

2-10-1988

Avion 1988-02-10

Embry-Riddle Aeronautical University

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An Award-Winning College Newspaper

Volume 58, Issue 3

Embry-Riddle Aeronautical University, Daytona Beach, Florida

February 10, 1988

Earnhardt sweeps Busch Clash

By Ray Natas
Avion Staff Reporter

The 10th Annual Busch Clash at Daytona International Speedway proved to be a valuable race for winner Dale Earnhardt as he pulled away from pole sitter Geoff Bodine on the seventh lap and held on to that position to win the fifty-mile "dash for cash."

Earnhardt's first place finish earned him \$50,000 plus \$25,000 in bonus lap money. In Victory Lane, Earnhardt said that this was an important win for him. "The Busch Clash is a prestigious event during Speedweeks here in Daytona, aside from the 500 race, so I'm excited about this win."

The Busch Clash consisted of twenty laps around the speedway's tri-oval course and featured twelve cars, all vying for a \$230,000 purse. The field was comprised of those drivers who won pole positions at last year's Busch-sponsored races. The race was the first featuring NASCAR's rule on carburetor restrictor plates. V8 engines are now required to have these plates to reduce carburetor intakes, which in turn reduces speed, thereby making the races safer and more competitive at Daytona and Talladega, Ala., according to NASCAR officials.

Earnhardt's #3 Chevrolet Monte Carlo SS averaged only 19.489 miles per hour, the second slowest speed in the history of the Busch Clash. The slowest average winning speed for the Clash was 189.076 miles per hour, run in 1981 by Darrell Waltrip.

position and finished the race in second place, earning \$21,000.

Robby Allison started in the eighth position and earned \$16,000 for his third place finish. He said that although his V6-powered Buick seemed to pull away from Earnhardt's carburetor-plated V8-Chevies, "Dale (Earnhardt) had more straightaway power than we expected. It's pretty tough when you're holding the throttle wide open and you're losing ground on the straightaway."

Polester Geoff Bodine earned \$13,000 for his fourth place position in addition to a \$10,000 bonus for leading the fifth lap in his Chevrolet. Defending champion Bill Elliott rounded up the top five in his Ford and took home \$12,000.

The second race of the day featured late model stock cars in the 25th Annual ARCA 200. Mickey Gibbs from Glencoe, Ala., won the event in his #21 Ford Thunderbird. His average speed was 148.699 mph.

Gibbs, a contender for Rookie of the Year honors in the Winston Cup Series, pocketed \$11,375 for the win. This was his first appearance in the ARCA circuit and only his second race at the Daytona Speedway.

Driving a Buick and following one car behind the leader was Red Farmer who earned \$5,050 for second place. The third place finisher was Charlie Glotzback driving the finish line in his Chevrolet and winning \$4,000. The relatively uneventful race included four caution flags for 14 laps including a spinout in the second turn involving driver Keith Nowicki.



Embry-Riddle added temporary offices on campus to relieve crowding experienced by faculty and staff members. The facility, located beside the engineering building consists of eight offices, two restrooms, and a small lobby and can accommodate two persons per office.

Students' First Amendment rights are questionable

National Student News Service
The Supreme Court's Jan. 13 decision to uphold broad censorship

of the school newspaper containing articles on teen pregnancy and the effects of divorce on teenagers. Reynolds said he based his decision

on the fact that the newspaper was not a public forum. However, the resulting climate would result, he said, in a "chilling effect" on the free press of wintry people going to college, who will live to be regretted to

of students who wore black armbands to protest the Vietnam War. In that decision, the court prohibited restriction of student speech that did not "materially disrupt classroom or involve substantial disorder or the invasion of the rights of others."

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Eastern Air-Shuttle stirs union

Associated Press
HOUSTON — Union representing workers at Eastern Airlines are criticizing a plan to spin off the carrier's profitable air shuttle service in return for an infusion of \$225 million in cash and securities.

Leaders of the machinists local said Friday they would challenge the deal announced by Eastern's parent company, Texas Air Corp., in court. The dispute isn't the first to surface between Eastern and its unions, which have been locked in a bitter battle over the carrier's attempts to reduce labor costs. The union have filed suit against previous sales of Eastern's parent company, Texas Air Corp., in court. The dispute isn't the first to surface between Eastern and its unions, which have been locked in a bitter battle over the carrier's attempts to reduce labor costs. The union have filed suit against previous sales of Eastern's parent company, Texas Air Corp., in court.

The unit offers guaranteed seats for all carriers for hourly flights linking New York, Washington and Boston.

Of the \$225 million infusion, \$125 million is in cash at the time of the closing of the transaction and \$100 million in 10-year marketable notes. In addition, Air-Shuttle will lease 17 Eastern aircraft for seven years and other employment agreements with Eastern for up to 15 years, providing Eastern about \$145 million over the terms of the agreements.

The company said it had no plans to lay off any of the shuttle's 800 employees, who would be offered jobs in order of seniority. Pay rates and other employment conditions at Air-Shuttle would be the same as at Eastern at the time the transaction is closed, the announcement said. Texas Air said Eastern has 32,500 employees overall. Eastern management has been stymied by the unions in its effort to cut labor costs by 30 percent. It previously declared an impasse in negotiations with the Machinists Union, the airline's largest union with 12,000 members, and a federal mediator was assigned last month.

Rumors had intensified beginning in December that the shuttle might be sold, and the leadership of the Air Line Pilots Association warned at that time it would consider any sale a possible contract violation and might strike in reaction. The union represents Eastern's 3,800 pilots.

