

1-27-1988

Avion 1988-01-27

Embry-Riddle Aeronautical University

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Spring rush week
begins this week!!!!

AVION

An Award-Winning College Newspaper

Volume 58, Issue 1 Embry-Riddle Aeronautical University, Daytona Beach, Florida January 27, 1988

Career Day '88 "fabulous and educational"

By Fuzil Foad
Staff Reporter

On January 20th Embry Riddle hosted Career Day '88 in the University Center and Sprance Hall. Forty-two Representatives from 24 companies were there to talk to students about career opportunities. All facets of the Aviation Industry were represented, from major airlines to aircraft manufacturers, FBO's, airports, and Government agencies.

Career Day '88 got students involved with their Career Goals by meeting with Industry Representatives and asking questions pertaining to their career aspirations. The number of students who participated in Career Day '88 was very encouraging. Most of the students were well prepared and dressed professionally with resumes in hand. Steven Collins, an aeronautical engineering senior, called career day "fabulous and educational."

The representative's booths were set up in both the University Center and Sprance Hall. Twenty four companies and government agencies were there to give information to students. The companies set up in the U.C. included the Air Force, Comb Gates, TWA, the Navy, Comptrol, NY-NJ Port Authority, the Army, PAPA, Eastern Express, and O.R. The PAPA, Naval Air Systems, and Federal Express were located in the Common Purpose Room. UPS, Pratt and Whitney of Canada, Avenco, America West,



Gus Waterhouse

AEL, BVI Airport, Space and Rocket, Piedmont, Naval Air Development, and the FBI displayed their booths in the main lobby of Sprance Hall. Evelyn Singer, a representative from Comb Gates, said that the qualities she was looking for in a student were "willingness and a high degree of professionalism." She also commented that most Riddle Students are ready and well prepared. Of the

41 representatives present on career day, 10 were Riddle Alumni. Robert Kinzman, an Airport Manager for Baltimore Washington Int. Airport, is a '84 alumni with a degree in Aeronautical Science with Avic on Management. The reason he came was that his supervisor was impressed with Riddle Students and he was interested in employing them in the future. Career Day was organized by the

Career Center and was the first one to occur at Embry Riddle Daytona Beach. Lynsly Kelly, Director of the Career Center, said, "Career day is an effective way of getting a lot of information to the students in a short amount of time." Ms Kelly also goes on to say that the percentage of students who participate in career related activities is very high, mainly because this is a career oriented university.

Vote for senior officers

By Martin F. Smith
Staff Reporter

The Embry-Riddle Daytona Beach campus will hold elections for senior class President and Vice-President Monday Feb. 1. The primary functions of these offices involve writing and presenting the graduation speech, as well as planning and organizing social functions for the senior class. The following is a summary of experience and qualifications from the individuals we were able to interview for this issue.

Ronald F. Danowitz - Candidate for President
Degree Program: Aeronautical Science
Experience:

- President, E-RAU Aerospace Society
- President, Omicron Delta Kappa Honor Society
- President, E-RAU Chess Club
- Business Manager & Sports Editor, Phoenix Yearbook
- Treasurer & Herald, Sigma Pi Fraternity
- SGA Student Representative
- Who's Who Among Students in American Universities honor
- National Dean's List honoree
- SGA Student Court Justice
- NASA Cooperative Education Student
- University Cardinals & Appeals Committee

Chris Legvold - Candidate for Vice-President
Degree Program: Aeronautical Science
Experience:

- Editor-in-Chief, Avion
- Production Manager, Avion
- Staff Reporter, Avion
- SGA Student Court Justice and Secretary
- Western Airline Cooperative Education Student

Tom Leahy - Candidate for President

Richard A. Adams
Production Manager, Avion
Staff Reporter, Avion
SGA Student Court Justice and Secretary
Western Airline Cooperative Education Student

Tom Leahy - Candidate for President
Degree Program: Aeronautical Science
Experience:

- Chairman, E-RAU Entertainment Committee
- Former Vice Chairman/Security Coordinator for Entertainment Committee.
- Florida Student Representative, National Association for Campus Activities
- Who's Who Among Students in American Universities honor.
- Student Government Association.
- Russel D. Bartle - Candidate for Vice-President
Degree Program: Aeronautical Studies with Management Concentration
Experience:
- Presently AFROTTC Cadet Major and Crew Commander
- Member of Entertainment Society '88
- Former Arnold Air Society Vice-Commander and Public Affairs Officer.
- Former Silver Wings Secretary.

Presidential joins United

By Chris Legvold
Editor-in-Chief

Last week, Presidential Airways announced the end of the 10-year marketing agreement with Continental Airlines, and the start of a new contract with United Airlines. Presidential, which operates as Continental Express, will change to United Express on February 6. The move, according to William D. Stockbridge, Senior Vice President and Chief Executive Officer, was due to the competition with Continental itself.

As Continental Express, Presidential Airlines operated out of Washington-Dulles. International Airport, giving Continental additional routes with which to utilize Washington as a major hub. "What Continental found is that Dallas competed with Newark. When they took over People Express they had an existing hub out of Newark, which was really quite a tremendous hub," Mr. Stockbridge said. "It didn't make sense for Continental - business sense -- to have the two hubs. So they decided to ig-

See United, page 8

President Tallman speaks about the growing demand for pilots

By Kenneth L. Tallman
ERAU President

Attention has been focused over the past eighteen months on the growing demand for well-trained, highly-qualified pilots for the airline industry. The projected growth of the air transportation industry, coupled with the increased retirement rate of senior airline pilots, will

generate a continuing high demand for qualified pilots for the foreseeable future (a conservative estimate is 6,000 per year for at least the next ten years). Traditionally, airline pilot requirements have been met through two means: the structured program, whereby an individual gained training and experience in the military, then separated and started a new career with an airline; and the un-

structured program, whereby an individual acquired the necessary FAA certificates through an FBO or aviation school and gained experience as a flight instructor or corporate pilot before acceptance by an airline. The traditional source of airline pilots (the military) is declining and will be insufficient to meet the demand (military pilot availability is estimated at less than 2,500 per

year for the next ten years). Currently, the primary alternate source of pilots is the regional airlines. Using the regional airlines as training ground results in a high pilot turnover among the third-level carriers, thereby creating a tremendous burden for the regionals. Here, in a nutshell, is the problem: There has been no concerted, organized effort to meet this demand.

See Pilots, page 8

Changes in Riddle policy due to new FAA Part 141 school policies

By Paul E. McDuffy
Chairman, Flight Technology

Following recent inspections of several university Part 141 pilot schools by national Federal Aviation Administration (FAA) inspection teams, the FAA has provided new interpretations for director's governing operations for those schools who, like Embry-Riddle, have been granted self-examining authority. These new interpretations will adversely impact our pilot school certificate or exemption; however, we feel, based on an internal review of our flight training program as well as the new technical interpretation of regulations, that it would be in our students' and the University's best interest to implement some changes to our flight training program. We believe these enhancements to our program will provide our students an opportunity to be better prepared to successfully pass the required phase checks.

The changes planned have several elements which may have some impact on individual students. Each change is carefully designed to minimize additional expense to our students while providing improved opportunities for successful flight course completion. It is of utmost importance to realize that these changes represent an enhancement to our existing program and are not intended to modify our course com-

pletion standards. Successful completion of the flight program will require maximum effort and personal dedication on the part of each student. The Flight Technology Department will continue to provide concentrated, directed instruction which will assist you in meeting the performance and knowledge requirements of the flight curriculum. As of December 1, 1987, all students beginning a flight course will train under the following new procedures:

Instructor Teams
Your flight instructor has been teamed with another instructor in the Department. The last instructional unit prior to the phase check will be conducted by your instructor's teaching partner.

Pre-Phase Check
The last instructional unit prior to the phase check will be conducted as a "dry run" of the current phase check. The instructor will evaluate your performance utilizing the standards published in the curriculum and in the current Practice Test Standards. You should prepare for this "pre-phase check" as you would for the real thing. We urge you to obtain a copy of the current Practice Test Standards as they specifically outline test requirements. Your performance will be a factor in determining your readiness for the phase check.

See FAA, page 5



photo by Chip Sizemore

Rockledge officials begin to prepare the Shuttle Discovery for the installation of the engines last Sunday. The all day, pictured here, is large enough to house a couple of men.

Inside the Avion this week

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Trivia - Tomorrow marks the second anniversary of the Space Shuttle Challenger accident.

Editorial

Integrity woes are disturbing future aviation employers

By Chris Laygood
Editor-in-Chief

Last year, I wrote an editorial in the Special Orientation Issue of the Avion (August 26, 87) about integrity. It wasn't a pre-packaged, "go team" editorial. I believed in the integrity of the Embry-Riddle student body. More important, people from the aviation industry -- the people that hire our alumni -- believed in this trait of the Riddle student. John Paul Riddle spoke to me at great length about this very subject, and I based most of my article on his views of us students.

Mr. Riddle stated that, "When I grew up, if I told you something, if I made a deal with you, I expected you to live up to it. I expected to live up to it. But now, you try to get out of it. That's no way to live." He said this was one thing that Riddle students would never do, because of their strong beliefs and ties in aviation.

Integrity, simply put, is a strong adherence to one's code of moral or ethical values. Contrary to Mr. Riddle, and my own previous beliefs, some Embry-Riddle students are lacking this essential quality.

