

9-17-1987

Avion 1987-09-17

Embry-Riddle Aeronautical University

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Bookstore lines are
cause for change
See related Editorial,
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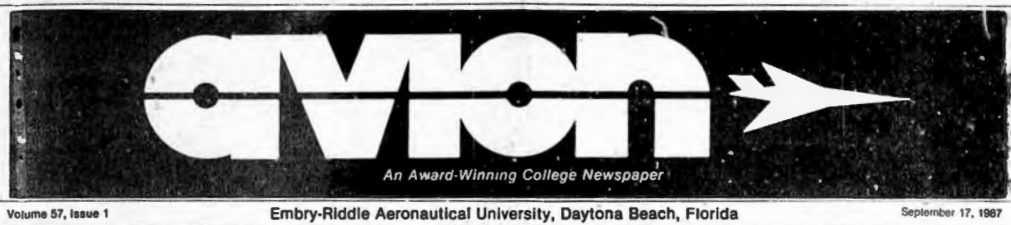
This Week

■ Soccer team plays with competitive edge

page 9

■ AOPA president calls for resignation of Dole

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An Award-Winning College Newspaper

Volume 57, Issue 1

Embry-Riddle Aeronautical University, Daytona Beach, Florida

September 17, 1987



New simulator stirs

Fraska 242 simulator used to enhance Crusader training

By Marty Smith
Avion staff reporter

A new Fraska 242 simulator with an Inves VDE 1000 visual system was acquired by the aeronautical science department. The system, which consists of the

Fraska 242, and the simulator can be operated without the visual portion of the system. The Frasca can be preprogrammed to simulate any type of approach in any variety of ceiling, wind, or flight visibility conditions.

course, here only use simulator for advanced operations such as instrument training. The test program would be administered to a group at no cost to students to see if initial multi engine training would develop the required skills before a student would fly the actual aircraft. If successful, the program could save hundreds of dollars in initial training costs. Although the complete system costs more than the cost of operating expenses would be considerable less.

Aircraft 'zero time' program underway

By Marty Smith
Avion staff reporter

The flight department here at Daytona campus has taken delivery of 8 reconditioned Cessna 172's. The aircraft are completely remanufactured by Zero Time Inc., of New Cumberland, Pa. According to everything that moves or can suffer fatigue is replaced on the aircraft. He also noted that the initial response was favorable, and expects to make a long term commitment with Zero Time.

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Air disaster conference

ERAU co-host of crash management program

ERAU Press Release

Daytona Beach, Fla. — Embry-Riddle Aeronautical University and Halifax Hospital Medical Center will co-host a two-day Aircraft Crash Management Institute for emergency and law enforcement personnel and health care professionals.

The conference, which will be conducted Thursday and Friday, September 17 and 18 at the Indigo Lakes Banquet Center, Daytona Beach, is expected to receive heightened interest in light of the recent developments in the aviation industry, according to John Gannon, director of the Center for Professional Programs at Embry-Riddle.

The goal, says Gannon, is to provide important information to individuals who are first on the scene of an aircraft disaster. This will enable them to do their jobs more efficiently and possibly lessen the scope of a disaster, Gannon added.

The two-day program will feature presentations by experts in the fields of medicine and aviation safety. In the field of aviation safety, Peggy Itaty, an assistant professor at

Embry-Riddle, will discuss the anatomy of a typical air disaster. Fire Captain Jack Abbot, of the Crash/Fire/Rescue Station at Daytona Beach Regional Airport, will review the community air disaster plan of Daytona Beach. Paul Smith, an investigator for the National Transportation Safety Board (NTSB), and a faculty member at Embry-Riddle Aeronautical University, Prescott Campus, will explain the role the NTSB plays in the crash scenario.

The medical program will feature Dr. John Shedd, director of the Volusia County Emergency Medical Services at Halifax Medical Center, who will relate the procedure used to set up a "Triage," the method used to determine the severity of injuries, and the priority for treatment.

Dr. Michael Harrington, director of the Halifax Medical Center Trauma Team, will discuss how multiple victims should be handled and treated.

A special topic relating to the psychological problems faced by emergency crews will be delivered by JoAnne Fink Hildebrand, a counselor and consultant for Occupational

Health and Safety of Emergency Response Personnel in College Park, MD. This will cover the sometimes delayed trauma effects experienced by rescue and medical crews, similar to the problems faced by military personnel after experiencing harrowing battle conditions.

Emergency personnel will be on display at An Old Hangar for viewing by conference participants and local residents, at the adjacent Daytona Beach Regional Airport on the second day of the conference. Additionally, a personal perspective by Flight Instructor General William Sprague, a trustee of Embry-Riddle Aeronautical University, will be given at the end of the second day of the program. General Sprague, according to John Gannon, has become a "Bill Larson" for this topic of the victims perspective, and, as an air crash survivor, will describe in detail what it feels like to be involved in an accident.

Further information concerning the Aircraft Management Institute may be obtained by calling the University's Center for Professional Programs at 904-239-6185.

Missing mail boxes

By Leo Doukas
Avion Staff Reporter

A large number of the incoming freshmen and a small number of returning students do not yet have a mailbox. Although there are 3450 mailboxes, enough for all current students, the problem arose because there are some hold-over students from last year. Some people who do not yet have a permanent address have requested to be allowed to use their ERAU boxes until an address is found.

According to Charles Fountain, this mailbox situation should be cleared up within the

ERAU not lacking events

By Linda Johnston
SGA Secretary

If you miss the Tom DeLuca Show, Thursday, September 17th, you missed a real good one. From the very beginning until the very end, everyone was in stitches from the hilarious jokes, tricked-out show and antics of Tom DeLuca.

The highlight of the show came when approximately 25 student volunteers were to be hypnotized on stage. From there it just got funnier and funnier. Tom had the certainty that the students who were "under" didn't think they were, yet sometimes they would say something that they couldn't believe had just come out of their mouths.

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Travis: Civil Air patrol Sqdn. 301, of York PA, was chartered December 1, 1941 (six days before Pearl Harbor), and is the oldest continually active Sqdn. in service today.



No Parking...

An Army CH-60 Blackhawk receives a parking ticket while on display at Embry-Riddle.

Photo by Paul Novacek

Inefficient policy cause for action

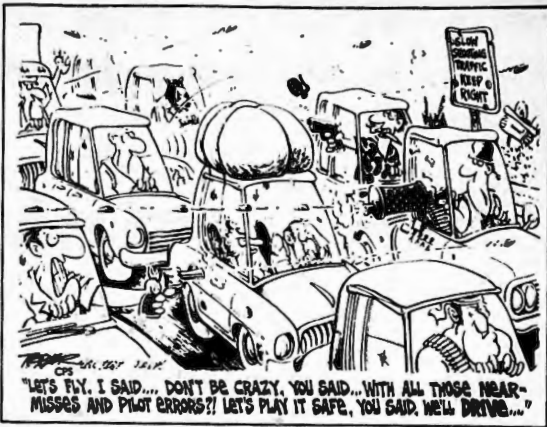
Bookstore no longer effective

At the beginning of every term, the bookstore is on the top ten of the students' public enemies list. Although there are a variety of reasons, most agree that the long lines are the worst.

"Our bookstore doesn't really need to expand. Except for about six weeks out of the year, it is an adequate store. What it does need to do, however, is find a creative and viable solution to the lines.

Unfortunately, the bookstore doesn't seem to be concentrating very hard on finding that solution; they protect their monopoly by not allowing other stores a listing of required texts. This keeps the students' money at Riddle. Theoretically, that is so the profits generated can be used to improve the school. That is fine.

However, because of this zealous protection, the bookstore may be overlooking a possible solution. If our bookstore would try. Surely, they could make an arrangement with other stores. The other stores could carry Riddle books, with the University stocking or selling them. In exchange, the other businesses would have an increased volume of traffic resulting in better sales of their impulse and complementary items. They would also have better exposure, which may result in overall increased business throughout the year. Another solution has arisen with the completion of Spruce Hall. Now that some empty office space is available, this could be used as temporary satellite stores. Instead of having one horrendously long line, there would be several shorter lines that would move more quickly. With ERAU being a school that bases most of its decisions on what other schools are doing and the general opinion of the students, it is surprising that our bookstore doesn't publish a required text list at other institutions do. Perhaps the bookstore and other divisions of this University ought to look at its best resource for solving some of its problems — the student body.



Letters to the Editor

No Comprene

To the Editor:

There has been a lot of attention given to the qualifications of teachers before they are hired by the university and I believe that there is not one single teacher among the ERAU faculty that does not have a wealth of knowledge to offer to the students, but does that knowledge actually get to the students?

Last trimester, I had two instructors who were both of a foreign nationality and I had a hard time understanding both of them. Both teachers were concerned if the students understood them, but when they tried to explain things they would usually quote the written text that we were trying to have explained in the first place. In many cases when a student would ask a question, it would take five minutes to explain the question to the teacher and when the teacher finally answered the question, it would take another five minutes to figure out

explain while the students just sat with a blank look on their face due to sheer boredom. The teacher misunderstood the student's apathy. Thinking that the students did not understand the lesson, the teacher would keep explaining the lesson.

There is one other trait of some teachers in this university that I find disturbing and that is when the teacher writes a list of formulas on the chalk board while they are mumbling the explanations quietly to their chalk. I am willing to see someone stand up in class and say, "We are the ones who pay hundreds of dollars to attend this class not the chalk board, so do you mind speaking to us?"