Capt. Jack Davis, leader of the pilots local, said Friday that he already had conferred with attorneys and representatives of the Air Line Pilots Association about challenging the sale. He said he would send a message to all pilots when he decided what action the union should take. Union leaders have cautioned Texas Air Chairman Frank Lorenzo for previous sales of Eastern assets. Those include the sale or lease of about 20 aircraft, sales of some air-

port gates, the transfer of Eastern's reservation service to Texas Air and of several Eastern routes to Continental.

"It is crystal clear evidence that Frank Lorenzo's mission is to dismantle Eastern Airlines and to convert it all over to Texas Air Corp.," said Charles Bryan, president of the Machinists Union's Eastern local. He said the shuttle was Eastern's most profitable division, and his union released a chart showing the shuttle made net profits of \$68.2 million in 1985, \$22.7 million in 1986 and \$16.8 million in 1987. Bryan said his union would go to court and before federal regulators to challenge the shuttle sale as fraudulent and a violation of labor law. Texas Air said the deal was expected to be completed as early as mid-April after Air-Shuttle received its Federal Aviation Administration operating certificate and other government approval.



Della 101 launched a Strategic Defense Initiative (SDI) test satellite last Mon. afternoon at Cape Canaveral Air Force Station. The original launch was set for last Thurs., but an electrical short stopped the countdown with only minutes to go. The weather on Mon. was a concern, but all constraints were still in the green at launch time. The satellite will be testing different sensors for later missions of SDI satellites. It appears that all systems are working excellently.

Inside the Avion this week

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Trivia: Van Nuys Airport, Calif., is the busiest private airport in the world

Editorial

Parking psychosis: Riddle's drivers

Everyone knows that during peak hours there are not as many spaces as there are cars. Understandably, many students are forced to park progressively, such as in faculty parking.

Unfortunately, some students love to progressive park. Even when there are available spaces, these students park illegally. They can't help it. They are the progressive parking junkies.

These junkies look through the college handbooks to find which colleges have limited parking spaces. They enroll in these schools so that their parking habits are not out of the ordinary. This way their addiction is not discovered.

There are three basic types of progressive parking junkies. The first type is the megalomaniac parker. He is characterized by an obsessive belief that he is not a student. He is often found cruising the faculty, staff, and administration lots in search of a space. He believes that by parking there he is a privileged individual. After all, there are fewer spaces in these lots. Only as a last resort will he park in the student lots. Doing so, however, causes tremendous anxiety and paranoia.

The second type is the handicampus subterfuga, or more commonly, the closet handicamp. This parking deviant secretly feels that he has been handicapped, but in a non-detectable way. As such, this gives him license to park in the handicap spaces. The closet handicamp insists on parking in the handicap zones and becomes irate when there are none available.

There is also a sub-class if the handicampus subterfuga called handiblupus subterfuga. He is the parker who finds himself irresistibly drawn toward blue lines much as the moth is drawn to the light. When forced to park between non-blue lines, he feels a sense of unfulfillment and great disappointment.

The third type of progressive parker is known as a freebird parker. Due to some extreme psychological trauma, such as time spent in jail, this parker has an overwhelming desire to avoid lines. Therefore, he parks along curbs or in the grass, going to any extreme to avoid parking between lines. The freebird parker also enjoys warped games like "chicken", wherein he parks on curbs or at the end of a row of spaces, daring drivers to try to maneuver around him without damaging his or their own cars.

If you suspect yourself or someone you know of being a progressive parking junkie, seek help immediately. The first step is to get rid of the car keys so that the junkie can't drive.

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Letters to the Editor

Math Request

To the Editor: It has come to my attention that MA320, Decision Math, may not be offered for Summer 'A'. I spoke to Dr. Aggarwal, the chairman of the Math and Physical Science Department, and he informed me that as of the end of January, the class may only be offered during Summer 'B'.

I direct this letter to those students who will be taking MA 320 during Summer 'A' to approach Dr. Aggarwal and indicate to him that we want to have the class during Summer 'A'.

It is frustrating to be ready to graduate and have graduation, marriage, and job plans changed by a decision to cancel a class. I realize that the course offerings planner in the registration booklet is not binding, but Embry-Riddle should understand that students (who are people, by the way) do plan with this document.

I beg you, Dr. Aggarwal, to at least offer the class, and see how many students sign up for it.

Sincerely, William R. Kessel Box 2264

Fast Moves

To the Editor: The Writing Center believes that eighty miles per hour is incredibly fast. In Europe, cars usually travel at least that fast on well developed highways. The German Autobahn and the Italian Autostrade are particularly famous in that respect. The traffic fatality rates (people killed per million passenger miles) are no higher in those countries than in the United States.

The overwhelming majority of accidents in this country are caused by drunk and careless drivers. The carload of teenagers may not have been speeding, but they were drinking, and drinking and driving is dangerous and illegal. If they were in an accident, ten miles per hour wouldn't make much difference.

The Writing Center wrote, "Regardless of whether a reckless, drunk, or poor driver travels at sixty-five miles per hour for ten minutes or fifty-five miles per hour for seven minutes, his chances of getting into an accident remain the same. Therefore, how can it be that fewer accidents will occur?" Simple math would answer that question. Of course, reckless, drunk, or poor drivers shouldn't even be allowed to drive. Americans are poor drivers.

because they are forced to drive so slowly. It's the totally arbitrary speed limit. It was reworked from the interests and drivers' education improved. Americans would quickly learn to drive safe and fast.