Last week's Career Day exhibited over twenty major companies who often hire alumni, screening the new employees to find the best for their company. Career Day, however, lacked a major long-time employer of our alumni: Northwest Airlines. Northwest, according to Linda Kelley, Career Center Director, "is one of the finest recruiters we see coming through here."

Last semester, Northwest had made offers to six students for employment. Of these, five accepted.

A week before the start date for the job, two students called Northwest and said that they had better offers that they were taking. One student, on the start date, didn't show -- nor did he even call.

This was after the job was accepted by the students. The representative was not pleased with the outcome of his recruitment, and stated to Ms. Kelley that he would be better off hiring less-qualified people simply to have them on the jobsite.

He said the qualifications and training of the Riddle alumni were not in question, but defending the Riddle alumni against blackballing in the future by his superiors could be futile.

Apparently, integrity in the student body is not as strong as previously thought.

Behavior like this is more damaging to the Embry-Riddle reputation than any substandard training or education. The simple ability to back-up what one says with actions is more attractive than a quality product.

Employers, professionals, parents, faculty, and friends judge



Letters to the Editor

Special Students

Dear Editor:

The SGA would like to commend three students who assisted the SGA by cleaning the Pitts Special in the U.C. These students volunteered their time and efforts in helping to maintain what the University stands for. It is obvious that these students have a true appreciation of aviation. The SGA would like to extend their gratitude to Ed Ohm, Marty Dudeck and Bill Kessel for a job well done.

Sincerely
Chris Seckinger
SGA President.

ing the forum. The questions range from parking problems to why are there unnecessary tuition increases. From what I have seen so far, the open forums are beneficial to both the students and the faculty. If only more people would attend the forums, maybe more positive and equal results could be obtained by everyone.

I again would like to send my appreciation to the SGA and would like to recommend the forum to all concerned students. The next open forum is this Wed. in the CTR from 1:30 p.m. until 4:00 p.m.

Chip Zadow
Box 7268

Thanks to SGA

Dear Editor,

I would like to thank the Student Government for offering the "open forums." In case one does not know what an open forum is, it is when

Sincerely
Chris Seckinger
SGA President.

Chip Zadow
Box 7268

Thanks to SGA

Dear Editor,

I would like to thank the Student Government for offering the "open forums." In case one does not know what an open forum is, it is when the student government association (SGA) and the leaders of the SGA divisions address questions asked by the students. To ask a question and either submits a letter to the SGA or actually attends the forum. Obviously one can gain more by attend-

Sincerely
Chris Seckinger
SGA President.

Chip Zadow
Box 7268

Staff --
Thank you for the quality of this publication.

the Editor.



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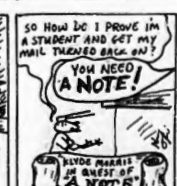
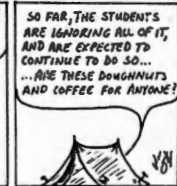
Behavior like this is more damaging to the Embry-Riddle reputation than any substandard training or education. The simple ability to back-up what one says with actions is more attractive than a quality product.

Employers, professionals, parents, faculty, and friends judge the Embry-Riddle student by their actions, rather than what service they can perform.

I sincerely hope that Northwest has not lost faith in the integrity of this university's students. Because, although I have had to modify my views about it, I know that those values instilled in 1926 are still the lifeblood of the University today.

Klyde Morris

Wes Oleszewski



AVION 1988 the Avion Newspaper

The Avion is a division of Student Government and is funded by the Students of Embry-Riddle
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Chris Laygood

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Chip Zadow | Sports Editor
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| Secretary
Kimberly Storer | Business Manager
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Avion Advisor
Dr. Roger Osterholm

This week's staff: Wes Oleszewski, Ray Hatac, David Roeha, Richard Chana, Tim Van Milligan, Manny Fernandez-Longo, Martin Smith, Gus Waterhouse, Robert Rodriguez, and Shannon Huber.

The opinions expressed in the Editorial are those of the majority of the Editorial Board, and do not necessarily represent those of the university. Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. Letter writers who continue to disagree to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are Chris Laygood, Chip Zadow, Teresa Anderson, Tom Juliani, Robert Walt, Kemp Hiatt, Bill Fisher, Jeff Silver, Todd Unruh, John Gorzales, and Robert Ross.

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

The Avion is produced by a volunteer, student-journalist staff weekly throughout the academic year and bi-weekly throughout the summer. The Avion is funded through student government fees and advertising revenue.

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Daytona Beach, Florida 32114. Phone: (904) 232-6009.

Student Forum

The Avion asks: How did career day influence your career directions?



Erika Foster - "I thought the people representing the com- sea companies come in here for pany were real receptive to the something other than engineers, students' questions. The infor- mation supplied for the students was sufficient."



Mary Peinlapp - "It's good to insight to major corporations; what they were looking for and what they expected of me."



Tom Hardy - "I gave me insight to major corporations; what they were looking for and what they expected of me."



Erin Lenaghan - "I think it was an excellent opportunity to go excited for job hunting. I also feel was pretty official. I had a good and find out what different fields that the company reps could day and I had to a lot of are offering and what they want."



Peter Boudreau - "I got you excited for job hunting. I also feel was pretty official. I had a good and find out what different fields that the company reps could day and I had to a lot of are offering and what they want."

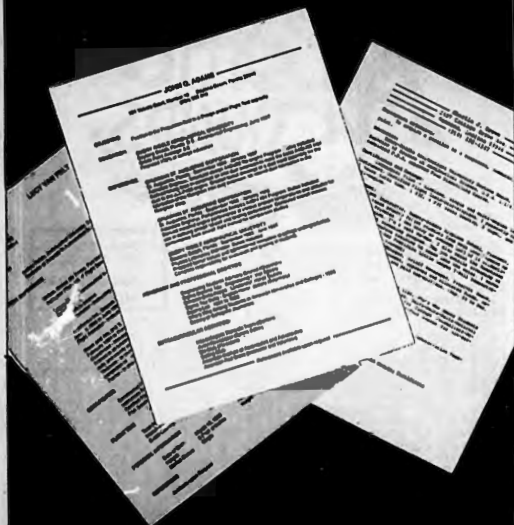


Luca Stocte - "Career day and I had to a lot of are offering and what they want."

When It Must Be

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When It Must Be Your Resume That Stands Out



Avion Resume Service

Open Forum

Rated R for record and tapes is damaging to freedom of America

By Brian F. Laferte
Writing Center Tutor

Johnny walks into a music store and starts to look around. There are hundreds of albums, CD's, and tapes in the store. Johnny glances over a lot of different music and likes some of it. But he isn't looking for just anything. No, He's looking for the new album by his favorite band. Looking through a stack of records, he finally finds it. Johnny, feeling pretty excited, walks over to the cashier and puts the album on the desk. The cashier looks away from the Herald Robbins' paperback she is reading, sees the album, glances at Johnny, shakes her head and says, "Sorry. You aren't old enough to buy this." She then takes the album behind the counter and goes back to reading. Johnny gives a puzzled look. "What?" he asks in a more than angry tone. The cashier sighs and explains, "Look. Right here it says: No one under the age of eighteen shall be allowed to purchase the enclosed materials due to the explicit lyrics/ideas it is considered to contain." From her monotone it is obvious she's said it more than a few times. Johnny stomps out of the record store. Is it his fault that his favorite band uses a few "naughty words" in their lyrics or that some person thinks that the lyrics are trying to influence people in "bad ways"? No. It's not his fault. Today's society is restricted by government and religion. The music that Johnny listens to is a direct result of the problems that these restrictions are causing and shouldn't be restricted by being censored.

Since the twenties some people have looked at the world of music and seen parts of it as evil. In the twenties, when music started to really catch on, people would dance to it. Suddenly, though, the dances became faster and some of the people started to "let themselves go" more than others. This was terrible by the standards of "older and wiser" folk of the time. It was "rebellious." Priests even went as far as to consider this new type of dance a sin. It was something that you could be sent to hell for. But we made it out of the twenties okay. In the fifties, a new type

of music came along. It was called rock and roll. It had a place in society just as the dancing didn't in the twenties and the music didn't in the fifties. They are considered gimmicks that bands use to sell their music. Some think that the lyrics are needlessly cluttered with vulgar language and outlandish ideas. Today people are still trying to send rock and rollers to hell for listening to this "devil" music. In the sixties these same people were using drugs and committing adultery. They don't seem to realize that they are what the change in today's music is all about.

The minute people started to discourage the change in music they were defeated. They weren't trying to stop just a change in music; they were trying to stop a change in society. Music is a form of art just as much as painting or writing. And what is art but a mirror of life? The difference between other forms of art and music is that music is constantly changing. It is living art, a reflection of the society that it is written, played, and sung about. If you were to try to take music and censor, it making it unavailable to certain parts of society because some group, perhaps some moral majority, found it offensive, then we would have to do the same with all other forms of art. Can you imagine a Michelangelo being kept out of an art gallery because a few people think it too explicit? Usually art shows some part of life that the philistine doesn't want to see. Indeed that is the purpose of great music, books, and paintings! In the late sixties and early seventies people like John Lennon and Bob Dylan used their music as tools to make the masses aware of these problems. The masses listened to their ideas and agreed. The "wiser, more mature" people didn't like what was being said, but realized that they had neither the power, nor the right to do anything about it.

