors to students, starting in May. It is equipped with a Micro-Vax Mainframe computer, and a series of IBM personal computers, that are programmed for the simulation exercises.

Mr. Thoma Connolly, Chairman of Aeronautical Science is very pleased with the new program. He feels that the new lab will be very helpful to the students in learning real life situations. In response to how effective he thought the lab was he stated, "Its right on target."

## Student opinion poll

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**TRIVIA** - The purpose of the APOLLO-SOYUZ test project was to unite the two super powers politically. Donald K. Slayton was the last of the original seven astronauts to fly into space.

Editorial

# Nuclear War would change forever the way we live and die.

Among young people in our nation, a very dangerous trend has surfaced. For the first time ever, the majority of young people (23-30) are politically conservative.

In and of itself, conservatism, the maintaining of existing order of society, is not bad. However, our generation has lost sight of the issues which face us as a people. If one were to accept as a premise that the destruction brought about as a result of a full scale nuclear exchange between superpowers is equivalent to suicide, then the argument for nuclear weapons becomes immediately invalid.

We live each day of our lives with the threat of intercontinental nuclear war. Pull yourself free from time and monotonically think on a scale much larger than getting a good job after college, or getting a new suit or a fast car. Stature and purposeless enhance our lives on the shortest term, however a single exchange of U.S. Minuteman missiles and Soviet SS-20's would forever change the way we live and die.

As our young generation moves from the crib to decision making positions in politics, industry, and the military, we must be aware of the role we play. Presently, we're a vocal, conservative group which places importance on strength and power. For many, the thought of buying a pair of Reebok's is far more important than protecting human rights in Central America, or even civil rights in our own country. This is Wrong!

As a super power, we are responsible not only to ourselves but to the rest of the world, not to play our nuclear fire. We colligations must play the role we have assumed and think beyond the present. We cannot let forever with nuclear arsenals before some human or computer error forces a launch. A deliberate nuclear exchange is unlikely and presently U.S. doctrine dictates limited nuclear war.

Our build up of strategic offensive weapons has cut launch to target time from Persian missile sites in Germany to Soviet Command Targets to six minutes. The Soviets can no longer access enormous computer wars, of a U.S. missile launch. The result of our deadly accurate Pershing's has put the Soviets on "Launch-on-warning" status. Theoretically, the Soviets will launch weapons if they receive only a first stage incoming target from our tracking sites.

We have been dealing with a defensive weapon technology, called "Star Wars" by many. The first plank of the Republican Party defense platform commits us to "Star Wars" development. For those who believe in it, "Star Wars" offers a way out of the nuclear threat by making nuclear weapons obsolete. Unfortunately, if one accepts that effective "Star Wars" technology will eliminate the possibility of a successful nuclear exchange, then we lose all incentive to negotiate a nuclear disarmament.

Excluding ideas such as atmospheric cloaking of missiles and ultra polished weapons to reflect lasers, what if we do develop a successful "Star Wars" defense barrier? What about Soviet submarines 200 miles into the open ocean that may fire intermediate range missiles? "Star Wars" will not defend against these positions. Why then pursue "Star Wars" when we must commit over a trillion dollars to the technology?

If each of us accepts as his or her responsibility the task of helping to increase the awareness of our world position, then maybe we can wake up and make educated decisions about our lives will be affected by war, nuclear weapons or maybe even peace.

Over one fifth of the undergraduate students enrolled at Embry-Riddle belong to one or another precommunitarian programs for the Defense Department. Since such a large number of us are committed to the military, we as professionals, must come to grips with the reality of our roles. After all, if entire nations understood each other's positions, then the need for a self-destructive capability might not exist.



"THESE SMOKING RESTRICTIONS ARE STARTING TO GET OUT OF HAND."

## Letters to the Editor

### Good job Brad

To the Editor:  
I would like to clarify that the last SGA entertainment event (pool party) was a team effort put on by the Entertainment Division of the SGA, Chairman, Brad Knox, worked very hard on managing and planning the event. Other Divisions that helped out were the SRB Representative, the Avion newspaper and the Phoenix yearbook division. Members of the SRB helped by getting sponsors to help pay for the event and raising of the pig. The cooperative efforts of all divisions under the Entertainment Division made this event a great success.

Chris Seckinger  
SGA President

### What's up doc

To the Editor:

only trains. An educated person is generally able to think discernibly, speak properly, & cite legibly in his first language, and have sensitivity to the nature of their being and their surroundings. You are correct in stating that true education may not result from exposure to formal learning; however, the probability of being an educated person without the assistance of a formal process is debatable. Might it not be true that the sheer number of individuals attending universities today may bear witness to the difficulty of becoming educated without formal assistance? Please know that the PhD or doctorate is not the sole criterion for joining the faculty of Embry-Riddle Aeronautical University. In the College of Aviation Technology, the appropriate Master's degree coupled to experience and licenses, serves as the "terminal degree" for faculty. In the College of Engineering and Aviation Sciences, the normal terminal

degree is generally the Ph.D. or other appropriate doctorate (Doctor of Engineering, Doctor of Business Administration, and in some cases, Doctor of Teacher Education) along with practical experience. For example, in Aircraft Engineering Technology, an engineering master's degree and industrial experience are the norm.