A ton of taxpayer money was spent on the interstate system. It is the most efficient means of short to medium range transportation. Forcing all the traffic to follow a stupid speed limit is counter-productive. The fifty-five does not save lives. It just wastes time and money.

David Stuber Box 3362

Flight Department Blues

To the Editor: It's a bleak morning with the weather as follows: 90% overcast, steady precipitation, ground fog, 450 F, and 2 miles visibility. At 0700, a lone Embry-Riddle student wanders out of his apartment wearing a motorcycle helmet and backpack. He is also dressed warmly to

forward to getting even wetter and will become hypothermic, not to mention the probability of a collision with yet another fine American race fan or a little old lady on the slick streets.

Does this sound familiar? I'm sure it does to all our flight students. Why does he do this? To go to class? To go to work? To go in early on study at our library? Not! It's to weather his scheduled PIC-solo flight at 0730. On this particular flight, he will require a minimum altitude of 3000 ft. to practice stalls. His pilot qualification code is 3-2-1. The current P.Q. is "Hold" and is not expected to get above "Dual" for 2 hours.

Please, someone, could you explain to me the necessity of coming all the way to school on days like this to walk up to the desk dripping on the rug to say, "I'm here," and to get the reply, "You're weathered." You could have easily called in to ask for the current P.Q. at 0715 and told them your situation and that you wish to weather your flight. This would mean taking the risk that the P.Q. would stop being "Dual" or

Flight Department Blues

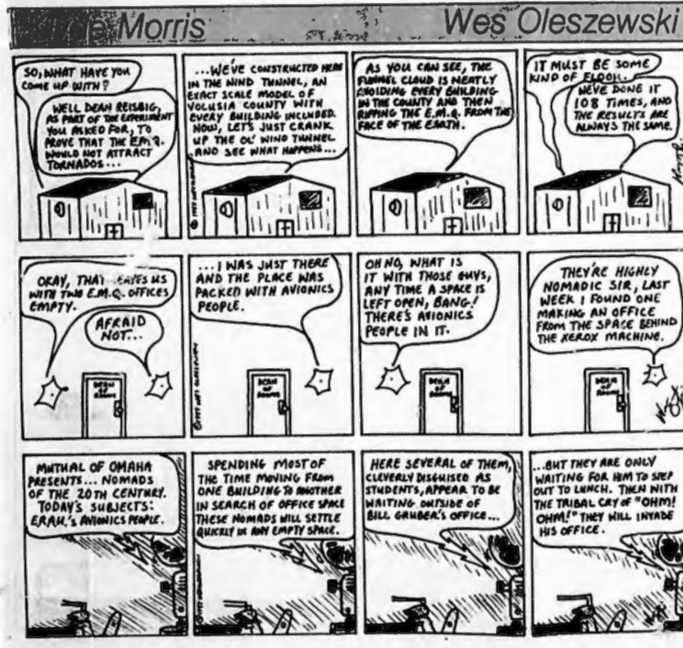
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See LETTERS, page 4

accidents in this country are caused by drunk and careless drivers. The carload of teenagers may not have been speeding, but they were drinking, and drinking and driving is dangerous and illegal. If they were in an accident, ten miles per hour wouldn't make much difference. The Writing Center wrote, "Regardless of whether a reckless, drunk, or poor driver travels at sixty-five miles per hour for ten minutes or fifty-five miles per hour for seven minutes, his chances of getting into an accident remain the same. Therefore, how can it be that fewer accidents will occur?" Simple math would answer that question. Of course, reckless, drunk, or poor drivers shouldn't even be allowed to drive. Americans are poor drivers.



AVION logo and contact information for the Avion newspaper, including managing editors, production manager, and advertising manager.

Student Forum

The Avion asks: What do you think about the walking campus?



David Rhine - "A walkaround campus helps maintain student safety".



Mel Krikson - "I don't appreciate walking when I can drive, but when I do drive I get a lot of tickets".



Steacy Cummings - "What we need are more parking spaces instead of aesthetic space".



Bryan Metelski - "I believe that a walkaround campus should not be used here at Riddle because we have become accustomed to the present system".



Doug Whitson - "It saves gas and solves parking problems".



Brian Maddux - "I don't care, I don't have a car so I have to walk anyway".

Open Forum

Reality of 65 is driver awareness

By John Freas

Last week's Open Forum featured an editorial by an un-named author in the Writing Center. This person expressed concern that the 65 mile-per-hour speed limit was excessive and potentially dangerous. I disagree.

Throughout history there has always been a battle between what people want to do, and what is considered safe and prudent. Unfortunately, since most individuals have their own views on these issues, it is often impossible to agree on what is "safe and prudent." I do not disagree with the aforementioned author in his/her assertion that some people are not prepared to handle higher speeds on the highway. In fact, I think that author is probably one of those people who should not try.

Few students at ERAU can remember the days when 65 mph was a national standard for highways. There were, contrary to the beliefs of some, no piles of bodies trapped in twisted burning mounds of metal lining the highways.

Further, the 65 mph limit was imposed by each state and still is. The "National 55 mph Limit" was not a law, but rather legislative blackmail imposed by the U.S. Government. It essentially said, "If you (the state) want to get your annual X-Million dollars in highway funds this year, you better enforce the 55 mph limit." Small wonder the law was endorsed by the states. Now in 1987 the government graciously says that the states may raise their speed limits to 65 at their discretion. Gee thanks!