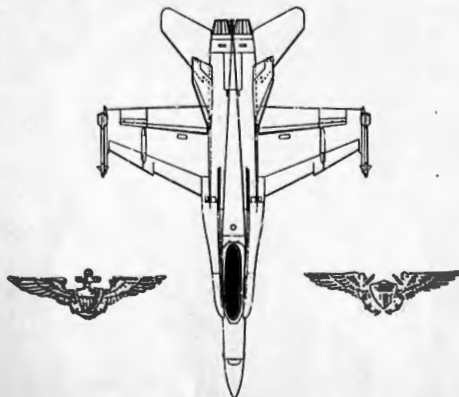
The people who are making music today are the sons and daughters of the very same people who acted to change society in the late sixties and early seventies. Their parents helped maintain freedom in this country. Today's generation of musicians is continuing to fight against the

of the world of music and seen parts of it as evil. In the twenties, when music started to really catch on, people would dance to it. Suddenly, though, the dances became faster and some of the people started to "let themselves go" more than others. This was terrible by the standards of "older and wiser" folk of the time. It was "rebellious." Priests even went as far as to consider this new type of dance a sin. It was something that you could be sent to hell for. But we made it out of the twenties okay. In the fifties a new type of sound started to develop—rock and roll. This music was a little louder and sung with more emotion than the standard sounds of the day. Rock caught on, even though again the "wiser, more mature" people denounced it. It was the music of the rebel. Today, rock is still around and growing, and it doesn't show any signs of stopping. People don't believe that the lyrics or attitudes in today's music

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Join The Adventure



NAVAL AVIATION CLUB
Embry Riddle Aeronautical University

FAA

(continued from page 1)
termining your competence to attempt the actual phase check.

Actual Phase Check

Students who satisfactorily complete all items on the pre-phase check will be recommended to attempt the actual phase check. Students who do not meet the required standards will receive an appropriate amount of additional training on un-

satisfactory items. Upon completion of the additional instruction, your entire training record, including the pre-phase check results will be submitted to your training manager for review. If in the opinion of your training manager your skills appear to be adequate for successful completion of the phase check, you will be scheduled with a qualified check pilot for the test. If your progress continues to be questionable or un-

satisfactory, you may receive additional training or receive a failing grade for the course.

Study Guide

As part of these changes, you will be supplied with a study guide of potential oral phase check questions to aid your preparation. The guide will list blocks of potential questions associated with the subject areas found on the phase check. It is

strongly suggested that you spend time researching the answers and insure a complete understanding of the subject areas.

Your success is largely dependent on your individual effort. We stand ready to assist you in every appropriate way to insure that success. Please continue open communication with your instructor and training manager as we implement this and future changes to our program.

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Protestant Services at 11:15 a.m.
Spruance Hall Atrium

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 Spruance Hall Atrium

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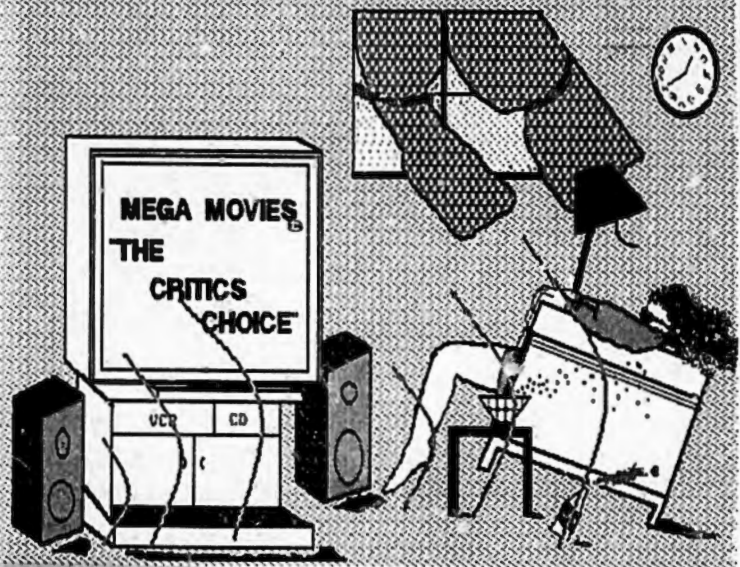
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 Expires 2-9-88



SHOPPES AT BEVILLE RD
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 DAYTONA BEACH



ON THIS DAY IN AVIATION HISTORY

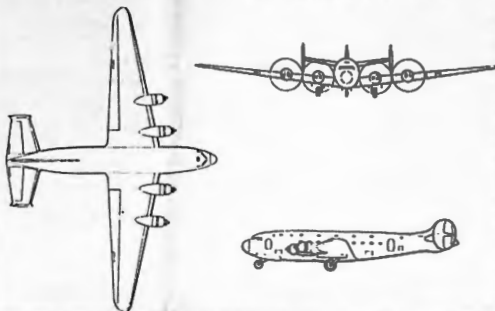
1939 - First flight of Lockheeds XP-38 prototype is made. The P-38 Lightning goes on to be one of the best known fighters of World War Two.

1943 - B-17 Flying Fortresses of the 1st Bombardment Wing, Eighth Air Force, attack Emden and Wilhelmshaven during the USAAF's first heavy-bomber raid on Germany.

1965 - The potential for geostationary satellite communications is demonstrated when a comsat is used as a link between a Pan American Boeing 707 in flight and a remote ground control station.

1982 - Cessna Aircraft Company delivers its 1,000th business jet, a Citation II.

AIRCRAFT ID CONTEST



The first exact answer presented to the Avion of the identity of this aircraft will WIN A FREE SUB SANDWICH FROM SORRENTO DELI. Present your entry, with name and box #, to a staff member in the Avion office, have them validate it with the date and time, and place it in the AERONAUTICA box. Deadline is midnight Tuesday, Previous winners, the Avion staff, and their families are not eligible.

David Indyke was the last winner, identifying the unorthodox Blohm Und Voss BV-141 observation plane.

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You want to find the perfect ring to express just how happy she has made you. An Art Carved diamond engagement ring will make your choice enjoyable and easy. We have many designs to show you, all beautifully handcrafted to showcase a brilliant diamond selected for its beauty, fire, color, and quality.

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CONFEDERATE AIR FORCE . . .

In the last week of February, the Confederate Air Force will be holding their Annual Air Show in Harlingen, Texas. Admission to the Air Show is \$2.00 and all proceeds go to the restoration of World War II aircraft. Airplanes on exhibit will include the P-40 pic-

such as the B-17 Flying Fortress, the P-47 Thunderbolt, the B-25 Mitchell, the Spitfire, the B-24 Liberator, the F-4U Corsair, and the P-51 Mustang.

For further information, please write to: Confederate Air Force, P.O. Box CAF Rebel Field, Harlingen, TX 78551; or call 1-512-425-1057

Photo by Shavron Hubler

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- Our Air.
- Our Mountains.
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- Our Fishes.
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- Our Deserts.
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ARMY Army Reserve Officer Training Corps

By Bill Fisher

Cdr/Cpt Army ROTC

Eagle Battalion is off to a fast start this semester by holding a rappelling clinic for Cadets and anyone interested in joining Army ROTC. The clinic was held on January 16 at the U.S. Station rappelling tower.

Those attending were given instruction on tying a "swiss seat", which supports the individual during descent, proper installation of the "D" ring to the swiss seat, and the proper way to connect the descent rope to the "D" ring.

After the instructions were finished and the swiss seats and "D" rings were tied onto everyone, those wanted to rappel formed a line under the 100' tower and were called up one by one, by the safety personnel. Once on top of the tower, the rappelling rappellers were connected to the descent rope and instructed to step over the ledge onto a plank with their backs facing away from the tower. Once in that position they stepped off the plank and rappelled down the tower!

The Seniors of Eagle Battalion received some long awaited information this past week. The results of the

Assessors Board were received by the Battalion. The Assessors Board looks at each cadet's performance, including how well they did at Advanced Camp, University Cumulative GPA, and their performance in ROTC, then matches those qualifications and the branch choice of each Cadet with the openings in each Army Branch.

Army Branches include Aviation, Armor, Infantry, Transportation, Quartermaster, Signal, Medical Service, Ordnance, Military Police, Adjutant General, Field Artillery, Air Defense Artillery, Military Intelligence and Special Forces.

The majority of the Seniors who were assessed in Eagle Battalion were awarded Aviation Branch with others receiving Signal, Armor, Medical Service, Military Police, Air Defense Artillery, Ordnance, Field Artillery, Infantry, Transportation, and Military Intelligence. Congratulations to all Seniors on their Branch appointments.

On Thursday, January 28, Eagle Battalion will hold its first Barbecue of the semester. It will be held right after at the BBQ Pit in front of the recreational center. All Cadets are welcome to join in the festivities!

Look ma, one hand...

Army ROTC held a rappelling clinic last Thursday at J.B. Stetson. Cdr. Swenson is shown here displaying the stability inherent in rappelling.

Army photo

SAA BOWLING

By Teresa Anderson Club Writer

The Student Alumni Association is a new organization here at ERAU, but we've got a lot of great plans. Like similar student alumni groups at other universities, the main objective of the SAA is to provide a direct link between students and alumni. Through the SAA, alumni will always have an open door back to the campus.