I am sure I have a lot of people thinking I am some type of narrow minded red neck for making these complaints and they are probably right, but when I forfeit my life savings and skip meals to attend Embry-Riddle, I feel as if I have a right to a little more of an education than what I can read in a book. No, I do not have anything against certain

to have difficulty understanding the teachers, but this is America so the teachers should have an understanding of the American language and the American way of life.

There are certain things that can be done to take care of the aforementioned problems such as at the end of the trimester, after three hundred and ninety dollars have gone down the drain, and I filled out one of those teacher evaluation forms, not to say that they will do me any good, I could write a letter to the editor of the Avion. In a few weeks we will see if such an approach has any effect. You could go through the Add/Drop lines and hope for something better, which is what I did and I got into the section run by staff which was the only other section open thinking that the worse that could happen would be to get the same teacher which is what happened in my case. Because we have this block tuition program, I would have to pay for the course anyhow, so I decided to just take the course and get the instruction that I am

receiving aeronautical institute and all of the students come here because they want to work around airplanes, in one way or another. So why is it that there are certain teachers who don't know anything about flying?

Name withheld upon Request

We, at the Avion, apologize for the late paper. However, in this technological age, we too are at the mercy of our computers; one can understand how temperamental computers are. Also, we are also suffering from a dwindling staff.

Because of this, we are looking for new members; not only for their help, but also for someone on which we can affix the blame next time. If you are interested, or just like managing computers, stop by the Avion office in the U.C.

Once again, we regret the delay.

The Avion.



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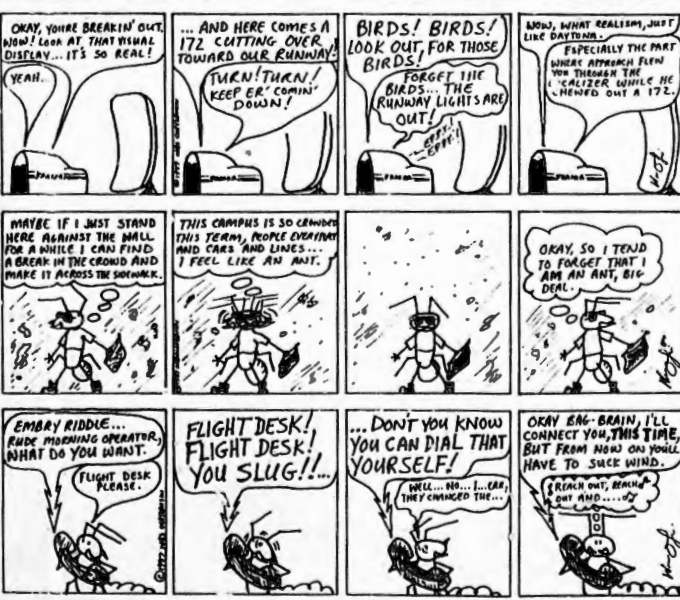
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Klyde Morris

Wes Oleszewski





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Business Manager Robert Watt	Photography Editor Richard Clarke
Advertising Manager John Gonzales	Copy Editor Teresa Anderson
Space Technology Editor Chip Zdrov	Systems Manager Richard Gohs
Production Manager Chris Lygvoid	

The staff of The Avion consists of: Wes Oleszewski, Marty Smith, Larry Rice, Tim Van Milligen, David Rivers, Michael Fernandez-Longo, Steve Cogio, Bill Fisher, Lito Dorvas, Kimberly Slater.

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 identifiable.

Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be subject to brevity and may be edited for clarity. Letters will be accepted on a first-come, first-served basis. Letters will be accepted on 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: Paul Novacek, Teresa Anderson, Chip Zdrov, Brian Modell, Chris Lygvoid, Rob Watt, and Richard Clarke.

The Avion is an Associated Press member newspaper, and subscribes to the Columbia Broadcasting System, Associated, College Media Advisors, and The Associated Colleges Press.

The Avion is produced by a volunteer, student-journalist staff weekly throughout the academic year and bi-weekly throughout the summer.

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32114. Phone: (904) 238-0049.

ASSL facilities flaunt technology

ERAU Press Release

The Airway Science Simulation Laboratory simulates the various elements of the National Airspace System: weather, airports, airways, Air Traffic Control, flow control, pilot and aircraft performance.

The Laboratory has the potential of becoming a major simulation training and research laboratory for education/training, instructional material development and human factors/aviation safety research and development.

The current initial configuration of the Laboratory is comprised of six elements:

1. Computer Based Instructional System Center
2. Flight Simulator
3. Air Traffic Control Simulation: Non-radar Trainers
4. Air Traffic Control Intelligence

Simulation Training System S. Meteorological Center.

The computer based instructional system utilizes the IBM-PC with a color, touch screen and a laser vision video disc player and the QUEST authoring system. The initial implementation provides for individual student tutoring; in Phase II, the workstations will be networked to permit student interaction.

The Mooney Aircraft Simulator integrated with the Paragon Visual System manufactured by High-Tech of Orlando, Florida, creates realistic images for optimum training value. The result is a highly detailed rendering of the terrain and other geographical features. Runway markings and landscape texturing built into the data base creates excellent depth perception and closure cues. Voice

communication with the Air Traffic Control/non-radar trainers provides the basis for interactive simulation; future configurations will tie the flight simulators to ATC/radar systems.

The Air Traffic Control (ATC) equipment is designed to simulate the Air Traffic Control non-radar environment. Students taught basic principles of ATC in the computer based instruction systems will receive hands-on systems training when the controller stations are interfaced with the meteorological center and the flight simulators.

The demonstration program of the Air Traffic Control intelligent simulation training system uses two Apollo 3000 computers. One Apollo 3000 has a high-resolution color monitor and constantly displays the radar scope in real time and the airborne aircraft. The display includes the current airport altimeter setting,

simulation time, simulator status, wind velocity and direction, and aircraft strips. The trainee is able to change the display on the radar scope to include additional information such as navigation aids, airways, airport map, and range rings.

The second display provides instructional/tutor clues and information to the trainee. The demonstration scenario is the result of a joint University of Central Florida / General Electric / Embry-Riddle Aeronautical University research and development program. The project is focused on using artificial intelligence technology and simulation technology to develop an interactive "expert system tutor" using the National Airspace System as the demonstration vehicle.

The weather system in this Airway Science Laboratory is the total Kavours Weather System by which weather data is disseminated by both

satellite and landline.

The nucleus of the weather system is the Trimet computer which integrates alphanumeric, facsimile map data, satellite data, radar data and the highly sophisticated MCIDAS software package to produce real-time animated graphic video weather freedom to edit, construct, and archive color graphic displays. Independent but also capable of being integrated into the system is the radar component which enables the operator to dial any of the 127 units of the National Weather Service (NWS) network by telephone line.

The system can print out any world-wide weather data and plot the complete NWS map package. The satellite portion of this system enables the user to display various

portions of the world including full disc visuals and infrared pictures and also a selected portion of North America including the Gulf of Mexico and the Caribbean.

The satellite disseminated data stream will be entered into the Micro-Vax mainframe computer which will drive the total Air Traffic Control simulation enabling the Airway Science Simulation Laboratory to achieve its ultimate goal: the efficient training and education of ERAU students in an airway science career field.

Digital Equipment Corporation's Micro-Vax Mainframe Computer provides a rich set of utilities, languages, development tools and applications. The Ethernet controller provides an interactive network of workstations, such as weather systems aircraft performance, Air Traffic Control, human factors, aircraft management and operations.

Weather also simulated at ASSL building

ERAU Press Release

Embry-Riddle Aeronautical University (Daytona Beach, FL) is offering media representatives assistance in compiling data in order to track hurricanes and other weather phenomena.

Embry-Riddle's Airway Science Simulation Laboratory, located on Clyde Morris Boulevard, simulates the National Airspace System, including airports, airways, air traffic control, flow control, pilot and aircraft performance... and weather.

The nucleus of our weather service is the Trimet computer, which integrates alphanumeric, facsimile map data, satellite data, radar data and a highly sophisticated software package to produce real-time ani-

ated graphic video weather displays. The combination of weather information and other components of the national airspace system helps students understand the interrelationships and how they affect decision making.

While this information is used for instructional purposes, we feel that local newspaper, radio and television reporters may find the systems beneficial by contacting Embry-Riddle's meteorological faculty for significant developments particularly during hurricane alerts. You are invited to call George O. Thune, public relations director, to make arrangements for a private tour of the facilities and to make arrangements to use our laboratory on a public service basis. Call 904-239-6178.



Avion photo by Rich Clarke

and a highly sophisticated software package to produce real-time ani-

Avion photo by Rich Clarke

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C172 RG	\$55.00	Beech Baron (Twin)	\$115.00
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If You Are Sitting
and NOT Flying,
Read This!

Aviation Career Information

The Most Important Aviation Career Questions

- (1) Do you have a four-year degree?
- (2) How much total flying time do you have?
- (3) How much multi-engine flying time do you have?
- (4) How much turbine flying time do you have?

If your answers are,

- (1) Yes, I have a 4-year degree (Most Important)
- (2) 210 hours total time (You need at least 1000-1500)
- (3) 10 hours multi time (You need 300-500 hours)
- (4) "0" (As much as you can get)

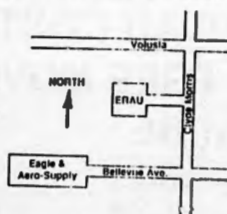
You need to look hard and fast at your progress. Take 15 minutes of your time and listen to another side of aviation. *Your Aviation Career Depends On It.*

Eagle Flight Center
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1624 Bellevue Ave.
On Daytona Beach Regional Airport
(Just Off Clyde Morris - 1 Block South Of ERAU)

255-3456



Drugs: the cure for jet-lag? CAS designer recognized

Evelyn D. Harris
American Forces Info. Services

In one way, our Stone Age ancestors had it easier than we do. They never had to fly across time zones and face a power breakfast meeting, much less a battle, when their bodies told them it was midnight. And unlike most people in uniform, our far-wearing forebears never had to work late at night and then defend the Free World early the next morning.