There are many sides to the speed limit issue. After all, just about anyone with some reasonable motor control can operate an automobile safely at 35-45 miles per hour. When it comes to driving at highway speeds, however, certain additional factors come into play.

The most frequently cited is the high speed. The fact is that controlling a car at high speed does require greater concentration and driving

skills, due to the increased sensitivity of the car's response at higher speed. Obviously a rapid lane change at 70 mph requires a much more cautious approach than one at 35 mph since the car will react more quickly at 70. The way the car reacts is individual to each car on the road, and it is up to the driver to familiarize himself with the characteristics of his car and drive within his and his car's capability.

High speeds themselves, however, are not inherently dangerous. The doomsayers will tell you otherwise, but anyone who has driven a well built car at highway speeds will realize that the car is quite capable of managing high speed. As for statistics, England and Germany both have far better accident statistics both in overall accidents and in fatalities than the United States.

Curiously enough, the speed limit in England is 70 mph. Germany's is about the same (in kilometers which is open to any licensed driver and has no speed limit over much of it's length).

Clearly, speed alone is not the cause of highway accidents and deaths. It is when traffic of mixed speeds are allowed to travel on the same road that the hazard is greatly increased. Cars travelling at 45 mph and cars travelling at 65 mph do not coexist well on a four lane highway. Therefore, the relative speeds of the vehicles is far more important to safety than the speed limit itself.

As a result, if 65 mph is to be allowed on the highway, the minimum speed should also be increased to reduce the difference in the speeds of the cars on the road.

It is also true that few drivers obey posted speed limits. They never have and at the present, there is no real way to make them. Yes, if they drove 65 mph when the limit was 55, they will probably drive 75 mph when it is 65. The point is not how fast the traffic is travelling

See FORUM, page 4

HONDA CITY MOTORCYCLES & SCOOTERS

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FORUM

(Continued from page 4)

but how safe they are when they are doing it. This brings me to another factor, which I consider the most important: driver capability. There is a popular phrase that goes "Where did you get your license, in a Craker Jack box?" This is not very far from the truth in some states.

For example, in Pennsylvania, you are issued a drivers license without ever demonstrating your ability to drive on a real road, with other cars, or at speeds over 25 miles per hour. Clearly this license ensures virtually nothing regarding the competence of the driver. Other states have more stringent requirements, but few if any require any formal driver training.

The value of better driver training and strict licensing requirements is far greater than a lower speed limit. No one likes to see high fatality rates on our highways, but slowing traffic down is not the answer. Using that kind of logic, 25 miles per hour is much safer than 55, and for that matter, if we all rode bicycles, the highway fatalities would be reduced to near zero!

Fortunately, reality has to factor in somewhere, and if proper consideration is given to

the subject, one will realize that an increase in driver training, not a lowering of the speed limit is the answer to highway safety.

Finally, there are some drivers who clearly should not be on the highway. For various reasons these people are not qualified to drive at high speeds. Some even know this and try to adjust by driving slower, thus becoming an obstacle for other drivers. To remedy this, I believe that as part of a more stringent driver certification process, there should be special training, and a separate test for highway driving, with a limited license issued to those who do not qualify. These people would not be allowed to drive on limited access highways. Further, recurrent testing of all drivers would ensure that their driving skills have not deteriorated over the years.

The U.S. automobile accident statistics are indeed poor, and action should be taken to improve them, but hiding under the blankets or lowering the speed limit is not the way. Proper driver training, including highway, emergency and courtesy training, should be mandatory, followed by recurrent testing throughout the life of the driver. Only in this way can we hope to improve driving safety at ALL speeds and on every road.



FLASH

For Leisure And Student Health

have been locked-out whether it be in the morning, afternoon or night supporting Housing policies (which at times is not the most fun) keeping the maddis happy so the students will have clean bathroom upon hearing a fire alarm be able to get up from bed (since fire alarms occur at night), ask students to leave their rooms for their own protection and check for activated smoke detectors and pulled fire alarms

listening to student who need a sympathetic ear organizing a campfire at the beach, a softball team, a pizza party, a Superowl party, a cook-out, a trip to College Night at EPCOT, a trip to Blue Springs, a dance with Susan, etc., etc., etc.
 finding answers to questions and questions and questions and questions!!
 answering the same question 65 times!
 attending a weekly staff meeting checking in students at the beginning of the semester and check out stu-

dents at the end of the semester (this means coming back a week before activation and staying through graduation)
 doing and completing paperwork finding some way to get programming transportation since 75 percent of the students in Housing are without cars
 having a door that likes to be knocked on at all hours
 And more and more and more....

Hopefully, this gives you a little insight and a glimpse into just what a Resident Advisor does. Do to the situations which occur, they play many many different roles. The main point is that Resident Advisors are students just like yourself, who do to the fact that they can, have taken on the added responsibility—the residents of a wing. Think about the above list the next time you go knocking on their door.
 If you have any question or concerns about Resident Advisor status by the Housing Office in Dorm 11, Room 278 and ask for Eddie or Nancy.

LETTERS

(Continued from page 4)

I am only arguing for days like this where there is no chance of change.