Some of the plans on the drawing board are activities such as alumni campus tours, optional meeting areas at airshows and similar events, and strong alumni attendance at future homecomings.

If you are interested in joining the SAA, our next meeting will be Tuesday, Feb. 2, at 4 p.m. at the Alumni Relations office, upstairs in Spruance Hall.

By Vinnie Bartolucci Club Correspondent

The ERAU Bowling League rolled into its Spring Season January 17, 1988 at 7 p.m. at the Paloma Lanes. Anyone who missed sign-ups may still participate as a regular bowler or a substitute. We currently have room for one more team (4 people), and 2 teams still need additional bowlers. Please contact Alice Owens, ext. 6025, if you would like to join or be a substitute, or leave

your name, box #, and telephone number to the Bowling League mailbox in Student Activities. If transportation is a problem, don't let that stop you—arrangements can be made. Congratulations to Paul Rockwood, who was our first winner of a gift certificate to Wisn's Dile, based on his fine bowling skill. This season the Bowling League is trying out a fund raiser to increase money used for trophies and for the banquet. We are selling tickets \$3-

\$1.00, and if your ticket is drawn, you draw form another but a number between 1 and 10. You must knock down that number of pins or more to win. We will continue this each week in hopes of improving our banquet and other trophies, so don't forget to bring an extra dollar each week. Men's high games went to: Mike Lourakis-242; Joe Golinski-222; Bill Miller-212; Jon Larson-201 & 214; Mark Orant-200.

Women's high games went to: Wrenny Gibbons-189; Valerie Heron-175; Alice Owens-175. High series, men: Jon Larson-500; Mike Lourakis-577; Joe Golinski-548. High series, women: Sherry Gibbons-491; Valerie Heron-455; Alice Owens-421. Five teams are tied for 1st place: team 6 - T.G.L.F.; team 8 - F.R.E.D.; team 9 - NEED-A-NAME; team 13; team 15 - MAYBE THIS TIME. Don't get discouraged, this is only the first week. Until next week...

VETS AAS AFROTC

Vets Club Release

The ERAU Veterans Association is a social club composed of Veterans and Non-Veterans members who like to socialize, have fun and do exciting things together.

We have a terrific spring picnic and will have the races, bike week and spring break all looking just around the corner.

All interested Veterans and non-veterans are invited to come check out our table on C&O Day, Wed. Jan. 27. Our meetings are held on Fridays, 8:00 p.m. in the CPR room.

"check out our table on C & O Day"

By Steve Chafe, AAS 1LI Public Affairs Officer

Happy New Year from AAS! Another holiday season has passed us by, and the new year will offer many great challenges to us all. AAS will be participating in many activities that will benefit our officer ship as well as give us a chance to have some fun.

As a member of the last pledge class I can assure you that pledging will be both an enjoyable and beneficial experience. Many of the AAS members hold key positions in the corps, and in having the opportunity to select them, the door to success is opened. The AAS barbecue last Friday was a great success! Thank you to all the members and prospective members who participated. If you missed the BBQ and are still interested in pledging, please contact the AAS box and keep watching the bulletin boards in the deck for further information. Get out of this semester in ROTC!

By C/Maj. Scott A. Quinn Public Relations Officer

Welcome back to all ERAU students and AFROTC cadets. A new semester has begun and the corps has a full agenda planned for the Spring. As always, spring is a time of many great attractions and activities.

Fob. The cadets will show their motivation by working at all of these races. AFROTC is also, once again, participating in the Call-A-Ride-And-Live (CARAL) program. The corps recognizes the danger of drinking and driving and is willing to lend a hand to prevent any accidents of this nature from occurring. We have many cadet volunteers.

VETS AAS AFROTC

Vets Club Release

The ERAU Veterans Association is a social club composed of Veterans and Non-Veterans members who like to socialize, have fun and do exciting things together.

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NAVAL Naval Aviation Club FELLOWSHIP AFROTC

By Kathy Ward Public Affairs Officer

The first meeting of the Naval Aviation Club was held on Wed. 13, at 1900 in A-109. The featured guest speaker was Lieutenant Commander Sean Hanarhan. LCDR Hanarhan is a Naval Aviator in the F-14 Tomcat. He has over 3300 hours in Naval aircraft, and brought valuable experience with him.

After a brief talk about his two-year Navy career, LCDR Hanarhan gave a slide presentation. It included aerial flight operations and carrier life aboard the USS Saratoga, which he was deployed aboard. The floor was then opened for questions. Discussed at this meeting were the activities for the semester. These in-

clude the weekly trips to the FA-18 Hornet and S-3A Viking Simulators at the Daytona Raceway.

If anyone is interested in playing softball, contact Bob O'Donnell. The Naval Aviation Club is for anyone interested in learning about the Navy and the Navy's aircraft. It is not NROTC.

If anyone would like to learn more about the Naval Officer Programs, contact Senior Chief Chambers, the local recruiter at 788-7582. The next meeting will be on 27 Jan. at 1900 in A-109. A P-3 Orion aircraft and crew are tentatively scheduled. Hope to see everyone there.

By Bernie Webb Club Writer

Welcome back everyone! I hope that you all had a great Christmas and are now ready for another term of classes and everything else that goes along with a club have. Our 1988 members to be a great year for us at CPIC. We are looking at several new ways to achieve the goals of a club have.

After Christmas break, a substantial improvement to the house was made. The Brothers recently completed the renovation of the pool deck. Everyone worked very hard and did a great job. A special thanks to all of the guys who helped with the renovation.

Well, the new deck is as to plenty of use during the Spring rush. I'll start on Monday January 25, we will have an "Open House". The next event is "Deck Night" on Wednesday January 27. Then, on Friday January 29, "The Lasa". The following day, on Saturday January 30, Sigma Chi will be having a "recovery Bar-B-Que" at the house pool. On Wednesday, February 3, Sigma Chi will be having a break from Epicure and will be having a Bar-B-Que at the school Barbecue pit. We look forward to seeing you at the events. If you have any questions, stop at the house, or call 345-2222.

ERAS Aerospace Society

By Chip Zdrozow Space Technology Editor

The Embury-Riddle Aerospace Society (ERAS) would like to welcome everyone back to this promising spring semester. Hopefully everyone had a great vacation.

For those of you who could not make it to the first meetings of the year, we are planning quite a few exciting events. The most recent event is C&O day today. We need people to occupy the ERAS booth. If you have any time to spare, please help out with the tables.

Our next event will be the L'ever print sales in early Feb. Once again if you can help with the booth, please do so. We will let you know the exact times at tonight's meeting.

A trip to Kennedy Space Center's Spaceport USA will be taking place in the future.

ERAS is also working out the final plans for forming a speaker's bureau. Club members will be going to local schools and other community organizations to educate people on our space program. Good luck goes out to all the future "teachers."

Keep an eye out for our upcoming events.

Some final notes, check out the display case in the U.C., ERAS did a fine job of decorating it. Don't forget tonight's meeting at 7:00 p.m. in the Common Purpose Room.

Sigma Phi Delta Sigma Chi AHP Alpha Eta Rho

By Kevin J. Collins Historian

Welcome back brothers and fellow students. We hope you had an enjoyable Christmas break. We look forward to having an exciting trimester. So far this semester the brothers have had an exchange of the youth (filip cultural projects with the boys across Ridgeview. Present score: Sigma Phi Delta 36 to 2.

of many prospective members during rush weeks if you are interested, stop by our Rush table any time this week and find out more about us.

Saturday night starting at 8 p.m. will be our Las Vegas Night Rush Party; come and meet the brothers in the friendly atmosphere of pseudo-gambling.

At 12 noon on the 31st we are having our (get this) Italian Super-bowl Sunday. Come and feast on our six-foot table, watch the Super-bowl, and get to know the brothers.

By Eric E. Zimmerman Chapter Editor

Congratulations! Last week, 17 new Brothers were installed into the Eta Iota chapter of Sigma Chi. They have done well throughout their pledge ship. The trail to Brotherhood is a long one, and they have proved themselves to be very worthy. Good luck in the upcoming future of our Brotherhood.

After Christmas break, a substantial improvement to the house was made. The Brothers recently completed the renovation of the pool deck. Everyone worked very hard and did a great job. A special thanks to all of the guys who helped with the renovation.

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By Kimberly Storer Fraternity Writer

Welcome back to all Alpha Eta Rho brothers and sisters. I hope you all had a great vacation!

We now turn to the Spring rush as we have great expectations for this Spring. If you are interested in Alpha Eta Rho, the Professional Aviation Fraternity, stop by our rush table for more information and maps to our Rush parties to be held this Friday and Saturday nights, January 29 and 30. Alpha Eta Rho is the only Aviation fraternity on campus and strives to further the cause of aviation. I promise to contact the

two new students of aviation and those engaged in the profession. If an Aviation career is your goal, Alpha Eta Rho is where to get the advantage. But, don't listen to the rumors, stop by our tables and check us out for yourself. If you have any questions feel free to ask any brother in a Black and Gold AHP jersey.

AHP will be very busy this semester with softball, bowling, and of course the races. The races are our main money maker, and we hope to have all brothers and pledges participate in our softball event. Good luck to AHP's softball team, newly formed bowling team, and this semester's executive board. Let's all have a great semester!

spring break, participating just around the corner.

We welcome our new faculty advisor, Ernie Miller, our new executive board, new members and new ideas!