Along with the joys of modern civilization comes the need to be alert to the command of the clock. Our bodies tell us to be alert, eat and sleep according to a cycle known as a circadian rhythm, which is be-

lieved to follow the sun's cycle. We can get our bodies to adjust to clock time, but the balance is easy to upset. We don't even have to travel to get that rhythm out of whack. All it takes is a weekend or a couple of days off duty, when we go to bed and get up later than normal, and we've set our bodies up for a let-down, the "Monday syndrome."

No matter the cause, a fouled-up body clock can lower productivity and cause accidents. Dr. William Storm, Chief of the Aerospace Research branch at Brooks Air Force Base, Texas, said that military researchers have been looking at special sleeping pills with a short half-life as one way of minimizing jet-lag problems. Ordinary sleeping aids stay in the body a long time and

cause a hangover-which can dangerously hamper performance in critical situations.

The British had some success with these new type of pills when they gave them to troops en route to the Falklands to make them sleep in the daytime so they'd be ready to fight on arrival. Storm says the research is still being done on the sleeping aids and advises strongly against self-medication.

Storm says there is no way to completely avoid the fatigue of time changes or longer working hours. But he recommends ways to manage the body's rebellion at a manageable level.

To avoid "Monday syndrome," don't stay up late on weekends. Storm says it's best to simply get

several good night's sleep at your regular bedtime before flying. He disagrees with experts who say to adjust your bedtime several days before you fly across time zones by one hour per time zone.

While flying across time zones, eat good meals don't smoke. In general, it's a good idea to drink plenty of non-alcoholic and caffeine-free fluids while flying. If possible, take walks up and down the aisle or do isometric exercises in your seat.

If you have control over your schedule, don't plan a critical event for a time you'd normally be asleep.

Even when you're not traveling, be aware of your most alert times and try to do your difficult work then.

Experimental Aircraft Assoc.
Press Release

EAA AVIATION CENTER, OSHKOSH, Wis. - H. Paul Stuch received a new Lycoming O-235 engine as the 1987 winner of the EAA/AVCO Lycoming Safety Achievement Contest.

Stuch was recognized during ceremonies at the 1987 EAA Fly-In Convention, which was held at Wittman Field in Oshkosh, Wis., Jul. 31-Aug. 7, for the design and development of his Binarial Doppler Collision Alert System (BIDCAS). The system utilizes a Doppler radar position of nearby aircraft through sound, as the pilot is

equipped with stereo headphones. The system is totally self-contained; it does not depend on compatible equipment in other aircraft. This is significant because it can protect all airplanes instead of only those equipped with highly expensive transponders.

Stuch is an aeronautics lecturer at San Jose State University and an electronics instructor at San Jose City College. He is a prominent inventor best known for having developed the first commercial home satellite television receiver. U.S. Air Force veteran, Stuch also serves as Technical Director of Project OSCAR, Inc., a non-profit group of builders of experimental communication satellites.

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Orbital Inclinations



Checks and balances could only cause more delays for NASA

The next launch of the space shuttle *Discovery* will be one of, if not the most, important shuttle launches ever.

The fast arriving June 2 launch date was picked as a target date of when NASA officials believe they will have everything completely modified and tested. To reassure the safety of the next launch, the KSC Director, General McCartney states that more checks and balances have been instituted, and all procedures are more extensive.

It appears that NASA wants to make this launch date without any pressure to launch and only if all tests are positive.

Doesn't this sound familiar? Before the *Challenger* accident NASA told us that there were no pressures to launch, and inspections and repairs were not being rushed to meet launch dates.

NASA reassures us that it is doing its best to avoid being rushed. But, with all the new quality assurances instituted, and more procedures added, one flaw in the modifications, such as the hydrazine leak in the redesigned 17 inch disconnects for the orbiter, could delay the launch by weeks, if not months. This, in effect, would put a h/g level of pressure upon the work schedule.

The shuttle desperately needs to get airborne to deploy crucial payloads. The Space Station, the Space Telescope, and other scientific satellites need to be deployed to keep the US competitive in the space market.

Also, many satellites are at the end of their lifetime and need to be replaced soon. Fortunately, NASA is not depending solely upon the shuttle for space launches, like originally planned. The reinstatement of the Delta launch vehicles, the Titan 34-D, and the conceptual Advanced Launch Systems should assist in keeping the pressure off the shuttle program.

Space Center opens new facility

By Chip Zdrov

The National Aeronautics and Space Administration activated their newest building at the Kennedy Space Center (KSC) last Wednesday. The Space Shuttle *Columbia* was cautiously towed into the new Orbiter Maintenance and Refurbishment Facility (OMRF) from the Vertical Assembly Building (VAB). The bay, built as a controlled environment to keep temperature, humidity, and cleanliness within acceptable standards, will be used to complete inspections, repair work, off-line modifications, and storage. The third of the bays will assist in diminishing the delays in the processing flow of orbiters through the Orbital Processing Facilities (OPF).

The *Columbia* now sits in the OMRF waiting to have the thermal protection system inspected. The tests will range from waterproofing to removal and replacement of tiles. General maintenance to other systems will also be conducted there. These include flight surfaces, windows, hatches and door, control systems, vents, and any lifting points.



Photo by Chip Zdrov

Many NASA employees turned out to observe the meticulous tow of the space shuttle *Columbia* into the new Orbiter Maintenance and Refurbishment Facility at KSC.

The third bay, having the same dimensions as the first two OPFs, is 197 feet long, 150 feet wide, and 95 feet high. There will be no power up capability, until future upgrades are added into the facility. The upgrades will include service of the fuel cell tanks, dumping of the orbiter's

flight recorders, servicing the freon cooling system, and other tests that require assistance from the Launch Control Center.

For the Christmas break at the KSC, the *Columbia* will be moved back into the VAB while a zero "G" overhead crane is installed in the OMRF. The crane will be used to assist in opening the payload doors on earth. The doors on the orbiter are designed to be opened in space where there is limited gravity, not like on earth, therefore the crane must be used to open the doors.

Progress continues on engines for aerospace plane

By Chip Zdrov

The National Aeronautics and Space Administration and the Department of Defense (DOD) has announced that the engine technology development of the National Aerospace Plane (NASP) Program will proceed into the next phase. Experiments at NASA research centers are pointing to the feasibility of a hypersonic hydrogen-fueled airbreathing vehicle capable of at least Mach 8.

The initial contracts were awarded in April 1986. Rockwell International Corp., Rockledge Division, the United Technologies Corp., and Pratt & Whitney will proceed from the original design phase to the subsystem construction and test phases.

The tests will demonstrate the use

of airbreathing engines to power a horizontal take-off and landing vehicle capable of sustained hypersonic flight or flight into orbit. The approximate value of each contract is \$85 million.

Air Force, Navy, and NASA laboratories are supporting the program with both personnel and facilities. If the NASP program is successful in testing the needed technologies in the X-30 flight vehicle, a whole new team of operational aerospace vehicles will be possible.

The potential applications include an airbreathing space launch vehicle operating from conventional runways, a long range air defense interceptor and a civil hypersonic transport.

The vehicle, following takeoff, will climb and accelerate rapidly to a speed where the principal propulsion system, a supersonic-burning

ramjet, or scramjet, takes over. Once velocity exceeds this changeover Mach number, the vehicle must accelerate and climb through a corridor with the highest mass flow of air past the aircraft that the airframe will allow despite such problems as flutter and structural and aerodynamic loads. This flight profile is necessary because the scramjet engine has no compressor and depends entirely on the forward motion of the aircraft to push air through it.

Many aerodynamic and propulsion uncertainties must be resolved in flight, because existing ground test facilities cannot replicate true temperatures and pressures. Thus, the first vehicles will not immediately go straight into orbit. They will slowly progress their flight envelope in both speed and altitude.

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Long summer for NASA ends with a bang

Space agency was busy during hot summer with tests, morale boosting events

By Jim Banks
Special to the Avion

KENNEDY SPACE CENTER, Fla. — A long and sometimes difficult summer has concluded for the National Aeronautics and Space Administration. Since last June the space agency has had reason to celebrate and to turn away in embarrassment.

This past summer the agency struggled to get back into space, and made some definite ground. The agency presented a major report to the President which identified its accomplishments a year after the Rogers' Commission made its nine recommendations to NASA.

Both program management and hardware changes have taken place which NASA hopes will allow them to launch *Discovery* June 2 of next year.

One of the items called for by the Rogers' Commission for action was that NASA examine its orbiter launching methods. Landings have always been rough on the orbiter, and the brake system has never worked to the full satisfaction of all concerned.

A method to stop an orbiter from running off the end of the runway was tested this past June using the retired *Enterprise* at Dulles in Washington, D.C.

Arresting nets big enough, and strong enough, for the vehicle were set up, and *Enterprise* was slowly towed through to determine how the nets would react to the contours of the spaceplane.

Arresting nets have been repositioned for all fields, where a shuttle might drop in accidentally following various kinds of aborts after lift off.

Should an orbiter come down immediately after lift off it will be extremely heavy, and there is concern that in such a situation the arresting nets may prevent major damage to the vehicle and crew.