It should be noted that our accrediting agency, Southern Association of Colleges and Schools (SACS) places great emphasis on the doctorate as a minimum qualification for teaching graduate courses. SACS also requires that forty percent of the credits in each discipline be taught by faculty with terminal degrees. Thus, you can see that we cannot afford to be indifferent to maintaining an educated faculty who are also accomplished professionals. The value of your degree and your capacity to secure employment after graduation would somehow seem related to these perceptions. Student concerns for how faculty are rewarded are admirable and appropriate. Let me assure you that substantial effort (including student reports on teaching) is expended to insure that performance, merit, and dedication are directly proportional to the rewards of the faculty each year. The faculty's first priority is to help you get through a process that

before tendering offers to this year's graduating class, Scheetz and Kauffman agreed. When this year's graduates get the offers, the salary might be a little skimpier than the Class of '86, according to the College Placement Council.

## JOBS

(continued from page 1)  
Minorities graduating this year will find 4 percent more jobs open to them than last year, while quotas for women are 2.5 percent higher, according to the recruiting survey. With fewer jobs available, employees are waiting longer before tendering offers to this year's graduating class. Scheetz and Kauffman agreed. When this year's graduates get the offers, the salary might be a little skimpier than the Class of '86, according to the College Placement Council.

## The Solution

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Over one fifth of the undergraduate students enrolled at Embry-Riddle belong to one or another precommunitarian programs for the Defense Department. Since such a large number of us are committed to the military, we as professionals, must come to grips with the reality of our roles. After all, if entire nations understood each other's positions, then the need for a self-destructive capability might not exist.

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To the Editor:

On reading the editorial in the May 20 Avion, I endorse the final sentence: "If Embry-Riddle is to continue to grow as a University, the ability of its instructors to educate the students should be the highest priority." The key word in your statement is "educate," which can be differentiated from a process that

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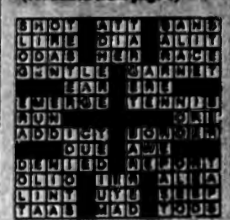
On reading the editorial in the May 20 Avion, I endorse the final sentence: "If Embry-Riddle is to continue to grow as a University, the ability of its instructors to educate the students should be the highest priority." The key word in your statement is "educate," which can be differentiated from a process that

the "terminal degree" for many. In the College of Engineering and Aviation Science, the normal terminal degree is generally the Ph.D. or other appropriate doctorate (Doctor of Engineering, Doctor of Business Administration, and in some cases, Doctor of Teacher Education) along with practical experience. For example, in Aircraft Engineering Technology, an engineering master's degree and industrial experience are the norm.

year.

The faculty's first priority is to help you get through a process that provides an educational growth experience. As students, you have a reasonable expectation that we are providing high quality service for your tuition dollar. If this is not the case, you need to continue letting us know your concerns.

R. Luther Reising, Ph.D.  
Vice Chancellor for Academic Affairs



# Klyde Morris

# Wes Oleszewski

PRESIDENT TALLMAN!  
PRESIDENT TALLMAN!!  
THE DARK LORD WANTS  
YOU TO COME TO HIS  
OFFICE.

NO! NO!  
NOT ME!

HE SAID HE WANTS YOU  
IN HIS OFFICE RIGHT  
AWAY.

WELL, WHY  
DIDN'T HE JUST  
PHONE ME?

HE TRIED, BUT NO ONE  
COULD FIGURE OUT THESE  
NEW PHONE EXTENSIONS,  
AND THE OPERATOR GAVE  
HIM THE WRONG EXTENSION  
TWICE.

OH GREAT.

YOU'RE SUPPOSED TO HAVE  
HER EXECUTED AT NOON.

IT'S ROUGH  
BEING A HENKMAN.

HI, I'M GETTING OUT  
OF HERE THIS FALL, AND  
I'D LIKE SOME HELP IN  
GETTING A PILOT'S JOB.

HAVE  
YOU CONSIDERED  
OUR CO-OP  
PROGRAM?

NO, NO, YOU DON'T  
UNDERSTAND, I'M DONE,  
FINISHED, I WANT A PILOT'S  
CAREER.

WE HAVE  
CO-OPS WITH G. S.,  
GRUMAN, DOUGL...

NO, NO, PILOT!!  
YOU KNOW, THE HIRING  
BOOM! AIR SCIENCE!...

CO-OP  
CO-OP  
CO-OP  
CO-OP

...WHAT DO YOU  
HAVE FOR PILOTS?!

ERR... WELL...  
WE HAVE THIS  
MONTH'S FAPA  
PAMPHLET.

SO, YOU'RE A PILOT,  
AND YOU'VE FINISHED  
A FOUR YEAR DEGREE  
IN AERONAUTICAL SCIENCE  
HERE AT ERAU.

RIGHT.