We will have a welcome aboard party for new members on Jan. 31. Time and place to be announced. For more information, call Rays 761-5472 or Charlie 255-5523.

NAVAL

Naval Aviation Club

By Kathy Ward
Public Affairs Officer

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After a brief talk about his twelve year Navy career, LCDR Hanarahan gave a slide presentation. It included carrier flight operations and carrier life aboard the USS Saratoga, which he was deployed aboard. The floor was then opened for questions.

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ΣΦΔ

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Historian

Welcome back brothers and fellow students. We hope you had an enjoyable Christmas break. We look forward to having an exciting trimester. So far this semester the brothers have had an exchange of yolk filled elliptical projectiles with the boys across Ridgewood. Present score: Sigma Phi Delta 36 to 2.

Sigma Phi Delta is a Professional Engineering Fraternity that promotes professional and academic endeavors as well as social functions. We hope to gain the interest

of many prospective members during rush weeks! If you are interested, stop by our Rush table any time this week and find out more about us.

Saturday night starting at 8 p.m. will be our Las Vegas Night Rush Party; come and meet the brothers in the friendly atmosphere of pseudo-gambling.

At 12 noon on the 31st we are having our (get this) Italian Superbowl Sunday. Come and feast on our six-foot subs, watch the Superbowl, and see you to know the brothers. Hope to get you there.

We would like to extend an invitation to all cadets (and Mike Louridas) to pledge AAS. The requirements for membership are: 2.5 GPA and 3.0 in ROTC, and successful completion of the pledge program.

By Bernie Wiebe
Club Writer

Welcome back everyone! I hope that you all had a great Christmas and are now ready for another term of classes and everything else that goes along with life here at ERAU.

1988 promises to be a great year for us at CFC. We are looking at several new ways to achieve the goals that we as a club have. Our Saturday night meetings will continue to be a time when we all get together and get renewed through fellowship and worship. We are a non-denominational group and we welcome everyone to attend our meetings.

An important function of our club is to share the love of God with the people we meet. God does love ev-

ΣΧ

Sigma Chi

By Eric E. Zimmerman
Chapter Editor

Congratulations! Last week, 17 new Brothers were installed into the Eta Iota chapter of Sigma Chi. They have done well throughout their pledgship. The trail to Brotherhood is a long one, and they have proved themselves to be very worthy. Good luck in the upcoming future of our Brotherhood.

After Christmas break, a substantial improvement to the house was made. The Brothers recently completed the renovation of the pool deck. Everyone worked very hard and did a good job! A special thanks goes to "Fat Albert" for his time and

everyone. In John 3:16 the Bible says "For God so loved the world that he gave his one and only Son(Jesus), that whoever believes in him shall not perish but have eternal life."

We at CFC would also like people to understand what it means to believe in Jesus. In Mark 8:34 Jesus says "If anyone would come after me, he must deny himself and take up his cross and follow me." The price for following Jesus is the cross. Yes, God wants everyone to be saved, but we need to realize that he isn't playing games.

God shows us who he is in the Bible. In Christian Fellowship Club we want to get to know him in a real and personal way. If you would like to join us, our meetings are held every Saturday evening at 6:30 in the University Center Common Purpose Room.

assistance with the renovation.

Well, the new deck is sure to get plenty of use during the Spring rush. For starters, on Monday January 25, we will have an "Open House". The next event is "Deck Night" on Wednesday January 27. Then, on Friday January 29 is "The Luan." The following day, on Saturday January 30 Sigma Chi will be having a "recovery Bar-B-Que" at the house pool. On Wednesday, February 3, Sigma Chi will take a break from Epicure and will be having a Bar-B-Que at the school Barbecue pit. We look forward to seeing you at the events. If you have any questions, stop at the house or call 257-2277.



ERAU Aerospace Society

By Chip Zodrow
Space Technology Editor

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which allow the members to make a lot of money fund-raising for the corp. Daytona Speedway races are the highlights. The first race is the Sunbank 24 Hours of Daytona on 29 and 30 Jan. Then, the Busch Clash will occur on 7 Feb. The big event, the Daytona 500, will occur on 14

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Keep an eye out for other upcoming events.

Some final notes, check out the display case in the U.C., ERAS did a fine job of decorating it. Don't forget tonight's meeting at 7:00 p.m. in the Common Purpose Room.

And last, but not least, tomorrow is the second anniversary of the Challenger disaster. Please try to find a moment to remember the seven astronauts that we lost in the tragic accident.

AHP

Alpha Eta Rho

tween students of aviation and those engaged in the profession. If an Aviation career is your goal, Alpha Eta Rho is where to get the advantage. But, don't listen to the rumors, stop by our tables and check us out for yourself. If you have any questions feel free to ask any brother in a Black and Gold AHP Jersey.

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UNITED

(continued from page 1)

display their assets to Newark, which obviously hurt Presidential.

The separation of Presidential from Continental was "mutually

hub. Operating as United Express, Presidential will continue with their present routes, providing the only link to United Airlines from Dayton Beach, said Stockbridge.

aircraft, although reported in the United Express colors. Presidential presently operates eight BAe 146-200 and seven Bae 31 turboprop aircraft.



The paint scheme was changed on Presidential Airlines to United Express on the BA146.

PILOTS

(continued from page 1)

ment examination of the pilot shortage issue. Rather than pulling together as an industry, we have seen individual initiatives on the part of schools and airlines to establish relationships or partnership arrangements in a move toward a partial solution.

There is a need to structure a program dedicated to producing airline pilots for the total air transportation industry. Specifically, the need is for entry-level pilots trained for the airline mission: safety-conscious, professional crew-oriented, certified pilots to meet the industry needs.

This is my proposed solution: Under the auspices of the FAA, establish a standardized Entry-level Airline Pilot Training Program and require completion of such program by all candidates seeking airline pilot jobs. (Water of such training by virtue of experience would be at the discretion of FAA.) The training program could be structured as follows:

1. Candidates for training would have to meet FAA-developed minimum criteria; e.g., graduation from an approved Flight School, bachelor's degree for associate, as determined by FAA and the airlines), etc., etc.
2. Selection for training would be highly competitive, with criteria including psychological, medical, personality, values, etc., testing.
3. Training program would involve an FAA-approved curriculum to incorporate appropriate mix of simulators, turbo-prop aircraft, full mission crew-oriented training, judgment training, problem solving, cockpit resource management, etc.

4. Management and operation of the training program will be a joint venture involving the FAA, major and regional airlines, flight schools, aircraft and simulator companies, and other air transportation entities such as AOPA, ALPA, FAPA, GAMA, ATA, etc. A national steering committee comprised of representatives of these organizations would make recommendations for consideration by the FAA. The program could be operated on a regional basis, using FAA Regions to supervise and coordinate the training effort, with assistance from other consortium partners as appropriate.

5. Each training facility would be staffed with professional ground-school instructors, pilots on assignment from participating airlines, designated FAA Inspectors and industry-designated inspectors.

6. Successful completion of the training program would qualify an individual for interview and possible hiring by a regional or major airline. (Done as a separate joint venture, regional and major airlines need to develop a better coordinated pilot-hiring plan which will provide a defined career path and reduce the current attrition problem.)

The single biggest obstacle to a joint venture involving government, corporate and private entities is the question of finance. The airlines are concerned about training costs, and the government has not heretofore subsidized training programs for the industry.

Who then will finance this program? I suggest a combination of the following:

1. Airline member financial contributions. A standardized training

program which produces new-entry qualified pilots for every airline will surely be more the costs associated with the new line unique training costs of these curricula might be guaranteed for support of this program.

2. Airline member in-kind contributions (e.g., pilots on-assignment, instructional materials, etc.)

3. FAA Trust Fund allocations. Improved aircraft performance has been cited by the FAA as one of its goals for 1988. What better way is there to achieve this goal than by working in concert with the industry to standardize the new entry pilot? Using a portion of this trust fund to accomplish this objective sends a positive signal to the country.

4. Student fees (a reasonable fee, backed by a guaranteed student loan would probably be acceptable to most new entry pilot candidates).

5. Aviation industry contributions, both financial and in-kind.

In order to establish a program of this magnitude, a prototype version on a small scale would be appropriate to demonstrate its worth. I therefore recommend that the FAA southern Region take the lead in developing a test program. The first step might be a meeting in Atlanta to determine the level of interest, followed by the appointment of a steering committee to develop an action plan. I expect this concept would be eventually be broadened to address similar personnel shortfalls in aviation maintenance and management areas. Embury-Riddle Aeronautical University stands ready to assist in implementing a program of this type.

agreeable" according to Stockbridge.

Presidential's agreement with United will allow access to Washington-Dulles, United's east-coast

They will be operating three flights every weekday, plus weekend service, with non-stop jet service to Washington-Dulles. Additionally, Presidential will continue to fly their BAe 146

Presidential's marketing agreement is the third in the company's history. According to Stockbridge, the latest agreement with United is essential for the company's survival in a post-deregulation environment.

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USSR flies 326 days

Russian cosmonaut completes new space endurance record

Associated Press

MOSCOW — Cosmonaut Yuri Romanenko said last week that he had broken boredom and isolation during his record 326 days in space by watching the Earth spin beneath him and telling his wife via a TV hookup how to renovate their apartment.

Soviet space officials said Romanenko's rapid recovery from his voyage proves there are no physical barriers to a manned mission to Mars.