Other shuttle events this summer included the powering up of *Discovery* in an Orbiter Processing Facility here at the Kennedy Space Center. The vehicle was turned on with much fanfare and national headlines. The power was quickly turned off shortly after when the few planned events were completed.

Yet the power up was a milestone in the return-to-flight timeline, and for many it was a honest morale lifter. Spirits at the Cape never lifting following an accident in July which cancelled the last *Atlantis* mission, then scheduled for an August/early Fall lift off.

While workers were retraining an access platform from the upper-stage *Centaur*, a work platform "contacted" the skin of the liquid hydrogen tank and ruptured

the tank.

The tank is a very thin-walled stainless steel structure only .014 of an inch thick. The tank is pressurized with helium to maintain the integrity of the tank while not loaded with propellants. When the platform broke open the skin, the hydrogen tank split open and was damaged beyond repair.

This mishap triggered the launch, and the fate of the Navy FLTSATCOM satellite scheduled for launch using the booster is unknown. There are no more *Centaur* stages available for use. All pieces of the booster have been removed, with the *Atlas* stage being "de-certified" recently. All booster parts are in storage and will eventually be shipped to their respective manufacturers.

NASA had hoped to make up for the last *Atlantis*-*Centaur* launch which was cut short by lightning and was destroyed last Spring.

The summer did end with a bang — a two-minute blast.

A full scale solid rocket booster, incorporating all of the major design changes for the first-flight vehicle (STS-26), was test fired at the end of August at the Morton Thiokol plant in Utah.

The test was delayed from the original ignition time because of faulty ground equipment and uncooperative computer programs. A two-day delay in its timing and run tests was called for, and on a



Orbiter *Enterprise* tests arresting nets at Dulles this summer.

bright clear Sunday the booster was fired, thrilling thousands of spectators and more than a few NASA officials.

The fall results of the booster test, which featured design changes to prevent the escape of burning gases through joints in the rocket, will be available in a couple of weeks. There were some cracks discovered in the booster, but these were blamed on the failure of ground equipment responsible for keeping the development motor cool.

STS-26 will launch communications satellite in '88

By Jim Banks
Special to the Avion

The nation's space agency is scheduled to return to manned space flight next June with the launch of *Discovery* on the twenty-sixth flight of the shuttle program. A five-man crew will launch a communications satellite as the primary goal of the mission.

The world's attention will be focused on this flight, the first such mission following the destruction of *Challenger* in January, 1986.

Lift off with an all veteran crew is currently set for a June 2, 1988. The four-day mission will conclude by landing on a dry lake at Edwards Air

Force Base, California. All landings of the shuttle, in the foreseeable future, will take place at Edwards while the orbiter's landing system is overhauled and updated.

Discovery will carry a Tracking and Data Relay Satellite (TDRS) into orbit. TDRS is an essential part of the Space Transportation System. One TDRS is in orbit now — launched on *Challenger's* maiden flight in 1983 — and a second was to have been carried by *Challenger* on her last mission which ended so tragically.

Fred Hauck, Capt. USN, is Commander of the flight and Richard Covey, a USAF Lt. Colonel, is the Pilot. Mission Specialists for STS-26 are John Lounge, George "Pinky" Nelson, and David Hilmer. All mem-

bers of the crew have previously flown on shuttle missions performing some of the most spectacular deeds in space to date.

STS-26 crew emblem



The STS-26 mission emblem was recently unveiled by NASA offi-

cials. The explanation of the crew patch describes a new beginning (the sunrise), a safe mission (stylized launch and plume), the building upon the traditional strengths of NASA (the vector which symbolizes aeronautics on the original NASA insignia), and a memorial to the seven dead astronauts of mission 51-L (the seven-starred Big Dipper).

The colors of the patch include a dark blue background, grey exhaust, and red vector. It was designed by artist Stephan Hustedt of Annapolis, Maryland. The emblem distinguishes itself by being only the third patch of twenty-six that does not feature a depiction of an orbiter. The other two were from flights 41-C and 51-L.



The last *Atlas-Centaur* is removed from launch pad 38-B following a work platform accident on July 13, 1987.

Coming this October in Space Technology:

An in-depth look of our space program at Embry-Riddle Aeronautical University

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Repair Near Completion

By Brian Mosdell

Earlier in the year, the racquetball courts deteriorated from the extreme Florida heat, keeping with annual tradition. When the courts were designed, they were built to minimum building code. You get what you pay for.

The exterior of the complex can reach over 120 degrees, while air conditioning keeps the court interior below 70 degrees. All materials expand with increasing temperature. The temperature gradient between the court interior and exterior causes the walls to bow. The temperature difference also causes condensation, like on a glass of ice water in the sun. The condensation gathers at the walls, rotting the wooden floor. The combination of condensation and structural expansion has devastated the courts yearly.

This year the playing surface in all courts was damaged badly enough to make extensive repair necessary. The solution currently being undertaken consists of insulating the building's exterior



On the mend...

The racquetball courts have been closed for six months. Repair is near completion and the

courts will be operational within the next few weeks. Recreation will hold tournaments.

with styrofoam. The thermal resistive coating is approximately two inches thick and should prevent recurrence of the problem.

The courts have been out of use since the spring term. Protection of the building exterior is near completion. All that holds

back play now is replacement of various floor sections. Work for the courts to be operational in two to four weeks.

Riddle Eagles Stun FIT Soccer

By Brian Mosdell

The Embry Riddle Eagles played their first match of the fall term Tuesday, September 1 against the Florida Institute of Technology at Melbourne. The day began in a typical fashion for the Eagles, but didn't end that way.

The Eagles were heavy underdogs against NCAA division 2 F.I.T. E-RAU stunned F.I.T. in the early minutes when skillful play from Eagle forwards Mohamed Alsharrah and Amer Bushara created the first scoring

opportunity. The pair confused the F.I.T. defense forcing center forward Andy Asensoto to split the defense. Asensoto took the ball at the edge of the penalty area and ripped a shot past the F.I.T. goalkeeper hitting the post. E-RAU continued to pressure but could not capitalize.

F.I.T., nationally ranked last season, opened the scoring 15 minutes into the match when their left winger received a nice cross from the right side, beat his defender, and placed the ball over Eagle goalkeeper Leo Olynon. Embry Riddle did not give up.

The Eagles immediately turned the momentum their way, attacking the F.I.T. goal once again. After a fine individual effort, Bushara found the net to equalize for Embry-Riddle. Minutes later, Eagle midfielder Marshall Ogle raced down right wing, beating the defense. From the right corner, Ogle crossed to James Idowu who blasted the ball into the left corner of the goal to give E-RAU a 2-1 advantage. F.I.T. scrapped to relieve the pressure but could not prevent Fred Kalloum from fighting for the Eagles' third goal.

Down by two goals a well conditioned, well coached F.I.T. team started a comeback. The Eagles, tiring in their first match, could not keep up with F.I.T. The pressure increased on E-RAU's defense, requiring Olynon to make some fine saves to keep the Eagles on top. Without ample reserves, constant substitutions led to organizational collapse and F.I.T. scored twice quickly to tie at the half.

The second half was mostly a midfield battle, as both defenses held tough. There were few scoring opportunities and the final result was a 3-3 draw, and a great start for the Eagles Soccer Club.

The Eagles traveled to St. Augustine Friday Sept. 4 to take on a tough Flagler side. The rain poured down all day making play difficult. The field was covered with water, some puddles the size of Lake Superior. This made passing and judging the ball tricky, and dribbling impossible. The playing conditions gave

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TIEBREAKER: Predict the score of any one game above. List teams with score.

NAME: ERAU BOX: PROGRAM:

Eagles Fall to Flagler

By Brian Mosdell

The Embry Riddle Soccer Club went into it's third match of the season with a 1-0-1 record. The team that would put a blemish on that record was Flagler College of the N.A.I.A.A.

The Eagles traveled to St. Augustine Friday Sept. 4 to take on a tough Flagler side. The rain poured down all day making play difficult. The field was covered with water, some puddles the size of Lake Superior. This made passing and judging the ball tricky, and dribbling impossible. The playing conditions gave

minged Eagle team come out and fight harder than in the tentative first. The Eagles were given a tremendous lift by club supporters who traveled to St. Augustine for the match and sat through the rain.

E-RAU put on the pressure as the tide began to turn. A few close scoring chances charged the Eagles even more. The Eagles scored to make the score 2-1 after being awarded a penalty during attack on the Flagler Goal. Amer Bushara put the ball into the lower left corner of the goal. The Eagles had two more good opportunities but could not capitalize. The first came on a pass to James Idowu in the goal

Club Overcomes Hurdle

Down by two goals a well conditioned, well coached F.I.T. team started a comeback. The Eagles, tiring in their first match, could not keep up with F.I.T. The pressure increased on E-RAU's defense, requiring Olynon to make some fine saves to keep the Eagles on top. Without ample reserves, constant substitutions led to organizational collapse and F.I.T. scored twice quickly to tie at the half.

The second half was mostly a midfield battle, as both defenses held tough. There were few scoring opportunities and the final result was a 3-3 draw, and a great start for the Eagles Soccer Club.

Student Opinion Poll

Many sports clubs on campus such as the Lacrosse, Baseball, Golf, Running, and the Soccer Club have been providing athletic outlets to the students of Embry Riddle. Expansion of academic and student facilities has met with approval from all on campus. The sports program could see intercollegiate action as soon as this Fall. Before a program can be administered, we need the input of all on campus. Please take the time to answer the following questions and donate your opinion.