YOU REALIZE THAT WE  
REALLY DON'T HAVE ANY  
FLYING CO-OPS, AND OUR  
INFORMATION ON FLYING JOBS  
IS LESS THAN WHAT YOU CAN  
COMPILE ON YOUR OWN IN  
THE LIBRARY...

OUR CONNECTION WITH  
ALUMNI PILOTS IS NON-  
EXISTANT... THERE'S JUST  
NOTHING WE CAN DO FOR  
YOU.

SO WHAT  
SHOULD I DO?

START OVER AGAIN AND  
TAKE ENGINEERING.

Funded by the Students of Embry-Riddle  
© 1987 the Avion Newspaper

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Robert Ross

This week's staff: Wes Oleszewski, Marty Smith, Sherri Yeagley, Rick Gingue, Manuel Fernandez-Longo, and Lavore O'Neill.

The opinions expressed in the Editorial are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body. Opinions expressed elsewhere are those of the writer, who is identified.

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

The Avion Editorial Board members are: Timothy S. Van Milligan, Susan Selig, Brian Mosdell, Tom Juliani, Chris Legvold, Steve Cagle, Rob Watt, and Larry Rice.

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

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32114. Phone: (904) 238-0949.

# Student Forum

The Avion asks: What was your first impression of E-RAU? Not in the question was rephrased for Mr. Riddle to: What are your impressions now of E-RAU?



Cheryl LaBombard - "I loved it. I loved «the people». My orientation leader introduced me to everybody sitting around. Everybody. It was so neat."



Susan Money - "All guys; lots, lots of guys. And that's with everybody saying hello to you. People say hello, and I'm like who was that?"



John Paul Riddle - "...the motivation of the students. I go to a lot of other places and all they talk about is money, prestige, or something else; I come here it's aviation."



Jennifer Sala - "I ate in the cafeteria the first day, my dad and I. My dad said "if you want a five meal plan you can have five, but no more than that."



Suzette Fenlon - "Right away, it seemed sort of boring. But then it was fun."



Donna Walsh - "I drove through it. My father said "if we could have gone to the nearest department store."

# Open Forum

## Politics is harder than physics

By Jim Virene  
Writing Center Tutor

Mankind always seems to love outdoing himself. When he invents a new, faster system of transportation, that system will soon become obsolete when he invents yet a quicker one. The urge to progress seems thoroughly ingrained in us. And so goes the story of man's military development; he goes from throwing rocks, to spears, to arrows, to cannon grape shot, to missiles. As his technology escalates, he races to learn new and more efficient ways to conquer his enemies and achieve his goals; but where in the world will this arms race end?

Well, the answer is, it will not end on this world. Mankind now has, or believes he has, the ability to wage war, or excuse me, to wage "peace" in the heavens above his planet. This technology is appropriately named Star Wars. It is my firm belief, however, that the rational species mankind must now draw the line on how far the arms race will progress -- after all, the problem is now bigger than our entire planet can contain. We should not continue with the development of Star Wars.

In developing Star Wars, we are seeking to apply a mechanical solution, our proposed space based nuclear missile zaplers, to the ideological problem that mankind cannot seem to share the planet he was placed on. This is like trying to tighten a loose screw with a wrench instead of a screwdriver. But again, our instinct for taking the path of least resistance, the mechanical solution in this instance, overrides our rationality. Albert Einstein said it best: "politics is much harder than physics."

I guess earth just is not big enough to hold all the hatred, greed, and mistrust that is now seeping off our planet and into the heavens. Basically, we must realize that we, the American people, are just as much to blame for fueling the arms race as our full time enemies the Soviets. The never ending buildup of arms and counter-arms might be acceptable -- we are told our doomsday rockets will never be used if we keep enough of them around, and that Star Wars will never have to be used if it is completed -- if it were not for the fact that it is becoming "astroonomically" expensive to carry war into space.

Since Star Wars was conceived in 1983, we have already spent 4.7 billion dollars on research for the Star Wars system. The current proposed budget for Star Wars for 1987 and '88 are 4.8 and 5.5 billion respectively. To put these figures in earthly terms, for what we will spend on research alone by the end of next year, we could give \$44 of a million present and future college students a \$20,000 outright grant for college. Please, keep in mind, this is only money for research, not construction and deployment of the hardware.

To get the entire system operational, conservative estimate predict it will cost a cool one trillion dollars, while most estimates run around 2 trillion. But hell, give a trillion, take a trillion. Yes sir, this space stuff is sure expensive. For the price of one weapons system we could pay off the entire U.S. national debt -- a problem facing our country which is at the least quite a large, dangerous, sleeping giant.

You see, money can pay back loans and buy materials things, but money cannot buy peace -- not real peace. We should not continue with the development of Star Wars. It is time that the human race stop ignoring the main problem of our time; we must learn about peace and respect. If we do not begin thinking together as one race and one people, our military machines will continue to grow as our technology does: right out of this world.

I implore you to realize with me that the heavens are for wonder, not for war. Let's give peace -- real, honest and human peace -- a chance, instead of pretending we have generated it with non-thinking, non-feeling machines. Machines will not make the real problem go away.

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Common Purpose Room, U.C.