Where is the logic here? Is it to save the people in Flight Data a substantial amount of paperwork? Or is it to prevent the few people who weathered over the phone and were no-showed because the P.Q. changed for the better from being "gunged" that they were told they were weathered? If this is the case, just draw the line and inform them that they risk the chance of a no-show when weathering over the phone. They could hire another student to handle the added influx of calls this regulation would incur. I think we can all agree that the people behind the Flight Desk could use the extra help anyway. And please, don't speak of the budget. With all the

waste of funds we observe around here, the Flight Department could easily be allotted the added expense.

I'm certain a few of you reading this article are thinking that I am simply lazy or just a malcontent, but I don't believe so. My Flight record shows that for all my flight courses, I have accumulated only one no-show to date and that was for an observer and due to extenuating circumstances. I have put up with many things along with the other students because we realize that we don't go to a perfect school. What does?

All I ask for is a reasonable answer as to why this is school policy. I'm sure I have overlooked something. We want to be sure that it is absolutely necessary for us to come into school to be told that we are

weathered instead of being informed over the phone when we call. I truly hope that a written reply to this letter is sent to the Avion by a member of the Flight Department, and that you show my argument to be illogical and petty.

However, don't tell me it's part of the responsibility of being a pilot when I assumed by signing up for the course. If I were to join the Army, it doesn't mean I would be required to walk around in a field in search of land mines just because someone ordered me to. If you want to show me this, it would prove to me that the University is at least a well-structured and coordinated school. This is preferable to believing that it is likened to a lumbering giant that will only change if

you kick it on the head hard enough.

Jerry MacKinnon
Box 7126

P.S. The above-mentioned student was also no-showed for a scheduled observer that same day at 0900. He chose to go home and dry off instead of hanging around the Flight Lounge for an hour and a half to catch pneumonia. He called it at 0855 to check if the PIC might be there to observe was weathered yet. The P.Q. was on "Hold" but the pilot was no-showed because he thought they would simply weather it. Even though the P.Q. was on "Hold" and the PIC didn't show up, the observer was told on the phone if he didn't come in he would get no-showed. What would you do???

TCAS tested on B-737 and DC-8

Associated Press

MORRIS TOWNSHIP, N.J. — United Airlines is testing an aircraft collision avoidance system that was manufactured by Allied-Signal Inc., Allied-Signal said Wednesday.

The Traffic Alert Collision Avoidance System, developed by a Allied-Signal's Bendix-King unit, uses direction-finding technology to locate other aircraft and determine their range, bearing and altitude. The system informs pilots of the location of the aircraft, alerts them to threats and makes specific recommendations for maneuvers to avoid dangerous situations.

A spokesman for Allied-Signal said the company's system was cer-

tified by the Federal Aviation Administration on Friday.

United is testing the system Sunday on two planes, a Boeing-737 and a DC-8. The tests will last six months.

Fred Winesinger, president of Bendix-King, said "This certification by the FAA is an important step in proving these systems are ready for installation on company aircraft throughout the United States."

Last year, President Reagan signed legislation requiring collision avoidance systems installed by 1991 on all commercial aircraft with 30 or more seats.

Allied-Signal is an advanced technology company with businesses in aerospace, automotive products and engineered materials.

Center

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Love confession

Allied-Signal is an advanced technology company with businesses in aerospace, automotive products and engineered materials.

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STS-28 crew named

By Chip Zador
Space Technology Editor

The crew for the Space Shuttle mission STS-28 has been chosen by the National Aeronautics and Space Administration.

The crew, all military personnel due to the flight objectives consisting of Department of Defense operations, will consist of five astronauts. They are as listed: Col. Brewster H. Shaw, Jr., Cdr. Richard N. Richards, Cdr. David C. Lestma, Lt. Col. James C. Adamson, and Maj. Mark N. Brown.

The flight, currently planned for late 1988, will use the orbiter *Columbia*. Only Shaw and Lestma have previously flown on a shuttle mission.

Palapa to relaunch

By Michael Holsing
Staff Reporter

McDonnell Douglas has agreed to launch the Palapa B2-R satellite for SATEL Technologies Inc. The launch will utilize a commercial version of a McDonnell Douglas Delta II rocket. SATEL Technologies Inc. is a firm acting for the Indonesian Government.

The Palapa B2-R satellite was originally launched by the Space Shuttle on Nov. 8, 1984, but the engine failed to fire and place the satellite into orbit. Palapa was then later retrieved and brought back to earth.

The Delta II is the second generation of the original Delta rockets manufactured by McDonnell Douglas. McDonnell Douglas is under contract to the U.S. Air Force to build and launch up to 20 Delta II's.

Trident I destroyed

Associated Press

CAPE CANAVERAL - A Trident I missile exploded Saturday 18 seconds after it was launched on a training test from the nuclear submarine Simon Bolivar, the Navy reported.

A brief statement said the first stage first as planned after the unarmored missile was ejected from one of 18 Launch Tubes as the submarine cruised submerged several miles off Cape Canaveral in the Atlantic Ocean.

"A malfunction during first stage powered flight caused the missile to self-destruct after 18 seconds of flight," the statement said.

The Navy said an investigation will be conducted in an effort to learn what went wrong.

The launch was the 29th for a Trident I from a submarine. Twenty-two of the missiles earlier were launched from land pads here.

Astronaut memorial design contest chosen

The best design, a "Space Mirror", will receive \$25,000 out of 756 design entries

By Jim Barlow
Former Editor-in-Chief
Special to the Avion

KENNEDY SPACE CENTER, -- A design for a memorial to be built here, honoring astronauts who have died in the line of duty, was chosen and announced recently by the Astronaut Memorial Foundation (AMF).