- 1) Would you like to see intercollegiate sports at E-RAU this Fall?
- 2) Would you support E-RAU teams by attending home games?
- 3) Which sport(s) do you think would benefit the University the greatest?
- 4) If transportation were provided, would you travel with a sport team to see away games?
- 5) Should the grass area between the University Center and the Softball Field be designated a multi-purpose athletic field?
- 6) Should the Student Government promote sporting events as a student rally point by providing refreshments or other incentives.
- 7) Should the Entertainment Committee be involved in promotion?
- 8) Would you be willing to pay an additional \$5 fee per semester to fund the sports program?

Please list any additional comments and ideas:

Thank you for your input.

Club Overcomes Hurdle

Eleven starting Eagles and one reserve made the journey to Melbourne for the first game of the soccer season. The players had to rent a fifteen passenger

van out of their own pockets. Unfortunately, strict insurance regulations make acquisition of student activities was a virtual impossibility.

Eagles to Play St. Leo

This Saturday, the Embry Riddle Eagles will travel to St. Leo College to take on the Monarchs. Transportation will be arranged

for club members. All others interested should contact the Soccer club through Student Activities. Experience Eagle pride!



Beech's Best...

Beechcraft's three prototype starships are captured in formation during certification flights.

Photo courtesy of Beechcraft

ARMY

By Bill Fleher
Cdt. Cpt Army ROTC

With the beginning of the trimester comes many events, friends meeting for the first time since the end of the summer break, getting to know new teachers and new subjects, and forming back into the mold of student with too many homework assignments and too little time.

Last Thursday marked the beginning of the term for Army ROTC students with the first gathering of Eagle Battalion Cadets. For the returning cadets it was the first chance to function in their new positions with the battalion, and for the new cadets in the battalion, it was their first glimpse of the organization, as a whole, that they have just become members.

The cadet and cadre chain of command warmly welcomes these new cadets into Eagle Battalion and hopes that they find it to be as rewarding and challenging as we have. Welcome Aboard! September will be a busy month for Eagle Battalion. Many of the yearly programs are beginning and most notably, because of the early November competition date, is the

Ranger Challenge Team's preparations. Last year the team placed 3rd overall in a regional competition against 21 other schools from Florida and Georgia.

Ranger Challenge consists of physical and physically stressing events culminating with a grueling 10K (6.2 mile) forced march carrying approximately 40lbs of combat equipment. Last year's team ran the entire course and finished second in a time of 61 minutes and 37 seconds.

If any cadet is interested in becoming a member of the Ranger Challenge Team contact Cdt. Major Mark Veits for more information.

The Color Guard is also getting off to fast start this month with it's presenting of the Colors at the formal banquet for The Society of the Sons of the American Revolution on September 18th. Congressman Bill Chappell is scheduled as the guest speaker at the event.

The Color Guard is an elite group of cadets whose mission is to represent the Eagle Battalion and the United States Army at major social and military events. They are some of the best cadets within the ranks of Eagle Battalion and have a job which is both high in visibility and

responsibility. They often times bridge the gap between the civilian population and the military community, and most times are the only representation of the military that the local community witnesses.

If any cadet is interested in joining the Color Guard contact Cdt. Cpt. Tom Wiesner or Master Sergeant Gore in the orderly room.

To all the cadets who persevered and triumphed through two of the hardest schools that the Army has to offer, Airborne and Air Assault, this summer: Congratulations! The wings you now wear bring you into a special elite fold. Wear them proudly. Special congratulations to the two Air Force ROTC cadets that graduated from Airborne training this summer.

Let's not least is the primary social event for the battalion this month: The Battalion Banquet! The whole Battalion is invited to it, staff-you-face-official at the University BBQ pit on Thursday, September 17, by the swimming pool. Plans are in the making for a Wall Ball competition between platoons during the BBQ. So get your gear together and get ready make your platoon the Wall Ball Champion of the Battalion!



Two members of the Florida Army Reserve Special Forces unit exit a UH-1H helicopter in a recent rappelling demonstration on campus.

AHP Alpha Eta Rho

By Kirkly Storor
Club Writer

Welcome to Embury-Riddle Aeronautical University from the Epitaph Rho chapter of Alpha Eta Rho, Professional Aviation fraternity. Since our inception in 1929 at the University of Southern California, Alpha Eta Rho, the Greek letters that stand for AIR, has grown to become an international organization. Every chapter of Alpha Eta Rho chooses its members only from those who are engaged in the profession of aviation. As a student at ERAU, you have the opportunity to become a part of this extraordinary group of aviation-minded individuals. The alumni membership of the fraternity

is large and is distributed throughout the aviation industry both in the United States, and abroad. The fraternity acts as a contact between the students of aviation and those engaged in the profession, giving members an advantage when entering the job market. Alpha Eta Rho also strives to instill in the public's mind, a confidence in aviation and promotes a closer affiliation between the students of aviation for the purposes of education and research.

Along with being the oldest chapter on campus, we are the newest addition to fraternity row with the opening of our new house last October. The house holds 24 brothers and a special room for our

home of the rowliest parties this week of '87 RUSH, Friday September 18 and Saturday September 19 both starting at 8:00 p.m. Alpha Eta Rho holds a strong reputation for their hit parties.

Each trimester AHP remains active in numerous campus and community affairs. This idea is expressed through service projects such as local airport restoration and work with charitable organizations. Also, AHP raises funds by working at the annual SKYFEST and Daytona Speedway concession stands.

Aside from the many professional and community service activities we are involved in, AHP is renowned for our parties and social events. We

participate in intramural sports and attend airshows with nearby AHP chapters.

But, what really makes Alpha Eta Rho stand clear above the rest, is the fraternal bond that exists between our Brothers. As you learn about our history and traditions you'll meet new friends that will last a lifetime. Alpha Eta Rho is also the only fraternity that allows females to be members. We, the Brothers and Sisters of AHP, hope you decide to make Alpha Eta Rho a part of your life here at Embury-Riddle. For more information about Alpha Eta Rho, stop by our table at C&O Day, our house at 517 S. Ridgewood Ave., or call 257-6192.

RIDDLE RIDERS

By Gregory S. Elam
President

The Cycling Club held its first group ride on Sunday, 6 Sep 87. 16 cyclists showed up for a 30 mile round trip ride to Ponce Inlet. The ride was considered a success losing only four riders due to lack of experience or mechanical difficulties and gaining one rider from the Daytona Cycling Club. Apologies go out to those inexperienced riders. 30 miles is a long ride for a beginner and our 17.2 mph

average pace was just too much. Slick with it though, and you will soon be riding centuries with the big guys. But you don't have to. The Cycling Club is for anyone who wishes to fellowship with other riders of different classes and their own. All students, faculty, and staff are welcomed and riders for the different class riders will soon be set up. Those who are interested in joining the Cycling Club or have any questions are encouraged to visit our booth in the U.C. on C&O Day.

ROA Reserve Officers Association

By J. P. Walsh
Public Relations Officer

As a cadet training to become an officer, it becomes very important during your collegiate years to get involved with clubs and organizations on campus. By doing so, you show initiative and leadership, allowing these as well as other needed attributes to grow. The R.O.A. (Reserve Officer's Association) gives you this perfect opportunity for involvement. This fall the ROA will be under new officers with new ideas and high ambitions to make sure things get accomplished. What exactly is the R.O.A.? Well, it's a group of cadets from all branches of the service, freshmen to seniors. Its goal is to improve inter-service relations, team more about the military, and to have a good time doing it. If you are interested in getting involved, meeting new people and being a super-diaper, number 1 cadet, the R.O.A. could be what your looking for. For more information, contact Jeff Silver Box 8341, 255-9547 or just look on our bulletin board in the U.C. (near Epitaph) for upcoming events. Show your leadership, get involved!

gaining one rider up. Those who are interested in joining the Cycling Club or have any questions are encouraged to visit our booth in the U.C. on C&O Day.

ROA Reserve Officers Association

By James Hyde
President

Greetings in the name of the Lord Jesus Christ! ERAU Christian Fellowship is a non-denominational fellowship and outreach group whose goal purpose is to share the love of Jesus with the students and faculty of ERAU. Our meetings are held every Saturday at 6:30 p.m. in the U.C. Common Rooms Prayer Room. Our meetings consist of singing, Bible teachings with open discussions and great opportunities to meet new friends. We like to emphasize that we are

not a church. But a group of Christians that just happen to be Riddle students and love to gather and share the joy that we have found in Christ Jesus. All are welcome! Come as you are and you don't have to be perfect and holy with a three piece suit to walk the front door. Just remember, God loves you just the way you are. And He desires to be in your life. 2 Th. Bible says, "This is how God showed His love among us: He sent His one and only son into the world that we might live through Him. 10 This is love: not that we loved God, but that He loved us and sent His Son as an atoning sacrifice for our sins. (1 John 9-10)

Theta Phi Alpha

By Marnie Sablan
Theta Phi Alpha Secretary

We're back! Since returning for Fall, Theta Phi Alpha has been on retreat and the upcoming semester is looking great. The retreat brought out some very imaginative ideas for our forthcoming parties and activities and we're all anxious to get things going. I know the event that all the girls are impatient for is our

first rush party. That one will prove to be very 'revealing' in more ways than one. Theta Phi Alpha would like to congratulate our sister Christ Haferinger on being elected Treasurer and sister Tracy Thorne on being elected Fundraising Chairman. Also, Happy Birthday, Sister Gae on an amazing sacrifice for our sins. (1 John 9-10)

FLIGHT TEAM

By J.P. Walsh
Public Relations Officer

Not wasting any time sitting on their laurels, the Regional Championship ERAU Precision Flight Demonstration Team is already gearing up for this semester's regional competition at Auburn University. At the team's first meeting of the semester, Head Coach Mike Wiggins announced the team's staffing practice and roster selection, and introduced the new staff of team coaches. Assisting Mike this year will be instructors John Strachan, Mason Alkirk, and Stan

Rowe. These dedicated individuals will certainly have their work cut out for them as they prepare a relatively fresh team to defend our regional crown in November.