Catholic Mass  
7 p.m.

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7/26 - 8/1	40.54	73.44	98.31	107.16
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8/9 - 8/10	3.64	9.64	11.91	12.92

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SUNDAY 4PM - 11PM

# SENIOR

Senior Class Council

By Rene Verhagen and  
Sandeep Kaul  
Senior Class Correspondents

The senior class council has begun its fund raising activities to cover the costs of the senior class party and the class project. At present, doughnuts are being sold daily in the U.C. between 7 a.m. and 12:30 p.m. Other fund-raising activities that were discussed include working concession stands at Ocean Center events, T-shirt sales, and donations for the flea market. For more information on the senior class parking sticker cash-redemption donation, for the unused 4 months of 1987 parking stickers. Anyone interested in either purchasing Embrey-Riddle/Senior class T-shirts or in contributing items for the flea market should contact Laurie Bates in the student activities office. The council established six committees to address the topics of communication, fund raising, the senior class party, hotel/motel accommodations for relatives, outstanding faculty award, and the senior class party. Currently, local clubs are being surveyed for the senior class party and a list of hotels/motels offering discounts to relatives and friends of graduating seniors is being compiled. Any senior who is graduating in August and is interested in becoming a council member should contact any council member or Laurie Bates.

In other news, Senator Lawton Chiles was chosen as the speaker for the graduation ceremonies. In addition, the dates for graduation-week activities have been established. Thursday, August 13: class party Friday, August 14: honors luncheon, class social Saturday, August 15: graduation at 8:30 a.m., Peabody Auditorium

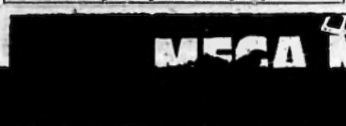
tion and training coming up in the fall to prepare for the November 1987 election to be held at Auburn, Ala. National competition will be held in Louisiana. Last Thursday, July 2, team members assisted Dr. Baty in judging rocket launches and in his diet contests for the final day activities for the high school students participating in the Wonderful World of Aviation. Upcoming events: Thursday July 16, the team members will again be helping Dr. Baty by judging the rocket launches, delta dart and egg drop contests for the Teachers Workshop being held at the university. Beginning Saturday July 18, through Monday August 1, the flight team will be assisting our head coach Mike Wiggins with the Sub Coach.

# FLIGHT TEAM

By Chris Nicholson  
Club Correspondent

The ERAU flight team has recently had a recruitment drive which had a good response of new applications. Of the applicants the following were accepted: Todd Funtz from Morris, Illinois; Willis Hunter III from Murfreesboro, Tennessee; Stephen Mikler from Berlin, Massachusetts; Christopher Kierstead from Camden, Maine; Sherry Miller from Mason, Illinois; Anthony Montalvo from Piquette, New York; Martin Smith from Brookfield, Illinois; Greg Trautman from Donville, New Jersey and Anthony Zeller from Eason Rapids, Michigan. The team is looking forward to an exciting curriculum of administration and training coming up in the fall to prepare for the November 1987 election to be held at Auburn, Ala. National competition will be held in Louisiana. Last Thursday, July 2, team members assisted Dr. Baty in judging rocket launches and in his diet contests for the final day activities for the high school students participating in the Wonderful World of Aviation. Upcoming events: Thursday July 16, the team members will again be helping Dr. Baty by judging the rocket launches, delta dart and egg drop contests for the Teachers Workshop being held at the university. Beginning Saturday July 18, through Monday August 1, the flight team will be assisting our head coach Mike Wiggins with the Sub Coach.

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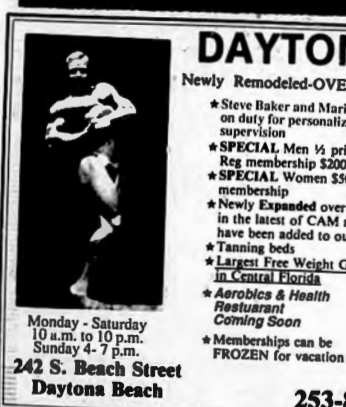
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# NOTICES

## NEW FINANCIAL AID OFFICE HOURS

Beginning on Wednesday, July 15, 1987, the Financial Aid Office will be open from 11:30 a.m. to 3:30 p.m. This is on a temporary basis through August 22, 1987. Appointments to see Counselors will be made during this time period.

## ICE SKATING AT THE OCEAN CENTER

Volusia County residents will have a chance to "beat the heat" and students can enjoy their summer in the cool air-conditioned Ocean Center while public ice skating is offered this summer. The schedule is as follows: Monday, July 6 thru Sunday, July 12  
Session #1 10:00 a.m. - Noon \$4/Person  
Session #2 2:00 p.m. - 4:00 p.m. \$4/Person  
Session #3 7:00 p.m. - 9:00 p.m. \$3/Person  
There will be 250 tickets available per session with a limit of 4 tickets per person. Tickets will be available 30 minutes prior to each session. The cost includes skate rental.