Romanenko, who holds the space endurance record, and other space officials met with reporters to talk about his 11-month space flight that ended when a new crew of cosmonauts came to the Mir space station three weeks ago.

The mission commander, who even wrote songs during his mission, bounded onto the speakers' platform and talked animatedly for nearly two hours, describing some of the 170 experiments conducted over the last year and the psychological effects of being so far from home and family.

Romanenko, 43, and Alexander Laveikin blasted off on Feb. 6, 1987, aboard the Soyuz TM-2 capsule, docking at the Mir station two days later. Mission control ordered Laveikin back to Earth after five months because of heart problems.

Laveikin was replaced by Alexander Alexandrov in July during a joint Soviet-Syrian mission to the space station.

Romanenko made light of the isolation of space. He joked that he was able to avoid the discomfort of a major apartment renovation that he supervised from space via television linkups with his wife once or twice a week.

"My wife got our apartment renovated during the mission and I gave her good advice from afar," he said. "When I came back the flat was all ready."

He said he didn't have time to be bored because of the volume of scientific work to be performed, the wonder of having planet Earth spin by as the space mission completed 16 orbits daily, and the need to check in with mission control every hour.

"Difficult psychological situations can arise among crew members on space ships, and this has been observed during long flights," Romanenko said. "In this case, however, we had comradely relations, close contacts, and our colleagues, my comrades-in-arms so to speak, always worked well together."

Vladimir Shatalov, chief of cosmonaut training, and Valery Rymynin of the Mission Control Center said Romanenko wrote 20 songs aboard the Mir station, some of which were light-hearted and showed he was generally in a good mood.

Romanenko suffered no apparent long-term health effects from the protracted absence of gravity and showed the least loss of bone calcium of any cosmonaut who has taken part in a lengthy mission, said Anatoly Griqoriev, deputy director of the Bio-Medical Space Research Institute.

Romanenko lost less than 5 percent of his bone calcium during the mission, Griqoriev said. Other cosmonauts have suffered losses of up to 20 percent.

"I don't think we will get any different results if we have cosmonauts spend 1 1/2 years in space, and we are not striving just for records," Shatalov said. "There should be a purpose in all of this and I think in

the near future the goal will be a manned flight to Mars."

Space experts have said that a manned flight to Mars would take about three years for a round trip.

No date has been mentioned yet for such a mission, but U.S. and Soviet space officials have said a joint trip could result from projects aiming to improve research cooperation between the superpowers.

Romanenko had high praise for the working and living conditions while Laveikin was aboard, referring to the younger cosmonaut as "an excellent companion."

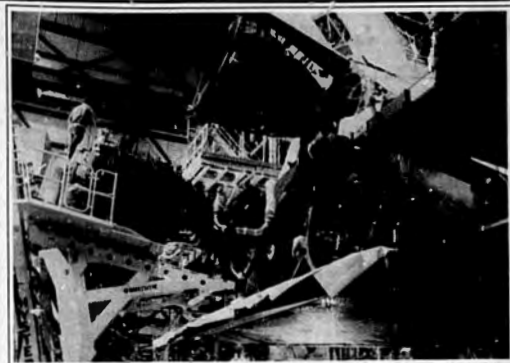
He made no critical remarks about Alexandrov, but described him only as a comrade who "fulfilled his tasks well."

Laveikin, Alexandrov and cosmonaut Anatoly Levechenko, who spent a week aboard the Mir station then returned with Romanenko and Alexandrov on Dec. 29, also were present for the news conference.

But attention focused on Romanenko, who with two long-term missions behind him is the world's most experienced spaceman.

Romanenko said he had more problems adapting to earth's gravity after 96 days in orbit in 1977-78 than upon return three weeks ago after 326 days in space.

"Then my legs felt leaden. I worked up a sweat quickly and my heart was palpating," Romanenko recalled of his first steps after the space flight 10 years ago. "After the mission completed last month, Romanenko said he felt fine and had to beg the doctors to let him walk and exercise as soon as he returned.



Rocketdyne employees begin the 1 hour process of inserting the engines in the Space Shuttle Discovery inside the Orbital Processing Facility. The events ended last Sunday at the Kennedy Space Center. Only eight 3/4-in bolts hold the 3,000 lb engine in place. The next major event will come early in the spring with the stacking of the boosters and the external tank.

photos by Chip Zadow

Aero employment figures rise

By Chip Zadow
Space Technology Editor

The Aerospace Industry Association (AIA) has released its information on the 1986 employment ratings. Apparently aerospace industry employment has risen for the third year in a row.

According to AIA, employment numbers reached 1,207,000. Aircraft industry rose by 4.2%, and the entire aerospace industry grew by 2.7% in 1986.

It is expected that in 1987 the

members will increase to approximately 1,197,000. This is due to a decrease in military spending.

On the private side, however, prospects are looking up. There are a record number of backlog orders for commercial transports. This should help to increase the numbers of commercial aircraft employees.

Although, once the B1B bomber and the C5B transport end their production lines, the members will fall. They account for half of all aerospace employment numbers.

For the space and missile compa-

nies, employment dropped by 1.2% in 1985 and 1986. It is expected that this will increase in 1987 due to the increased spending on the Space Station and the Strategic Defense Initiative.

For 1987 only scientists and engineers are expected to increase in numbers in the aerospace field. A 15% increase was seen in 1986. With new commercial aircraft programs, scientists and engineers are expected to increase by another 12% in 1987.

Armstrong lectures at Oshkosh

By Chip Zadow
Space Technology Editor

Niel A. Armstrong will be honored at this year's EAA Fly-In at Oshkosh, Wis.

Armstrong will be honored at this year's EAA Fly-In at Oshkosh, Wis. This year the world's largest gathering of experimental aircraft in Oshkosh is to be held on July 29 to Aug. 25.

Armstrong will also receive the prestigious Freedom of Flight Award at this summer's 36th annual convention. The award is established to recognize the outstanding accomplishments and contributions of people within the aviation community.

The awards will be handed out Aug. 1 to Armstrong, who will speak about his historic "first step" on the moon. He was commander of the Apollo 11 mission where he was the first man to walk on the moon on July 20, 1969.

Armstrong is also expected to speak about his broad aviation background which includes experience as a military pilot, test pilot, and astronaut. There will also be a question and answer session with members of the audience as part of the program.

Armstrong, an Ohio native, served as a naval aviator from 1949

to 1952 before signing on with the National Advisory Committee for Aeronautics (NACA). NACA is the precursor of the National Aeronautics and Space Administration (NASA).

During his 17 year career with the agency, Armstrong was an astronaut, engineer, test pilot, and an administrator. He was also one of the few pilots to fly the 4,000 mph X-15.

When Armstrong transferred to the astronaut program in 1962 he was assigned to the Gemini 8 flight. Gemini 8 was the first flight to dock with another vehicle while in orbit.

Reagan ok's advanced launch system

National Aeronautics and Space Administration

President Reagan has signed a report to Congress creating a joint DoD and NASA program for the development of the Advanced Launch System (ALS).

The ALS is intended to provide a launch system that meets long-term national launch needs; is flexible, robust, reliable and responsive; and significantly reduces the costs of launching payloads into space. The program expects to reduce costs in all elements of the space launch system including the launch vehicle, manufacturing, launch processing,

logistics, data management and automation.

The basic approach calls for finalization of ALS design requirements and use of government and industry expertise in all phases of the program with emphasis on maximum competition.

The report specifies that DoD and NASA work together to define and develop ALS, the program's design approach, management plan, costs and test facilities.

The management plan creates a joint program office headed by an Air Force program manager with a NASA deputy program manager. This office currently exists at the Air Force Space Division in Los

Angeles, Calif.

In the management structure, DoD will manage the systems engineering and integration, vehicle, logistics and payload module. NASA will manage liquid engine systems and forward technology efforts.

DoD will accept full funding responsibility for the program with any unique civil requirements, not addressed by the ALS baseline, being funded by NASA.

The ALS will make maximum use of Government testing facilities to meet ALS requirements. As the program matures and concepts are further developed, specific facilities will be selected for testing based on capability and availability.

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Remembering!!!

The Space Tech staff and the Avion would like to dedicate this space to the seven who perished in their fearless flight into the future.

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For more info see Chip Zadow in the Avion.

Senior astronauts want more tests

Associated Press

SPACE CENTER, HOUSTON — Senior astronauts are concerned about booster rocket flaws found during a test last month, and are asking that the space shuttle not be cleared to fly again until at least three more successful tests are conducted.

NASA's return-to-space plan calls for at least two more successful tests of the redesigned solid rocket booster, but Daniel Brandenstein, chief of the astronaut office at the Johnson Space Center in Houston, said he and some other astronauts don't believe that is good enough.

"We are proposing that we do three more (mandatory) tests, but that is still in review," he said in an interview. They were planning two, but with the (Camech) slip and the failure, putting a third in there is possible."

Navy Rear Adm. Richard H. Truly, a former astronaut who heads the shuttle program, announced earlier this month that the failure in the December rocket test will require a delay in resumption of space flights until late July or August. Flights had been scheduled to resume in June.

A spokesman for Morton Thiokol Inc., manufacturer of the rocket, confirmed on Monday that "discussions are under way" about adding another mandatory test-firing of the rocket. No decision has been made, he said.