Also at the team's Sep. 2 meeting, President Mike Rapano introduced himself and the new executive board to the general membership. In addition to Mike, the Flight Team executive board for Fall and Spring 1987 is: Greg Barklage-Vice President, Steven Haddad-Secretary/Treasurer, J.P. Walsh-Public Relations Officer, and Flip Smith-Safety Officer. Team Faculty Advisor

Bill Mason will assist the Team this year with his expertise. The executive board has big plans for our members this semester. The Team plans to participate actively in C&O Day, sponsor several guest speakers, promote the best aviation university in the world, and recruit as yet undetermined number of new members.

Speaking of recruiting new members, anyone (girls or boys) who would enjoy working towards a team effort, being a member of one of the most dynamic organizations on campus, using your talents to up-

hold the great reputation of ERAU, and possibly bringing home a few trophies with airplanes on top of them, keep a close watch on this column and the AVION for information and mass briefing for Team member candidates. At this meeting you will be fully briefed on the process necessary to become a Flight Team member, and your questions will be answered, and applications will be distributed to those wishing to try out for the Team. We desperately need talented and dedicated individuals to replace the veteran members we will lose this December and April. We want you!

AIAA

By Brian Johnson
Chairman

For those of you who took some or all of the summer off, welcome back. For those of you, like myself, who stayed for the whole summer... Where'd the summer go? Labor Day has passed and Fall is here, ready or not. There are a few upcoming events to discuss at the first meeting this Friday, Sep. 11 at 1:30 in room W-306. Pending faculty approval, we will host a small Open House in the Wind Tunnel Lab on Friday, Sep.

18. Included in the event will be demonstrations of the smoke tunnel, a display of what is encountered during an Engineering education, and answer classroom for questions and answers. The purpose of this event is to allow new students a glimpse of what is to expect during their education.

Don Wallace, Vice Chairman, is going himself to build the new bulletin board over the break. It has not been hung up yet, but we should have that taken care of by C&O Day. Thanks Don!

Delta Chi

By John C. Fink
Club Writer

Welcome back to all the brothers of Delta Chi. It seems that all the brothers enjoyed their summer and are looking forward to a very productive year for the fraternity. The fraternity started off the term with a retreat at Camp Winona accompanied by the ABT. We discussed our by-laws and got rush plans underway. We all did a little midnight canoeing on the lake. Over all the retreat was a success.

The brothers had initiation this past weekend, good luck to our new initiates. We are also getting ready for Greek Week. We have won Greek Week the past 2 years and are planning to finally retire the trophy at the Delta Chi Fraternity House. Rush starts next week and of course Delta Chi has some great ideas. Once again we will try to live up to our standards of having the best Rush parties. Anyone who is interested or needs a ride to these parties can call the fraternity house at 255-4767.

DRILL TEAM Precision Drill Team

By Heidi L. Stewart
Assistant NCO

What could you possibly think of that you'd rather do than march for four straight hours Saturday and Sunday in grueling 90 degree heat? Over one hundred people didn't agree with you. This semester's tryouts for Special Operations went

very well. Out of those 107 people that tried out, 28 were chosen to participate on the precision drill team.

This semester's team is the biggest the drill team has ever had. It will consist of two subteams: a parade team which will have 24 people and a performance team which will

include all 28. This is a little different than the way it has been done in the past.

It will be a very busy semester for everyone involved. Each person is expected to work hard and do their absolute best. Some of the events planned are; the Bethune-Cookman Parade, a Veteran's Day perfor-

mance, a performance for the Special Olympics and Pass and Review. Our first performance will be a parade in Holly Hill on Sep. 19. Everyone is invited to attend. I'd like to congratulate everyone who was selected and thank all of you who showed up. It's going to be a great semester.

ΣΧ

Sigma Chi
By Eric P. Hochman
Chapter Editor

The brothers of Eta Iota Chapter of Sigma Chi would like to extend an open invitation to everyone at ERAU, to come and join them as the Chapter kicks off Fall Rush '87.

After an unequalled success with "Monday Night Football", the brothers are ready for the next big party, Wednesday, the 16th is their "Hump Night" when you can cele-

brate the end of the first half of the week, followed on Friday by "The Bash". For those of you who remember the Bash from last fall, this party promises to be their best ever. Both parties will begin at nine. On Saturday, join the brothers for a Bar-B-Que and beer lunch, because you can't beat their cooking. The Chapter would like to remind everyone that all are welcome, but underage drinking won't be permitted. If you would like to drink, a positive I.D.

will be required at the door. For more information, please contact the Chapter house at 252-2277.

Monday, Sep. 21, will be the start of dry rush, with more Monday Night Football. On Wednesday, an outdoor Bar-B-Que will be held at the school at four o'clock. Formal Rush will be held on Saturday the 26th, and will also mark the conclusion of Fall Rush '87.

Sigma Chi has a history of taking pride in its involvement in the

community, and at school. So that they may continue this tradition, the brothers have planned a long list of projects for this semester, including their bi-annual Red Cross blood drive, held in the U.C.

The brothers of Sigma Chi wish to remind everyone that your goals won't come to you, you have to strive for them, and Sigma Chi can help you do just that. They wish you all a safe and enjoyable Rush, and hope to see you at the house.

SEMPER FI

Semper Fideis Society

By Semper Fideis Society
Club Writer

The Semper Fideis Society met on Sept. 9 to discuss the organization's constitution and future plans for the society.

During the past spring trimester the PLC club successfully formed a chapter of the Semper Fideis Society here at Embury-Riddle. The society is a national organization that was established in 1752, at the University of North Carolina, Chapel Hill, with the main objectives being to help prepare future Marine Corps Officers to better understand their many future responsibilities as leaders of Marines.

The active members of the Embury-Riddle chapter are officer candidates that have either been se-

lected for training or have already been through training during the summer months. Although the active members of the society are officer candidates working towards a commission in the Marine Corps, any student may make application to the Semper Fideis Society.

For the 1987-88 academic year, the society's newly elected officers are President Andy Melon, Vice President Chris Welch, Secretary Sun Smerrotke, Publicity Chairman Jeff Blankenship, Social Chairman Craig Pizani, Treasurer Andy Shorter.

During the meeting future plans for a Semper Fideis House were discussed. Plans for the upcoming Riddle Regatta and future intramural events were also discussed.

ΣΦΔ

Sigma Phi Delta

By George Mulligan
Historian

Welcome back brothers and fellow engineers. Sigma Phi Delta had a busy summer.

Although not chartered, we spent a lot of time renovating and preparing for the fall.

Renovations included new doors in our north house, refacing of the front walls on both houses, repainting of the north house, and a newly installed IBM PC system/2 model 30 that is now operational for brothers' usage.

All our work is being justified by the busy fall semester we intend to have.

This fall's agenda includes, so far, professional presentations by Martin Mariani, NASA, and Pratt & Whitney, and, of course, we have our rush parties.

Dates set so far are our lunch party on Fri., Sep. 18 at 8 p.m., our Christmas in September party on Fri., Sep. 25 at 8 p.m., and our BBQ party on Sat., Sep. 26 at 12 noon.

All are invited, and a ride is just a call away. For a ride, call 252-9374.

ARNOLD AIR

Arnold Air Society

By Robt. J. L. Atkins
Public Affairs Officer

A Reminder to all Air Force Cadets!

On September 18, 1987 at the Island Club (one mile west of Clyde Morris on Beville) the Gill Robt Wilson Squadron of Detachment 137 will have its rush party for all of those cadets interested in pledging AAS during the fall trimester.

If you are one who is not sure of whether or not you want to pledge

AAS, or if you are not eligible, it would be a good idea for you to attend.

You will have the perfect opportunity to talk to the members and clear up any negative thoughts, doubts, rumors or grievances you may have about the organization.

All cadets (AS 10 0, 200, 300 & 400) are invited. Also, expect to have a good time.

LOOKING FORWARD TO SEEING YOU THERE!!!

LACROSSE

By Lacrosse Team
Team Writer

Greetings. The lacrosse club held its preliminary organizational meeting for the Fall preseason on Friday Sep. 4.

The meeting was a success in spite of heavy absences, it

managed to accomplish what it set out to do, that being the establishment of team practices. Practices will meet twice weekly on Monday and Thursday at 4 p.m. behind the library. All are welcome.

The team shall compete in its first scheduled game at ERAU on October 17 against Florida State University.

ACM Association for Computing Machinery

By Clark Everetts
and Asooka Singh

The ACM, the Association for Computing Machinery, is a worldwide professional organization. The purpose of the ACM is mainly for education and scientific purposes.

Further, the objective of the organization is to encourage an increase awareness of the science, design, development, construction

and language. Applications of modern computing machinery is also included.

Other important aims of the organization are to stimulate a greater interest in computing machinery and to provide a means of communication between individuals having such an interest.

In the Spring '87 term a student chapter of this organization was established at ERAU. Officers for the

chapter were elected at the first meeting, and the organization was made official through Student Activities.

Membership is open to all and the organization urges you to join, especially at this time in which computers are utilized in every field in our society. Through this student chapter of the ACM, one stands to learn a great deal about this age of automa-

tion in a relaxed, yet professional atmosphere.