## SUMMER GRADUATING SENIORS

REMEMBERS TO ALL GRADUATING SENIORS In accordance with University policy as stated in the Graduation Requirements section of the Embrey-Riddle Aeronautical University Catalog, all students will be required to have successfully completed all of the required courses and financial obligations before they will be allowed to participate in graduation ceremonies. This includes all degree required flight courses. A student's last flight course must be completed prior to the date and time that senior grades are due in the Office of Registration and Records in order for that student to participate in that graduation ceremony. Students completing any required courses (flight or academic) after that time will be eligible to participate in the next graduation ceremony. Those students completing after the specified deadline will follow the schedule below for ceremony participation:

- Spring-Summer
- Summer-Fall
- Fall-Spring

If a prospective employer requests a transcript for a job interview, we must have a written request from you before information can be released. Stop into the Registration and Records Office and see us about request forms. After you leave, NO REQUEST can be done without a written request and a \$2.00 fee, if an official transcript is needed.

## FALL GRADUATING SENIORS

STUDENTS ANTICIPATING DECEMBER '87 GRADUATION We suggest that you fill out your graduation application as soon as possible in order to get a "PRELIMINARY GRADUATION EVALUATION". This will help to make your examination a smooth one.

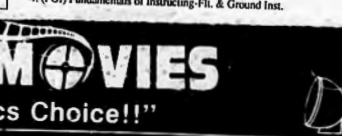
## FAA WRITTEN EXAMINATIONS

Embrey-Riddle Aeronautical University will administer FAA Pilot and/or Instructor Written Examinations for the following:  
1. (PA) Private Pilot-Airplane  
2. (CA) Commercial Pilot-Airplane  
3. (FA) Flight Instructor-Airplane  
4. (FOI) Fundamentals of Instructing-Flt. & Ground Inst.



**MEGA MOVIES**

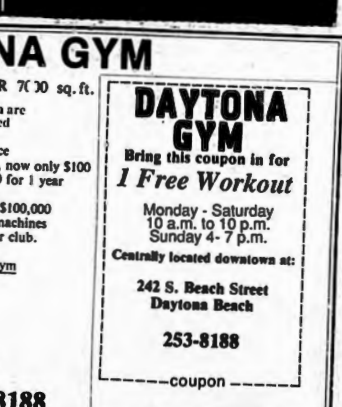
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- (IGI) Fundamentals of Instructing-Basic
- (AGI) Fundamental of Instructing-Advanced
- (ATP) Airline Transport Pilot-Airplane (FAR part 121)
- (ADD) Aircraft Dispatcher
- (ATA) Airline Transport Pilot-ATP Airplane (FAR 135)
- (IRA) Instrument Rating-Instrument Pilot Airplane
- (FR) Instrument Rating-Flight Instructor-Airplane
- (GI) Instrument Rating-Ground Instructor-Instrument
- (FE) Flight Engineer-Basic
- (FEI) Flight Engineer-Turbojet
- (FEK) Flight Engineer-Turbojet/Basic

DATE	TIME	PLACE
July 7, 14, 28	0830	H-131, ORW Complex
July 23	0830	H-131, ORW Complex

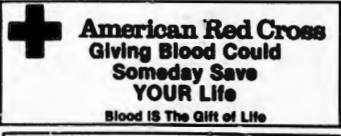
Students intending to take a FAA Pilot Written Examination are required to sign up in Office D-200 or call extension 6800 prior to examination day.

At the time of the exam, each student must present a receipt for pilot exam fee, validated by the Cabier'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 Aliman Certificate, driver's license, or other official document.

Explanation of appropriate forms and procedures will be given at 0830. Immediately thereafter, testing will commence and unless prior arrangements have been made, late seating will not be permitted to enter the examining area while testing is in progress.

## GRADUATING FOREIGN STUDENTS

There will be a Senior Seminar held on Wednesday, July 15, 1987 from 9:00 - 9:45 p.m. in the Common Purpose Room of the University Center. At the time of discussion will be presented by Les Murphy on Applying to Graduate Schools and Terrie Davis on Applying for Practical Training upon completion of studies. All interested foreign students are invited to attend. Refreshments will be served.



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**SAFE BOATING TIPS**  
Who, among us, has not, at one time or another, felt the lure of the water - whether in reading exciting stories of adventures on the high seas or in actually seeing the activity which always seems to abound on lakes, rivers, and oceans. Living here in Daytona Beach, we have the good fortune of being able to enjoy the waters of the Tomoka and Halifax Rivers, the latter which contains the Intracoastal Waterway; as well as the Atlantic Ocean. One of the best means to enjoy these waters is by boating. While the size of the boat may vary tremendously, there are certain basic aspects of boating that are always applicable, according to Mike Gillis of Club Nautico of Daytona Beach. Safety on the water must be the primary concern of all boaters, not only for the obvious reasons of life and limb, but also in regards to the enjoyment of the activity.

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# Exercise for prevention of pain

By Evelyn D. Harris  
American Forces Info Service

Army Maj. Robert W. Dennis, a physical therapist, stands in front of a crowded classroom in the Pentagon holding a skeleton. He's telling a group of military people and DoD civilians how to stop hurting their backs.