The design, entitled "Space Mirror," was the team creation of four architects from San Francisco, Calif., Paul Holt, Marc Hinkley, Peter Pflau, and Wes Jones submitted the winning design in the Astronauts Memorial Design Competition which AMF created, and will win first prize of \$25,000 and the exclusive rights to negotiate the design commission with AMF; NASA has final approval of the design.

A 50-foot wide by 40-foot high slab of granite, mirror-finished, will have the names of the fourteen astronauts who have perished cut through it like a stencil.

The memorial will have mirrors behind it that will reflect the sun's rays back up, through the names. A mechanism, which has yet to be designed, will track the sun's movement through the 40' and seasons so that the names will always appear to glow.

"By floating the glowing names against this backdrop the sky becomes the home for the memories of the astronauts, animated by the sun as it brings their names alive again," said architect Wes Jones. "The sky becomes the field of honor across which the heroes' names are emblazoned."

The announcement of the design winner ended a national competition in which 756 entries were submitted. Over 1500 registrars were recorded for the contest including Embry-Riddle student Larry Rice.

The memorial, costing between \$3 and \$4 million will be built on a six-acre site next to the Galley Center at Spaceport U.S.A. here at KSC. Over \$4 million has been raised for AMF through the sale of Florida's "Challenger" license plates. The foundation hopes to have

the memorial dedicated in early 1990, and also has plans "to develop an educational program to broaden knowledge of space exploration" according to an AMF statement.

The astronauts to be honored are:

Theodore Freeman who perished in a T-38 training accident October 31, 1964.

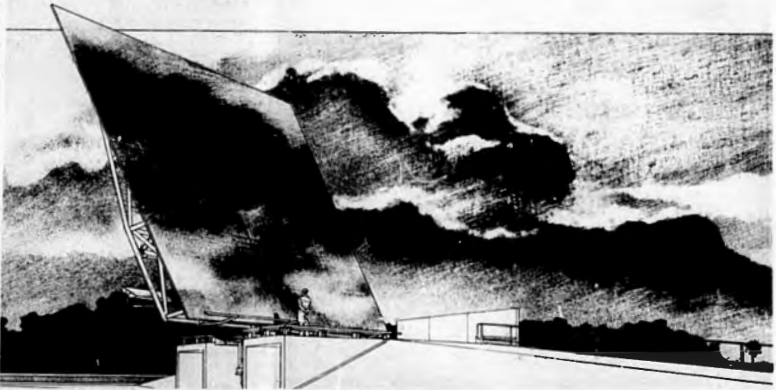
Charles Bassett and Elliot Sco who died in a T-38 crash in St. Louis, while training as prime crew for Gemini 9, February 26, 1966.

Clifton Williams who died in a T-38 training accident October 5, 1967.

Gus Grissom, Ed White and Roger Chaffee who died January 27, 1967 during a countdown test for Apollo 1.

A fire began while they were sealed inside their command module, and died of asphyxiation.

Luck Scobee, Mike Smith, Judy Rernik, Ellison Onizuka, Ron McNair, Greg Jarvis and Christa McAuliffe who perished in the Challenger disaster January 28, 1986.



Four architects from San Francisco designed this "Space Mirror" for the Astronauts Memorial at the Kennedy Space Center.

FLY

The Navy said an investigation will be conducted in an effort to learn what went wrong. The launch was the 29th for a Trident I from a submarine. Twenty-two of the missiles earlier were launched from land pads here.

Four architects from San Francisco designed this "Space Mirror" for the Astronauts Memorial at the Kennedy Space Center.

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USSR releases study of launch goals

By Michael Fried
Staff Reporter

The Soviet Union launched Sputnik thirty years ago, sending the world into the space era. To mark the occasion, the Novosti Press Agency and the Institute of Space Research of the USSR Academy of Sciences put together a summation report of "near space" activities until the year 2000.

The study of "near space" is the study of space activities directly outside the earth's atmosphere.

Around the earth is a plasma flow from the sun called the solar wind

The solar wind has recently become the subject of major recent studies in science.

The Interball project is to study the magnetospheric plasma and auroral relationships. The magnetosphere is defined as a void formed by the solar wind as it flows around the earth.

The magnetosphere can interrupt the sun's radiation thus affecting radio communications and power transmissions. The colorful aurora can be attributed to the magnetosphere and its disturbances.

Two satellites will be launched under the Interball project. One satellite will be placed in the tail of

the magnetosphere, and the other will pass through it at an altitude of 5,000 to 15,000 kilometers. The project is to begin in 1990 or 1991.

Project Active-72 is an orbital plasma-wave laboratory. This project will also include a study of the magnetosphere. The method uses very low frequency (VLF) waves emitted from a satellite.

The VLFs from the satellite will study how radio communication is effected by the magnetosphere. The launch is expected to be in late 1988.

See next week's Avon for the final part of the report put out.



Jim Banke (center), along with the armed guards, patiently wait for Delta 181 to launch last Monday. The heavy security at Complex 17 were protecting the DOD launch.

Paying a final tribute to a lost friend

By Jim Banke
Former Editor-in-Chief
Special to the Avon

I finally visited the Astronauts Memorial to pay my respects to you. You had never seen it either, had you? There never seemed to be enough time, huh? I was on a resupply mission when they laid the cornerstone and add your name to the monument, but I watched it on the newscast. After the ceremony, I had been so busy with the new station going in that I wasn't able to visit the memorial until last week. It was overcast that day and unusually quiet. Only a few families were in the Galaxy Center. We had the monument to ourselves.