At Clubs and Organizations Day on Wednesday, Sep. 16, the ACM Student Chapter will have a display booth. Current members will be present to give more information about the chapter and ACM.

We will take your questions, suggestions, and applications for membership.

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(Continued from page 15)

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An organizational and interest meeting of the ERAU student and Alumni Association will be held in the FSL at 8:30 P.M. on Thursday, September 17.
 If you are a Junior, Senior or an ERAU graduate living in the Daytona Beach area and have an interest in creating closer ties to ERAU alumni... **BE THERE!**

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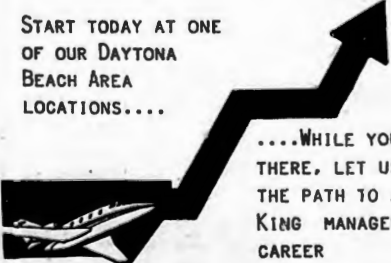
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NOTICES

COMMUNITY RELATIONS

Tests are needed at Holly Hill Elementary School in all subjects—Orleans kindergarten through six. If you can volunteer your times from 2:45-3:45 on Tuesdays and Thursdays please contact the ERAU Community Relations Office at extension 6360.

FAA EXAMINATIONS

Embry-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. (FIA) FLIGHT INSTRUCTOR-Airplane
4. (FO) FUNDAMENTALS OF INSTRUCTING-Flt. & Ground Instructor
5. (BGI) FUNDAMENTALS OF INSTRUCTING-Basic
6. (AGI) FUNDAMENTALS OF INSTRUCTING-Advanced
7. (ATP) AIRLINE TRANSPORT PILOT-Airplane (FAR part 121)
8. (ADX) AIRCRAFT DISPATCHER
9. (ATA) AIRLINE TRANSPORT PILOT-ATP Airplane (FAR 135)
10. (IRA) INSTRUMENT RATING-Instrument Pilot-Airplane
11. (FIH) INSTRUMENT RATING-Flight Instructor-Airplane
12. (IOD) INSTRUMENT RATING-Ground Instructor-Instrument
13. (FEB) FLIGHT ENGINEER-Basic
14. (FEI) FLIGHT ENGINEER-Turbojet
15. (FEX) FLIGHT ENGINEER-Turbojet/Basic

September 26 Saturday, 0830 H-113, GRW Complex
September 29 Tuesday, 0830 H-171, GRW Complex

Six students intending to take an 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 examination, each student must present a receipt for pilot exam fee, validated by the Cashier's Office; a Written authorization form signed by an appropriate Aeronautical Science department ground instructor, or the failed results of a previous FAA written examination, and present as personal identification an Airman 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 examinations will not be permitted to enter the examining area while testing is in progress.

C&O DAY

The Student Activities Office will sponsor Clubs & Organizations Day on Wednesday, Sep. 16, 1987, from 10 a.m.-4 p.m. in the U.C. Club booths will be set up along the perimeter of the U.C. cafeteria throughout the day. Give away prizes will be awarded to some students. Free popcorn will be available!

There's more to ERAU than just classrooms! Get involved! Join a Club or organization! C & O Day... Check it out!

BOWLING LEAGUE

Dear returning and prospective bowlers:
The ERAU Bowling League welcomes you to sign up for the Fall Semester league. Our meeting times are Sunday evenings at 9 p.m. at La-Paloma Lanes on Ridgewood Avenue in South Daytona.
We only have enough room for approximately 20 teams, so please sign up as soon as possible. The deadline is September 20. There is a sign-up sheet in the Recreation Office.

STUDENT EMPLOYMENT

Because of the new Federal Immigration & Naturalization Services regulation, all student employees must provide proof of identity and employment eligibility in order to work. Student employees who work on campus must stop by the Student Employment Office in order to complete an I-9 form. Please bring your driver's license or student I.D. and your original social security card or birth certificate. Foreign students must bring their passport/visa. Duplicate social security cards may be obtained through the Social Security Office located at 115 N. Ridgewood Ave. Forms verifying re-eligibility for the duplicate may be used until the new card is received. U.S. passports may also be used. Off campus employers will be completing I-9 forms for their businesses. Please contact the Student Employment Office with any questions.

ATTENTION SPRING GRADUATES

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

Orthokeratology Seminar

Dr. Leonard E. Indarian will speak in the U.C. on Oct. 8 at 8:30 on "Vision Improvement through Orthokeratology."

RAPE CRISIS VOLUNTEERS

The Rape Crisis Center of Volusia County is offering a training program for volunteers who are interested in helping victims of sexual assault. The four week program will be held on Tuesday evenings from 7 p.m. to 10 p.m., beginning September 8th. Volunteers are needed to provide telephone counseling on the RAPE HOTLINE and also to work directly with victims at the Rape Crisis Center. There is a special need for persons to help staff at the Center on weekends, both during the day and at night according to Kathy Wilkes, Executive Director of the Center. Previous experience or specialized skills are not necessary, but a warm, caring personality is vital.

The training will include information about the crime of rape and the effect it has on the victim, listening and counseling skills, the medical examination, collection of evidence and judicial procedures in a sexual assault case.

Interested persons may register for training program by contacting The Rape Crisis Center at 254-4106.

DECEMBER GRADUATES

FRIDAY, October 9, 1987 is the deadline for December 1987 graduation applications. Please be advised that NO DIPLOMA will be ordered if this application is not processed by the Registration and Records Office. Prospective graduates are required to make formal application for degree completion and complete Alumni forms.

The Student Activities Office is accepting names of December Graduates who are interested in being on the Senior Class Council. The Council consists of approximately 15-25 volunteers from the Graduating Class who raise funds for the Senior Class Project and Party. They decide on a class project and secure a location for the class party. They also secure discount hotel/motels for guests of the Graduates to stay at while here for Commencement.
For those interested in running for Senior Class President or Vice President, please contact the Student Activities Office at ext. 6039, to schedule an appointment to meet with Laurie Ranfio, Senior Class Advisor, before September 25, 1987.

INTERNATIONAL DAY

This year's "International Day" will be held on Saturday, Oct. 24 at 1 p.m. in the U.C. To make this year's event as successful as last year's, and even better, we need your help.

We are looking for international students who would be willing to become part of our entertainment for the day. If you, or any of your friends from other schools or the community, can sing, dance, play a musical instrument or perform in any way, we would be very happy to hear from you.

Please call Doris in the Dean of Students Office, ext. 6326 or Mary in the Chaplain's Office, ext. 6620 and join in the fun and excitement.
This is a special day for all our international students. Show off your talent and your heritage. Get involved and have some fun!

GRADUATING SENIORS CEREMONY

In accordance with University policy as stated in the Graduation Requirement section of the Embry-Riddle Aeronautical University Catalog, effective immediately 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:

COMPLETION TERM	CEREMONY TERM
Spring	Summer
Fall	Fall
Summer	Spring

SPECIAL Students

on Wednesday, Sept. 16, 1987, from 10 a.m.-4 p.m. in the U.C. Club booths will be set up along the perimeter of the U.C. cafeteria throughout the day. Give away prizes will be awarded to some students. Free popcorn will be available!

There's more to ERAU than just classrooms! Get involved! Join a Club or organization! C & O Day... Check it out!

Penrod's

ON THE BEACH

This training will include information about the crime of rape and the effect it has on the victim, listening and counseling skills, the medical examination, collection of evidence and judicial procedures in a sexual assault case.

Interested persons may register for training program by contacting The Rape Crisis Center at 254-4106.

The Plantation Club

COMPLETION TERM	CEREMONY TERM
Spring	Summer
Fall	Fall
Summer	Spring

SEPTEMBER'S SPECIAL

Free Admission for ERAU Students 18 and over

Penrod's and **The Plantation Club**

ON THE BEACH

Daytona's original SUPER-CLUBS

SEPTEMBER PARTY SCHEDULE

MONDAY

MEXICAN FOOTBALL MONDAY FOOTBALL on 9 giant screens \$1 margaritas \$1 Coronas \$1 Cuervo shots

TUESDAY

STUDENT'S NIGHT DBCC, Embry Riddle show school ID and drink \$1 drinks and \$1 imports all night

WEDNESDAY

LADIES' NIGHT Penrod's Beach Club and The Plantation Club - Ladies drink free and pay No Cover 9-12 \$1 imports and 2 for 1 drinks all night

NEW WAVE NIGHT Penrod's Beach Club - Daytona's Original Wave Night \$1 imports and 2 for 1 drinks all night

THURSDAY

STUDENT'S NIGHT DBCC, Embry Riddle show school ID and drink \$1 drinks and \$1 imports all night 21 and over pay NO COVER for \$10 cover and drink free all night long

FRIDAY AND SATURDAY

2 for 1 clubs free drinks from 9-11 2 for 1 drinks 11-close imported beer specials

SUNDAY

LADIES' NIGHT ladies pay no cover and drink free 9-12 \$1 imports and 2 for 1 drinks

18 and over with proper ID

for private party information call: 255-4471 ext. 1427

Students over 21 Free VIP card. Students under 21 ask for your VIP card at the door

TCAS system soon to be mandatory

By Marty Smith
Avion staff reporter

The House Sub-committee on Aviation met Wednesday, September 9 for debate of a recent FAA Notice of proposed rule making. A bill has been introduced in the house requiring TCAS, Traffic and Collision Avoidance System equipment to be installed on all air carrier and commuter aircraft. TCAS is the new computerized system which would alert the pilot of an aircraft of the threat, as well as the required action to successfully avoid a mid-air collision.

The bill, as it stands, will require all U.S. air carriers to install and use TCAS within three years of certification, and all turbine powered commuter aircraft with more than 30 seats to install TCAS within four years. Other commuters with 18 seats or more would have five years to comply with the mandatory installation.