This scene, with or without the skeleton, is being repeated at many DoD work sites these days.

Back injuries account for 29 percent of workers' compensation claims filed by civilians working for the Army, 24.4 percent working for the Navy, 25 percent working for the Air Force, and 23.3 percent working for the Marine Corps. Military people can't file such claims, but they're hurting their backs at a high rate as well, say military occupational safety and health officials.

Experts estimate that 80 percent of adult Americans will suffer at least one episode of back pain.

But back injury and pain are preventable. That's why DoD health promotion and occupational safety and health people are teaching courses on how to prevent back injury and pain.

According to Dennis, most back pain is not caused by one injury, but is the result of minor repeated traumas to structures in the back. What is sometimes thought to be the incident that caused a back injury may simply be the "last straw" for a repeatedly abused back.

The age for most backs to rebel against misreatment is somewhere between the late 20s and late 40s.

What is called a "slipped disc" occurs when soft material (similar to silly putty in texture, according to Dennis) in the center of one of the spinal column's discs move out to fill up the cracks created in the disc's outer ring by various traumas. After a while, the soft material oozes out so that it presses on a nerve, causing intense pain.

Slipped discs and other back problems can be avoided by taking care to do everything — even rest — in a manner that will not injure your back. Here are a few tips from the experts on how to do this:



**Posture**  
Good Bad

**Envelope**  
The envelope exercise will help to maintain normal strength and flexibility of the back. It is to be done 10 times a day and correct your posture if you have any difficulties.

**Press Up**

**Leg Extension**

**Rollback Back**

**Knease to Chest**

**Overstretch Hamstrings**

**One Knee to Chest**

**Trunk Rotation**

**Proper posture in the standing position is achieved by being just ahead. This causes your shoulders to fall back to remain over the hips. This is the correct posture. It helps maintain your own weight over the support structures.**

**Maintain correct posture at all times. Poor posture is the most common cause of back strain and sprains. Most people have a slight hollow spot in the lower back. To maintain correct posture, keep this natural curve, but don't exaggerate it. When standing, lift your chest. This relaxes your shoulders and maintains the lower back curve. When sitting, sit up straight. A rolled 1/2-inch towel placed at the lower back incline relaxes the lower back.**

**Get enough rest. It is easy to injure yourself when you're tired and tense. But even when you're getting rest, think of your back. The best sleeping position for your back is on your side or your back. If you sleep on your back, you can give the muscles added support by placing a rolled towel in your lower back curve or a pillow under your knees. Sleeping on the stomach is not only bad for the back, but forces you to twist your neck so you can breathe.**

**Pay attention to body mechanics when doing chores. Don't twist your back and arm to answer the phone, pivot with your whole body. Use a ladder — stool when reaching for an item that is up high; standing on tiptoe to lift something can injure your back or neck.**

**Lift properly. Most serious back injuries are caused by improper lifting. To lift properly: (1) Keep your low back bowed in while bending over; (2) Keep the weight as close as possible; (3) While lowering your back, raise up with your head first; (4) Turn with your feet, not just your upper body; (5) Never jerk or twist; and (6) Put the weight down by keeping your low back bowed in.**

**Get enough exercise. However, always warm up, and don't suddenly attempt strenuous exercise when you're not used to it. Good exercises for the back include partial sit-ups, leg extensions and hamstring stretches.**



By Mary Ellen Bell and Tom Caldwell Health Services office

Imagine... when you begin your college career at ERAU that you will be given any airplane of your choice; a Lear Jet, Cessna Citation, Falcon 20, Gulfstream III -- take your pick!

# FLASH For Leisure And Student Health

The only stipulation is that this "dream" machine will be the only one you'll ever own. It can not be replaced, only repaired — and that must be your responsibility.

With keys in hand, an enormous sense of pride takes over, possibly to the point that extensive amounts of energy spent on maintenance of your aircraft would not be too much.

Such a gift is provided to everyone in the form of far more complex unit — the human body.

Isn't your body far more important than a piece of machinery? Our bodies are unique in their ability to provide mobility, intelligence and solve problems, communicate and experience emotions, etc. When a problem occurs we frequently have the capability to heal or change. Life can be more pleasurable when the body is functioning at its best.

Just as the airplane will need preventive maintenance the body also requires preventative medicine. What condition is your body in? Stop by Health Services p.r.n. for a consultation regarding health issues. We are located in the University Center, extension 6036, hours 8 a.m. - 5 p.m., Monday through Friday.

**ASCEND TO HEIGHTS OF GREATNESS**

**BECOME A MEMBER OF THE AVION**

## When It Must Be

Slipped discs and other back problems can be avoided by taking care to do everything — even rest — in a manner that will not injure your back. Here are a few tips from the experts on how to do this:

Also added support by placing a rolled towel in your lower back curve or a pillow under your knees. Sleeping on the stomach is not only bad for the back, but forces you to twist your neck so you can breathe.