NASA's Marshall Space Flight Center in Huntsville, Ala., oversees the development of the shuttle's original propulsion systems and has played a key role in the redesign effort.

Two full-scale firings have been conducted and two more were planned before verifying the redesigned shuttle rocket for flight. Still another test was to be conducted, but officials said this fifth test did not have to precede the first mission. It is this fifth test that Brandenstein now wants to be conducted successfully before shuttle flights resume.

The first full-scale test, called DMB, was conducted successfully in August. It was followed on Dec. 23 by the DM9 test in which new nozzle ring design was used for the first time. The boot ring came apart.

"The DM9 outer boot ring test was not a success, so that should not count as one of our 'get ready to

fly' tests on the nozzle," said Brandenstein. "My feeling is that we ought to redo the nozzle part of that and test it three full times again before certifying it for flight."

Truly announced earlier this month that the new boot ring that failed on DM9 would be replaced with the boot ring that worked on DMB. He said it then would be tested twice more to certify it for flight.

Brandenstein said he wants at least one more full-scale test of the whole system before astronauts again ride the rockets into space. The space shuttle Challenger accident, which killed seven astronauts on Jan. 28, 1986, was blamed on a flawed joint in the side of the solid rocket booster. The side joints have been redesigned, along with parts of the rocket booster nozzle.

John W. Thomas, chief of the shuttle rocket redesign team, said both full-scale tests have shown that the flaw that destroyed Challenger has been corrected.

The new joint design includes the addition of a third O-ring, or rubberized seal, a flange to strengthen the metal joint and a new arrange-

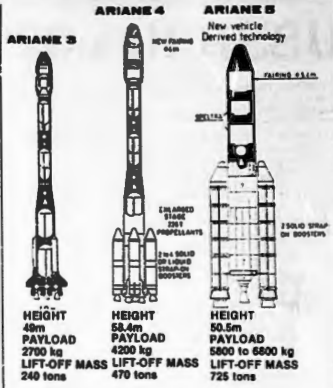
ment of insulation to keep hot rocket gases from reaching the joint.

Thomas said the insulation worked so well in the test firing that the new O ring design is still unproven.

As a result, NASA has proposed that a flow be intentionally introduced into the joint for a test-firing in March. This would put the test against the O-rings and verify their design. But the Orlando (Fla.) Sentinel reported Sunday that Morton Thiokol officials, the Sentinel said, want to conduct tests in March and in April without flaws, and then introduce the flaw in a test in June. Currently, a successful June test is not considered essential or a resumption of shuttle flights.

The Sentinel quoted Carver Kuaney, a Morton Thiokol official, as saying that these issues have been discussed heatedly between NASA and Thiokol.

However, Rocky Rash, a Morton Thiokol spokesman, denied on Monday that there has been a disagreement. He said only that there have been "engineering discussions" and claimed that nobody has "taken sides."



ESA has go ahead for space vehicles

By Chip Zodrow
Space Technology Editor

The European Space Agency (ESA) has approved the plans for the Ariane 5 launch vehicle, the Columbus Space Station Module, and the Hermes minishuttle in their long range goals.

France, the Federal Republic of Germany, and Italy will contribute to the spending for the projects.

While there is a budget of about \$30 billion for the projects, ESA is expecting a 15-20% budget cut by the year 2000. Also, Britain is completely withdrawing from the projects which will lead to the loss of 14% of its share of the ESA space program.

Britain withdrew only from the Ariane, Hermes, and Space Station, not the other ESA. Earth resource and space communication projects. They are expected to reenter the space station project as soon as the U.S. and ESA can agree on an international space station. It is said that the United Kingdom withdrew due to Prime Minister Margaret Thatcher's strict policies on public spending.

West Germany has 38% of the Columbus space station project, and France has 45% in the Ariane 5 and the Hermes minishuttle. If the United Kingdom does enter the Columbus program it will contribute about 15% to the budget.



Trident 2 blows up

Associated Press

CAPE CANAVERAL, Fla. — A Trident 2 missile exploded last Thursday in the first test-flight failure in nine launches for the Navy's new submarine weapon.

The 44-foot, three-stage weapon thundered off a land launch pad at 5:08 a.m. and appeared to observers to be flying well. But nearly an hour later, the Navy reported that a malfunction had occurred 2 minutes 43 seconds after liftoff, near the end of powered flight and well down the Atlantic tracking range.

When the malfunction was detected, the range safety officer sent a radio signal to destroy the Trident 2,

but the missile may have destroyed itself before the signal got there, a statement said.

DeLa: fell harmlessly into the Atlantic Ocean.

Officials were studying radio data in an effort to learn what went wrong, the Navy said.

The failure ended a string of eight Trident 2 test flight successes that began with its maiden flight a year ago this month.

The test was one of a series of 20 planned from a land launch pad here. That series will be followed by between five and 10 submarine test launches, with the weapon scheduled to become operational in late 1989.

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United Kingdom does enter the Columbus program it will contribute about 15% to the budget.

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Space Center's shuttle runway will be modified

National Aeronautics and Space Administration

A \$635,529 contract has been awarded by EG&G Florida, Inc., the base operations contractor for Kennedy Space Center (KSC), to Jensen Construction Co., Iowa, for modifications to the Space Shuttle Landing Facility (SLF).

Work to be performed by the contractor consists of grinding a 3,500 foot section at each end of the runway to smooth the surface texture, moving cross grooves and adding longitudinal corduroy grooving. Also included in the contract are modifications to existing landing zone light fixtures and repainting of the markings on the entire runway overruns.

The primary purpose of the modifications is to enhance landing safety by reducing Space Shuttle over-biter line wear during landing operations. Of the 24 successful Space Shuttle missions, five ended with touchdowns on KSC's Shuttle Landing Facility.

The new configuration has been selected following extensive tire/landing gear/runway surface research conducted over the last 18 months at a team of analysts from Johnson Space Center, KSC, Langley, Rockwell International, and B.F. Goodrich engineers.

Completed in late 1975, the SLF is 15,000 feet long and 300 feet wide with a 1,000 foot paved safety overrun at each end. The SLF is 16 inches thick in the center, with a thickness diminishing to 15 inches

on the sides. The runway is not perfectly flat, it has a slope of 24 inches from centerline to edge.

Four self-propelled grinding machines, specifically designed to smooth and texture concrete pavements, will be used in the operation. Each machine is equipped with diamond blades and weighs 40,000 pounds. The modified corduroy grooves will be smaller than the grooves to be replaced. The new grooves will run the length of these runway sections rather than across the width. Work will begin Jan. 26 and will be completed in mid-March.

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Dr. Hilburn gets excellence award

ERAU Press Release

Daytona Beach -- "Unsurpassed in his teaching abilities, excellence in the classroom, extraordinary amount of university service, and a leader in campus efforts," are words used to describe activities of Embry-Riddle Aeronautical University Professor of Mathematics Dr. Thomas Hilburn, recent recipient of a faculty award of two round trip airline tickets.

Embry-Riddle University Board Chairman Emeritus, Brig. Gen. William W. Spruance was the lucky recent winner of two Eastern Airlines round trip tickets anywhere in the domestic system. He asked the university administration to present the tickets to a deserving faculty member—one who exemplifies excellence in classroom teaching, scholarly activity and in furthering the goals of the university.

When presented the tickets by Embry-Riddle President Ken Ethel,

Talman, Dr. Hilburn said, "I think it is a great expression by General Spruance and the administrators of their interest in quality education and in the faculty of this university. An award like this encourages quality performance in teaching."

Other nominees for the prize were Dr. Gerald P. Gaffney, Embry-Riddle's International Campus (Andrews AFB Resident Center); and Dr. Govindar Giar, Aeronautical Engineering Department (Embry-Riddle's Prescott Campus).



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Monday - Saturday 10 a.m. to 10 p.m.
Sunday 4 - 7 p.m.

242 S. BEACH ST., DAYTONA BEACH, FL.

(904)253-8188

Plenty of parking in the rear

Notices

APRIL GRADUATION

Applications are being accepted in the Registration and Records Office for those students anticipating SPRING '88 Graduation. We MUST receive a completed application in order to place your name on our **Diploma Order**. The deadline for accepting these applications is February 19, 1988. Any application received after that date will not have their diploma ordered until after the graduation date and their name will not appear in the Commencement Program. Having registered for GR 401.50 for Spring '88 is not enough, we still need that completed Graduation Application. Stop into the Registration and Records Office today and check to see if that was done!!

SUMMER GRADUATION

The final Summer graduation will be held on August 20, 1988. If you anticipate completing your degree requirements some time during the summer semesters, we are accepting applications in the Registration and Records office and you will receive a Preliminary Graduation Evaluation from us before the next Advanced Registration to be held during the latter part of the Spring semester.

FAA PILOT WRITTEN EXAMINATION SCHEDULES

- 1. (PA) Private Pilot-Airplane
- 2. (CA) Commercial Pilot-Airplane
- 3. (PIA) Flight Instructor-Airplane
- 4. (FO) Fundamentals of Instruction-PI & Ground Instrut.
- 5. (DGI) Fundamentals of Instruction-Basic
- 6. (AGI) Fundamentals of Instruction-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. (FI) Instrument Rating-Flight Instructor-Airplane
- 12. (GI) Instrument Rating-Ground Instructor-Instrument
- 13. (FEB) Flight engines-Basic
- 14. (FEI) Flight Engineer-Turbopjet
- 15. (FEX) Flight Engineer-Turbopjet/Basic

Wednesday, January 27, 0830 - H-113, ORW Complex
 Saturday, January 23, 0830 - H-113, ORW Complex

Students intending to take an FAA Pilot Written examination are required to sign up in Office D-200 or call extension 600 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 Airmen Certificate, driver's license, or other official documents.