According to FAA Administrator Allen McArthur, this time frame would not overburden the airlines economically, as the system cost is

expected to cost between \$100,000 to \$200,000 per aircraft.

Public attention has been focused on mid-air collisions and near misses in recent months. McArthur noted that, although increased reporting has caused some rise in the number of these incidents, a serious deficiency in the system results from the lack of new airport facilities and Air Traffic Control facilities to keep pace with the increase in operations, which resulted from deregulation. He also noted that many of the problems in the original collision avoidance equipment have been solved in the TCAS 1 and 2 systems.

The TCAS 1 system provides pilots with threat alert information. TCAS 2 provides a computer solution in the form of pitch command to a pilot, in addition to information provided in a TCAS 1 system. The bill pending would require that any TCAS 2 system installed be compatible with TCAS 3, which would provide additional altitude commands, and is still under development.

McArthur pointed out that much has been learned from experiments

in which TCAS 2 was installed and operated on a Piedmont 727. He proposed an accelerated schedule for testing and development of TCAS 3. One of the problems he addressed was, that because TCAS relies solely on airborn equipment, it will use an aircraft's mode C transponder to determine the threat. Therefore, new legislation will be needed to increase the requirement for mode C transponders in general aviation.

Representative Dan Glickman (Dem. Iowa) suggested using the huge aviation trust fund to subsidize private owners in installing mode C equipment, thereby reducing noncompliance.

National Transportation Safety Board Chairman James Burnet issued a report and recommendations to the committee. He cited several factors which resulted in recent increases in the incidence of near collisions. He stated that the situation could be alleviated if statistics were kept to help identify and prevent overcrowding through coordination with ATC facilities.

Burnet suggested that upgrading the current computers used in the system would help guide routing and holding assignments and noted that the current system gives no conflict warning between unassigned (VFR) and tracked traffic. According to Burnet, the only long term solution to the problem will be more airports, expansion of the ATC system and better enforcement of existing airspace rules. He stated that he felt the current 60 day suspension would be severe enough to deter unintentional airspace violators from repeating their errors, but that more was needed for intentional violators.

Under a joint program involving the FAA, United and Northwest airlines, more extensive testing of TCAS will continue in 1987-88. A United spokesman noted that the comment period on the Notice of proposed rule making is extended in this instance, so that information gained in the research would not go unheeded. The current comment period would expire in December of 1987.

New tire made for MD-11 ship

Highest load of commercial jets

Goodyear Press Release

AKRON, Ohio - A new tire with mighty muscles and a gentle touch is being created by Goodyear's Aviation Products Division for the main wheels of the new McDonnell Douglas MD-11 commercial airliner.

The tires for the new wide-bodied jet are rated to carry a static load of more than 68,000 lbs. at speeds up to 235 miles per hour.

"The new tire's load carrying capacity is the highest of any commercial aircraft tire on the market today," said Joseph M. Gingo, Vice President and General Manager of the Goodyear division's global operations.

The MD-11 has two four-wheel main landing gear assemblies and one two-wheel centerline landing gear, which all use the same tires. The 10 tires are mounted in pairs on five axles. McDonnell Douglas has

specified a design requirement, where if one tire fails, the paired tire can support the original two-tire load.

"The latest in bias aircraft tire design technology was employed in creating this 'Gingo' tire."

Among the features of the MD-11's tire is a high flotation characteristic.

"It will operate at relatively low inflation pressures," Gingo explained. "Lower pressures keep the tire softer, so it protects the pavement on the world's airport runways and taxiways."

Production of the new aircraft's tires will be at Goodyear's Danville, Va., U.S.A., tire plant. They will be made in size H54 x 21.0-24 in a 34 ply-rating.

The more fuel-efficient MD-11, with capacity for up to 405 passengers in one row 3, is expected to be in use by airlines around the world during the 1990s.

Before you choose a long distance service, take a close look.



You may be thinking about choosing one of the newer carriers over AT&T in order to save money.

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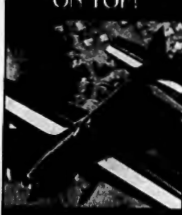


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Among the 70 pilots at England, the nine members of the United States team stood out.

As your 1986 U.S. National Aerobatics Champions, I'm joined by my teammates in asking you to help us again. You can take on the world in California in August 1988. Please become part of our Team Spirit and fly with us in the World Competition. Fill out the form below and send in your tax deductible contribution today. Thanks!

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Baker critical of policies

ADOPA Press Release

FREDERICK, Md. — The president of the nation's largest civil aviation organization yesterday called for the resignation or removal of Transportation Secretary Elizabeth Hanford Dole. Speaking at a Los Angeles press conference, John L. Baker, president of the 260,000-member Aircraft Owners and Pilots Association, said that since Secretary Dole's appointment in 1982, the national aviation system has been "grossly mismanaged," and that Dole should either resign or be removed from her post.

Baker cited a five-year trail of mismanagement that has failed to improve the safety or efficiency of the nation's air transportation system; has driven out two competent FAA administrators and replaced Donald Engen with an individual lacking civil aviation experience; has created a public crisis of confidence in air travel; and, has invited

congressional legislation to remove the FAA from her control. Baker also chided the Secretary for her "acquiescence in the mismanagement of the Aviation Trust Fund," which currently carries an unappropriated surplus of near \$6 billion.

Baker also cited Secretary Dole's mismanagement of the National Airspace System Plan (NASP). "Major portions of the plan have slipped by as much as seven years, total program costs have grown by 50 percent, and other portions of the plan have been indefinitely deferred under Secretary Dole's management," Baker said. He also referred to the Advanced Automation System (AAS) at the centerpiece of NASP and noted that the final implementation of AAS has slipped from 1994 to 1979.

Baker also criticized Secretary Dole's persistent resistance to providing the resources necessary to modernize and staff an air traffic

control system that remains undermanned and continues to utilize technology developed in the 1960's. Baker explained that airspace proposals originating in the Secretary's office did not increase air safety but in reality degraded safety and increased the workload of already overburdened air traffic controllers. He charged that such proposals will divert limited air traffic resources from terminal areas where they are needed most. Baker was critical of Secretary Dole's failure to establish national priorities to address the causes of accidents that have killed hundreds in recent years. "More than 600 people have lost their lives in air carrier accidents caused by severe weather and an inadequate air traffic control system since 1982," he said, "and, approximately 40 percent of all general aviation accidents continue to occur because of inadequate dissemination of severe weather information."

ZERO

(Continued from page 1)

board, gross came up to 1873 lbs. a full 427 lbs. below max takeoff weight of 2300 lbs. Climb performance at V_y was spectacular, nearly 1000 FPM. The C-320 ran smoothly and required a healthy amount of right rudder to counteract the P-factor.

After spotting some shaver activity on the 290 degree, I thought I'd check those barn-door flaps up at Ormond. I deliberately kept the approach high. Over the fence at 500 feet, throttle to idle and point the nose where you want to go, straight down. What might have caused a ground in other A/C was easily managed with the 40 degree flaps. The pitch forces are somewhat stiffer, as the flow over the elevator is somewhat obstructed, but the 172 isn't a fingertip alpine anyway.

In spite of the 15 to 20 degrees of nose-over, the airspeed never budged over 65. When the time came to find a spot to play in and meet the University's 3500 foot minimum stall practice altitude, I was hard pressed to find a hole in the cumulus. I finally found a hole just north of Ormond, and climbed. Two clearing turns later I decided to find the pitch effects of those flaps in a power-off stall.

The airspeed was on the stop and full power pressure was required to get the break. It was a non-event. I anticipated a requirement for considerable pressure as I brought in full power, but was surprised to find little difference in the remanufactured aircraft, a far cry from earlier C-150 training. To play the devil's advocate, I left full flaps in during the recovery and was surprised to find a healthy

400 FPM climb near the bottom of the green arc. The book procedure is clear however, and flaps should be retracted to 10 degrees until a positive rate is established.

Next came time to descend without busting cloud clearance minimums. Twenty-two degrees nose down pitch was required with power at idle to come anywhere near the 60 kts. maximum flap speed. One of the planes is not certified for 10 degrees of flaps above 40 knots. It seems to be more of a certification issue than a structural difference, but either way it's not legal.

During a stabilized approach to Daytona I was able to put it right on the numbers. We hope this will help ERAU's flight team this year.

A Teacher for an individualized, personal, flexible and self-paced learning.

We remember the days high school days. You were a student. You were a learner. You were a member of the class. You were a member of the team. You were a member of the school. You were a member of the community. You were a member of the world. You were a member of the universe. You were a member of everything.

Now, you are a teacher. You are a mentor. You are a guide. You are a leader. You are a role model. You are a person who makes a difference. You are a person who changes lives. You are a person who makes the world a better place. You are a person who makes the world a brighter place. You are a person who makes the world a more beautiful place. You are a person who makes the world a more interesting place. You are a person who makes the world a more exciting place. You are a person who makes the world a more wonderful place. You are a person who makes the world a more amazing place. You are a person who makes the world a more incredible place. You are a person who makes the world a more fantastic place. You are a person who makes the world a more marvelous place. You are a person who makes the world a more magnificent place. You are a person who makes the world a more sublime place. You are a person who makes the world a more divine place. You are a person who makes the world a more heavenly place. You are a person who makes the world a more earthly place. You are a person who makes the world a more human place. You are a person who makes the world a more divine place. You are a person who makes the world a more heavenly place. You are a person who makes the world a more earthly place. You are a person who makes the world a more human place.

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