I had seen it before on video, but I am not prepared for the power of this simple construction, so unlike the classical monuments of the mall in appearance. Yet so like them in expressiveness. It speaks of an era that sends its heroes heavenward from launch gantries like those dotting the horizon.

I remember one time, the training center, when we were so impressed with ourselves. Now you know, more than words would tell, and I sense the monument trying to tell me something about it for you. Something more than my 800 hours on the shuttle had told me about space flight, more than all the routines I had learned had told me about acting like an astronaut, about accomplishing my mission. I sense it is trying to brand me with significance of having a mission, with the meaning of being an astronaut.

From the newscast I had learned how the memorial works. Yes, it does work, it's not a passive symbol, but a poetic use of technology. The memorial is essentially a large, mirror finished surface of granite

which reflects the sky. The mirror tracks the empty sky throughout the day, keeping itself just between me and the sun, so there is no glare, just sky.

The large surface of the mirror places me into the heavens I am viewing. Surrounding me with the solemnity, the solitude of space. I feel you out there. The names of the fallen astronauts, grouped together by the mission in which they fell, are cut clear through the mirror stone like stencils. Your name is by itself there. Behind each grouping of names are mirrors which catch the direct sunlight and direct it through the holes sanctified by the names, causing them to glow against the reflected sky. In this way, the astronauts' names are emblazoned across the sky they gave their lives to explore.

Despite the rolling canvas, the mirrors somehow manage to catch all of the available sunlight. Lighting the names with an almost supernatural fire. After awhile, the granite rain begins to fall. Still, your name continues to glow, etching your memories into mine. I by the offering I've brought you upon the shelf at the base of the mirror, the pair of gloves you kidded me about that I never returned. You lent them to me on that first mission when the heating system was malfunctioning. That was part of what it meant to be an astronaut. Your simple gesture of humanity, made from the apogee of technology.

In the hour I spend remembering you, the mirror imperceptibly advances two feet and inclines ten degrees. The sun advances to eleven and the clock follows it. It's odd how this all happens in time—your death, my being here, our memories.

You are in time now, while I, remaining behind, advance still into space, trying to understand this memorial. Trying through it to locate myself and the rest of us in space, as you are in time.

NASA says it will send astronauts to the space station for up to six months

National Aeronautics and Space Administration

WASHINGTON — NASA revealed plans Friday for American astronauts to spend up to six months in orbit when the space station is built, thus nearly matching the Soviets who have already kept a man in space for 11 months.

Such long stays will cut down on the number of space shuttle flights needed to rotate four-astronaut crews, reducing the number of ferry trips to five a year and the annual cost to \$220 million, the National Aeronautics and Space Administration told Congress.

The American record for men in space, set during the Skylab program, is 84 days.

The Soviet record of 326 days aboard a Mir station was achieved by cosmonaut Yuri Rumanenko, who returned to Earth last Dec. 29.

Soviet crews routinely spend months in space.

The Soviets have shown that man can spend more than 10 months in weightlessness," the NASA report

said. "Mir crews spend two hours per person per day on exercise and related countermeasures.

Additionally, they apparently require an extended period of post-flight rehabilitation to restore muscle condition."

The NASA report was submitted in response to a directive from Congress.

The space station can be erected with 19 space shuttle flights at a cost of \$1 billion for transportation and construction, the report said. But, it added, if a planned advanced booster rocket is ready, the number of flights needed for assembly will be cut to 14 and the cost to \$800 million. Assembly would take 36 months.

Another option is use of the shuttle boosters and expendable flight tank to launch a 100,000-pound payload instead of the orbiter, a so-called "Shuttle-C" configuration and that would reduce the number of flights to 12. Orbiter and crew would be used on seven of those flights and the unmanned Shuttle-C on the other five.

That would cut assembly time to 19 months at a cost of \$2.1 billion, NASA said. One moon flight could be shaved off if the advanced booster rockets were used on the shuttle.

Five ferry flights a year, NASA said, "provide a margin that will permit users of duty shorter than 180 days, staggered tours or unscheduled crew rotations."

The report said there is not as much concern as previously about the effects of microgravity and radiation on space crews. "Of the various deleterious effects," the report said, "the loss of bone mineral content, skeletal muscle atrophy, and cardiovascular deconditioning are considered to be the most medically significant."

However, said the report, procedures to maintain the health of crews must be developed soon, and that: "It is expected that the life sciences program, both ground and flight, will lead to routine long duration crew operations as early as the second year of space station operation."

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From this newscast I had learned how the memorial works. Yes, it does work, it's not a passive symbol, but a poetic use of technology. The memorial is essentially a large, mirror finished surface of granite

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GOLF

Golf Team

**By Dick Bryant
Golf Team Coach**

Playing in the University of Tampa Spring Intercollegiate Golf Tournament on Feb. 1 and 2, the ERAU golf team got .07 to a very good start for the spring season. As one of 19 teams in a strong field which included Michigan State University, Seton Hall, Florida Atlantic University, and Flagler College, the Eagles played very good and consistent golf.

While the final standings are not yet available, the team moved strongly on the final day to post Flagler, Eckerd, and St. Petersburg Junior College, and stand ahead of Nova University and Hillsborough Junior College. The University of Tampa, North Florida, and Brevard Community College were locked in a very close battle for the top spot.