## When It Must Be

OF THE AVION

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TRY YOUR OWN CLEVERNESS...  
THEY'RE THE HERO'S...  
MY CLEVERNESS...  
AAAGH!!  
YOUR CONVICTION...  
HE SAYS TO...  
YOURSELF!!  
AWRIGHT, YOU MAGGOTS...  
"FELL OUT" I...  
PROBABLY RIGHT...  
IT'S ALL THE CAT...  
DORR...  
NO! HE'S ON...  
CALD...  
IT DON'T...  
SAYS HE...  
THE...  
WIFE...  
I FEEL LIKE...  
I MEAN...  
OH...  
INSIDE...

SHOE JEFF MACNELLY

COME ON, MAGGOT...  
IT'S JUST A...  
ACTUALLY...  
THE MARINES...  
YOU WILL LIVE...  
AND OCCASIONALLY...  
THE MARINE...  
AWRIGHT, YOU...  
"FELL OUT" I...  
PROBABLY RIGHT...  
IT'S ALL THE CAT...  
DORR...  
NO! HE'S ON...  
CALD...  
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THE...  
WIFE...  
I FEEL LIKE...  
I MEAN...  
OH...  
INSIDE...

### The Puzzle

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ACROSS  
1 A guess; 40B  
8 Siamese coin  
8 Prohibit  
12 Unit of Italian currency; pt.  
13 Day; 5B  
14 Landed  
15 Rooms in Harlem  
16 That woman  
17 Speed contest  
18 Bookings  
20 Semi-precious  
22 Organ of hearing  
23 Before  
24 Come into view  
27 Court game  
31 Hurry  
32 Native metal  
33 Decaying  
37 Edge  
40 Diving  
41 System wonder

DOWN  
10 Fashionous  
11 Let it stand  
14 Minutes  
21 Exist  
24 Period of time  
25 Mire  
26 Fish  
28 Now  
34 Southwestern  
35 Indian  
36 Lash through  
38 Chinese  
39 Bookings  
42 Blatant  
43 Lamb's pen name  
44 One of Columbo's steps  
45 Impetuous  
46 Bluster; subst.; verb; colloq.  
47 Musical instrument  
48 Mark to shoot at  
51 Great letter  
52 Wolfhound

See SOLUTION, page 2

### GARY LARSON

And by coincidence, Carl had just reached the "M.L."

"Oh, boy! The 'Herd'! ... Now my collection's complete!"

### THE FAR SIDE

"Now this is ... this is ... well, I guess it's another snake."

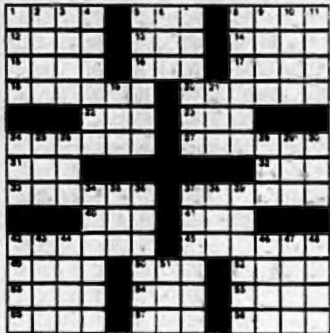
"Well, the sloth nailed him ... y'know, of Monk never was exactly a 'quick draw'."

"Let's wait 'till we like we did last summer."

"Oh my God! ... Murray's criticizing the bathroom mirror"



## The Puzzle



© 1984 United Feature Syndicate

### ACROSS

- 1 A guess; colloq.  
 5 Siamese coin  
 8 Prohibits  
 12 Unit of Italian currency; pl.  
 13 Day; Sp.  
 14 Landed  
 15 Rooms in harem  
 16 Thai woman  
 17 Speed of, insect  
 18 Soothing  
 20 Semi-precious stone  
 22 Organ of hearing  
 23 Before  
 24 Come into view  
 27 Court game  
 31 Hurry  
 32 Native metal  
 33 Devotee  
 37 Edge  
 40 Owing  
 41 Sotem wonder
- 42 Contradicted  
 45 Rumor  
 48 Mixture  
 60 Comparative ending  
 62 Name for Athens  
 63 Ravellings  
 64 Southwestern Indian  
 65 Leak through  
 66 Chinese pagodas  
 67 Inevitable  
 68 Bushy clumps
- DOWN**
- 1 Ploof through mire  
 2 Conceal  
 3 Algerian seaport  
 4 Bed canopy  
 5 Stick  
 6 Blind  
 7 Mark to shoot at  
 8 Unproductive  
 9 Wolfhound
- 10 Featichous  
 11 Lot it stand  
 19 Fall behind  
 21 Elixir  
 24 Period of time  
 25 Litre  
 26 Finish  
 28 Bow  
 29 Anger  
 30 Weight of India  
 34 Imbeciles  
 35 Vain  
 36 Boredom  
 37 Prohibited  
 38 Be in debt  
 39 Meal  
 42 Blockhead  
 43 Lamb's ren name  
 44 One of Columbus's ships  
 46 Butler's substitute; colloq.  
 47 Musical instrument  
 48 Hits lightly  
 51 Greek letter

See SOLUTION, page 2

## GARY LARSON



And by coincidence, Carl had just reached the "m's."