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

ATTENTION APRIL GRADUATES

The first meeting for all April Graduates will be held in the U.C. at 8:00 p.m. on Monday, February 1, 1988. Important Graduation information will be reviewed. Elections for Sr. Class President and Vice President will be held. Since there is no rehearsal for Graduation, it is very important you attend. If you are unable to attend, please contact the Student Activities Office.

If you are interested in running for Sr. Class President or Vice President, please make an appointment to meet with Laurie Ranfor, Sr. Class advisor, in the Student Activities Office by Friday, Jan. 29, 1988.

STUDENT EMPLOYEES

The Administration has recently approved a wage increase for student employees which will increase most student's incomes. The new minimum wage rate of \$3.75 per hour will be effective May 1, 1988 and represents an increase of \$4.00 per hour. The current \$3.35 minimum wage will remain in effect until the start of the University's new budget year.

Over the past years the campus wage rates have not kept pace with the wages paid in the community, and some student positions have become difficult to fill. This raise is indicative of the University's desire to attract more quality students to on campus jobs by being more competitive with local businesses. In addition, it recognizes the value of our student employees by adjusting their wages to help keep pace with inflation.

LOOKING FOR A SONG

The Army's ROTC Cadet Command is "looking for a few good songs." The song chosen will be an official march, to be used by military bands at concerts and ceremonies.

The Reserve Officers' Association of the United States will award a \$500 U.S. savings bond to the composer who submits the winning entry.

Entries should submit sheet music and the statement of willingness to relinquish rights as Commander, U.S. Army ROTC Cadet Command, ATTN: ATCC-CMPA, Fort Monroe, VA. 23611-5000. Deadline for submission is February 5, 1988.

For further information, interested individuals, Autovon 680-3865, Commercial (804) 727-3365.

MAPS SEMINAR SCHEDULE SPRING 1988

- Jan. 22 (F) Dr. Tej R. Gupta - My Sabbatical Experiences 1330 W310
 - Jan. 29 (F) Dr. Robert Fleck - Radio Astronomy 1330 W310
 - Feb. 26 (F) Dr. G.G. Sivjee - Gravity Wave Modulation of the Atmosphere 1330 W310
 - Mar. 4 (F) Dr. Frederick Elston - Other Inquiries 1330 W310
 - Mar. 18 (F) Dr. Alexander Karav - Super Symmetry 1330 W310
 - April 1 (F) Dr. Christopher Phelps - Frames of Reference 1330 W310
- All Seminars are scheduled at 13:30 on Friday. You and your colleagues are cordially invited. Students are welcome too.

School Calendar

Wednesday, January 27

- XII Olympic Party
- SX Deck Party
- Naval Aviation Club P-3 Orion Static Display 1 - 5 p.m.
- Clubs & Organizations Day
- Open Forum in the U.C. from 1 p.m. to 4:40 p.m.

Thursday, January 28

- Challenger Memorial
- Movie "The Principal" 8:30 in the U.C.
- Avionics Club Meeting in CPR Room at 5 p.m.

Friday, January 29

- Hypnotist Ronnie Romm in the U.C. at 8:30
- Vets Club Meeting in CPR Room at 8:30 p.m.
- XII Annual Golf Party
- SX Luau Party at 8 p.m.

Saturday, January 30

- SX Recovery Bar-B-Que Party at 1 p.m.
- SX Las Vegas Night at 8 p.m. in the U.C.

Sunday, January 31

- SXA Italian Suberbo at 5 p.m.

Monday, February 1

- Senior Class Elections
- Senior Class Meeting at 8 p.m. in the U.C.

Multi-Engine

Multi-Engine Rating \$995.00

Airline Transport Rating \$1,300.00



Modern FRASCA Simulators Single, Twin & Turbo-prop.

AIRCRAFT RENTAL RATES

Cessna 152's	\$35.00
Cessna 172's	\$42.00
Cessna 172 & 177 RG	\$59.00
Piper Archer's	\$59.00
Piper Warrior's	\$54.00
Seminole	\$110.00
Twin Comanche	\$90.00
Cessna 402	\$250.00
Navajo Chieftain	\$250.00

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- Let Phoenix East Aviation Train You to Top Instrument Proficiency Using the "Frasca Simulator Center."
- Full Time Examiners & Instructors

Professional Pilot Course

- Private Pilot Certificate
- Commercial Pilot Certificate
- Instrument Rating
- Multi-Engine Rating
- Certified Flight Instructor Certificate
- Written Tests
- Flight Tests
- Ground Schools
- Books and Materials

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autos for sale

'74 PONTIAC LIMAZO... \$3300 Call 781-6079 after 7:00 pm.

'84 THUNDERBOLT TURBO COUPE... \$4500 Call 781-6079 after 7:00 pm.

'80 TRIUMPH TR7 CONVERTIBLE... \$2500 Call 781-6079 after 7:00 pm.

'68 BARMANN GHA-3200... \$1500 Call 781-6079 after 7:00 pm.

'78 NISSAN 280Z... \$2100 Call 253-4131.

1979 AMC SPIRIT... \$300 Call 741-0657.

'74 DODGE 34 TON PICKUP... \$1200 Call 781-6079 after 7:00 pm.

'78 FORD MAVERICK... \$180 Call 781-6079 after 7:00 pm.

cycles for sale

'83 HONDA 500 NIGHTHAWK... \$1800 Call 781-6079 after 7:00 pm.

miscellaneous for sale

FOR SALE-Dualing table and chair... \$150 Call 781-6079 after 7:00 pm.

DIVING WATCH... \$125 Call 781-6079 after 7:00 pm.

CASSETTE DECK... \$450 Call 781-6079 after 7:00 pm.

TAPE DECK FOR SALE... \$150 Call 781-6079 after 7:00 pm.

WIND SURFER... \$250 Call 781-6079 after 7:00 pm.

LIVING ROOM SOFA... \$1200 Call 781-6079 after 7:00 pm.

FRESH-Olive light brown... \$250 Call 781-6079 after 7:00 pm.

'78 MUSTANG RC AIRPLANE... \$150 Call 781-6079 after 7:00 pm.

DORM SIZES REFRIGERATOR... \$180 Call 781-6079 after 7:00 pm.

FOR SALE-4 cu. ft. of freezer... \$200 Call 781-6079 after 7:00 pm.

FOR SALE-Min's 10 speed bicycle... \$150 Call 781-6079 after 7:00 pm.

FOR SALE-4 piece home television... \$250 Call 781-6079 after 7:00 pm.

FOR SALE-Small table... \$75 Call 781-6079 after 7:00 pm.

FOR SALE-4" wide grey oak cabinet... \$750 Call 781-6079 after 7:00 pm.

FOR SALE-Two of Post Lumber... \$200 Call 781-6079 after 7:00 pm.

FOR SALE-Radiogram... \$150 Call 781-6079 after 7:00 pm.

ROOMMATES wanted... FEMALE ROOMMATE... \$200 Call 781-6079 after 7:00 pm.

ROOMMATE NEEDED TO SHARE... \$200 Call 781-6079 after 7:00 pm.

FLIGHT INSTRUCTION... \$100 Call 781-6079 after 7:00 pm.

PERSONALS... \$100 Call 781-6079 after 7:00 pm.

ROOM WITH BATH... \$180 Call 781-6079 after 7:00 pm.

BEACHSIDE SPECIAL... \$100 Call 781-6079 after 7:00 pm.

NICE LOGS... \$100 Call 781-6079 after 7:00 pm.

Have a blast now... \$100 Call 781-6079 after 7:00 pm.

CLASSIFIED AD POLICY
Non-commercial classified advertising is free to this student body, faculty, and staff of Embury-Riddle.
All other non-commercial classified advertising is \$5.00 with a 35 word limit.

ROOMMATE NEEDED... \$200 Call 781-6079 after 7:00 pm.

FURNISHED ROOM FOR RENT... \$200 Call 781-6079 after 7:00 pm.

OWN YOUR OWN HOME... \$150,000 Call 781-6079 after 7:00 pm.

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The Solution
(PContinued from page 13)
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C152 Aerobat ..	\$35.00
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C172 RG (IFR) ..	\$57.00
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Warriors (2) (IFR) ..	\$49.00
Super Decathlon	\$55.00
Arrow (IFR) (Air Cconditioned)	\$61.00
Mooney (Loaded, IFR)	\$61.00
Saratoga SP (Loaded)	\$92.00
Seminole (Twins) (2)	\$112.00
Simulator (AST 300 S/E & M/E)	\$18.00
Complete Aerobatic Course (C152A)	\$613.00

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Fly our Seminole with only these requirements

- 150 Hours Total Time
- 10 Hours Multi Time
- 10 Hours in Piper Seminole

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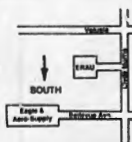
- 150 Hours Total Time
- 25 Hours Multi Engine
- 2 Hours in Piper Seminole

You must have completed multi-engine course at Embry-Riddle Aeronautical University or at Eagle Flight Center.

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