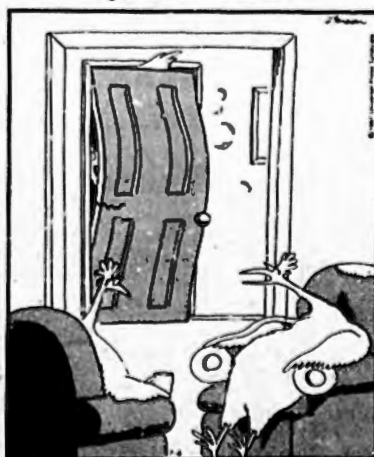
"Now this is ... this is ... well, I guess it's another snake."



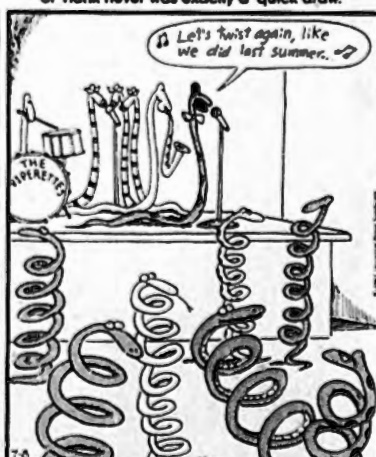
"Well, the sloth nalled him ... y'know, ol' Hank never was exactly a 'quick draw.'"



"Oh, bo The 'Nerd' ... Now my collection's complete!"



"Oh my God! ... Murray's attacking the bathroom mirror!"



"Let's twist again, like we did last summer."



# What's Happening

By Brian Moedell  
Avon Sports Editor

**CORRECTION**...The Advanced Lifesaving Course recently completed at the E-RAU pool was a dual-instruction course. The ALS, CPR, and First-Aid class are prerequisites for Lifeguarding, the final course in the American Red Cross water safety series. Lifeguarding will be offered in the Fall term by Larry Benninger and Adam Rose.

**VOLLEYBALL**...Icaros, the Greek club at E-RAU was once again volleyball champions. The Outlaws made it to the finals to challenge Icaros, but the first year squad could not break the domination Icaros has enjoyed for the past couple of years in both Volleyball and Wallyball.

**SOFTBALL CHAMPIONS**...The Outlaws, reigning softball champs, also went on to win the Daytona Beach City League in June. Congratulations!



## VOLLEYBALL CHAMPIONSHIPS

Icaros .....2  
Outlaws .....0

### Final Standings

TEAM	W	L
Icaros	4	0
Outlaws	3	2
Bumping	2	1
Young Ones	1	2
A.I.A.A.	0	2
Reeboks	0	2



Avon photo by Ron Dismore

## Going down . . .

Some players will do whatever it takes to stop an attacking opponent from advancing the play. Forward Fred Kallio (left) holds back to watch Kenny Chung's determined attempt at ball control during E-RAU Soccer Club practice. The club's first team for Fall competition will be chosen next week.



Avon photo by Robert M. Rose

# Bobby Allison Wins 400

## Speedway Release

DAYTONA—Bobby Allison recovered from a one-lap deficit and posted a popular victory in the 29th annual Pepsi Firecracker 400 NASCAR Winston Cup stock car race on July 4 at Daytona International Speedway.

Allison, at 49 years, seven months and one day old, won his 83rd Winston Cup race, tying him for third on the all-time win list. He snapped a 34-race winless streak and became the oldest driver to win a Winston Cup event, breaking his own record.

Driving his Miller American Buick, Allison won \$57,375 from the 400-mile race record purse of \$520,545 for his third Firecracker victory. He averaged 161.056 mph for two hours, 29 minutes and one second and was 1.5 seconds ahead of Buddy Baker's Oldsmobile at the finish. Dave Marcis, who thrilled the record crowd of more than

85,000 by leading in the late stages of the race while contending for his first Winston Cup victory since 1982, finished third in his Chevrolet. Darrell Waltrip was fourth in another Chevy; and Morgan Shepherd was fifth in a Buick.

"We felt like if we could catch a caution, we'd be a factor," said Allison of his late-race charge. "Otherwise, I think we would have finished fifth or sixth."

Allison took advantage of a caution period with eight laps remaining by pitting for four new tires. The caution came out when second place man Rick Wilson hit the wall coming out of turn four.

The final green flag flew with five laps remaining, and Allison, who was seventh at that point, quickly forged his way to the front. He took the lead from Ken Schrader coming down the backstretch on lap 159 and pulled away by ten car lengths.

Schrader, who had not changed tires on his last two pit stops, was involved in a crash coming out of turn four on the last lap when his car steered toward the outside wall and he lifted off the gas. Marcis, closely following, accidentally tapped Schrader, causing him to spin.

Schrader crashed and collected Harry Gant. They ended up crossing the finish line against the outside wall.

Rounding out the top ten were Dale Earnhardt in a Chevrolet, Schrader, Rusty Wallace in a Pontiac, Gant and Terry Labonte in a Chevrolet.

Earnhardt, who had already clinched the \$150,000 bonus for leading the Winston Cup standings at the midway point in the season, increased his lead to 326 points (2,469-2,143) over 12th-place finisher Bill Elliott in the chase for the championship.

Busch Pole winner Davey Allison had carburetor trouble early in the race after leading 31 laps. He finished 20th.



Avon photo by Ron Dismore

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