Phil Halsand led the Eagles with an 80.76/76, for a 232 total. Following close behind were John Evans with a 79.81/81, for a 241 total, in third place was Mike Mastinen who played very well in his first tournament

with an 83.85/78, for a 246 total. Doug Drob and another newcomer, Jon Payne, both contributed to the good team effort.

With two of the teams top five players, Darrin Hyman and Scott Corneo, not competing in this tournament, the outlook for the rest of the season is quite good. Coach Dick Bryant was very pleased with the play of the two new men, and competition among team members for playing spots for future tournaments should become very intense.

The next tournament will be Feb. 15 and 16 at the Country Club of Brevard in Cocoa, Fla. Host team Brevard Community College won the National Junior College Championship in 1987, so this tournament is expected to have a very strong field. The highlight of the spring season will be the Palm Coast/Embry-Riddle Intercollegiate on March 18 and 20. This 24-team event will feature some of the biggest names in college athletics from all over the country including the United States Air Force Academy and Notre Dame. The final event of the spring, which has yet to be determined, will be in late April.

ΣΧ

Sigma Chi

**By Eric E. Zimmerman
Chapter Editor**

This trimester, Sigma Chi is beginning a variety of fitness activities. The brothers have been active with jogging and bicycling over the past couple of weeks. They have also decided to run a soccer team. This team is designed for the six-to-eight version of the sport. The practices have been going very well so far and everyone is looking forward to playing some games soon.

Well, the Sigma Chi Spring Rush of 1988 is over. The Little Sizer

Rush completed the list of events. A "grape and cheese" social was held Tuesday. A lot of ladies attended and the event was outstanding. The entire rush was very successful and there was a good turnout to all of the events.

Congratulations to all of the people who received bids this trimester. We look forward to having you become pledges. Just remember, the road to brotherhood is a long and challenging one. The brothers wish you all the new pledges "good luck" on their way down this path.

ΣΦΔ

**By Kevin J. Collins
Historian**

Sigma Phi Delta has recently initiated our Rushes into pledges.

For pledge Dave Swisher (and others) this promises to be an exciting trimester they will not forget.

We already have a plethora of activities planned including fundraisers, softball, and this Friday's ever-so-important Italian Hockey Party.

We hope to do well in the softball games since we have held many practices to get our team closer to invincible.

AHP

Alpha Eta Rho

**By Kimberly Storer
Fraternity Reporter**

A big thanks goes out to all of you who made our Rush parties at Spanky's Pub and Club a huge success! Everyone had a great time and many prospective pledges got to meet a lot of the brothers.

Since the races have started AHP will be very active manning Beer booths at the track. This is an annual event for the fraternity, in which everyone is involved and shows just how hard they can work. This year, a special contest is being held for the booth that does the best — as a

little inspiration to keep the brothers going when their hands are about to fall off from reaching into the frozen water all day.

This semester AHP may also sponsor another needy child from a country far away. AHP has done this in the past as just one small part of our community contributions. We also have worked at Special Olympics, Spring Break Festivities and our own ERAU C.A.R.A.L. program.

Aside from the races and our community service, we do get a little R.R. Last semester we had a

possibilities are tremendous. AHP always has a great time wherever we are. This semester should prove to be one of the greatest yet.

As our finale for the semester, we will have our Ritual in conjunction with an Alpha Eta Rho alumni reunion. This alumni reunion will be the first of what hopes to become an annual tradition of AHP.

A new "committee" has been formed to set up a special function for every weekend throughout the semester. Anyone with ideas for activities let Jim Howe or Kim Storer know. This semester will be fun filled and never have a dull moment.

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ARMY

Army ROTC

**By Bill Fisher
CICPT Army ROTC**

With the coming of February, comes race week in Daytona. To many people it means fast cars and competition, but to the Color Guard it means spit and polish, practice and presenting the Colors at the Daytona International Speedway.

The Color Guard is an elite group of cadets whose mission is to represent Eagle Battalion and the United States Army at major social and military events. The cadets who make up the Color Guard are some of the best within the ranks of Eagle Battalion and have a job which is 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 communities witness.

The Color Guard presented the Colors at the SunBank 24 hour race and the Bush Clash and will present the Colors at the Daytona 500 NASCAR Race.

This past weekend a group of Cadets and Seniors

who will be squad evaluators and trainers spent a soggy Saturday morning talking the lanes that will be used during the next FTX. The FTX will give the Juniors a chance to apply the principles that they have been learning in the classroom. Broken into three phases, the FTX will start off with training consisting of camouflage, reacting to indirect fire, reacting to sniper fire, movement under direct fire, movement as a fire team and crossing a danger area.

Phase II will consist of occupying and preparing a defense position. Tasks to be learned there will consist of troop leading procedures, leader's recon, fields of fire, squad sector sketch, challenge and password, priority of work, listening and observation posts and adjacent unit coordination.

Phase III will begin the next morning with movement to an assembly area and then movement to contact with a known enemy position.

This FTX is extremely important to the juniors and will cover a large portion of the tasks that they will be evaluated on during their stay at Ft. Riley this semester.

NAVAL

Naval Aviation Club

**By Kathy Ward
Public Affairs Officer**

The last meeting of the Naval Aviation Club was held on 29 Jan. The featured guest speakers were Lieutenant (j.g.) David Busch, a naval aviator and Lieutenant (j.g.) Kurt Meisenheimer, a naval flight officer. They are from the VP-49 Woodpeckers from Naval Air Station Jacksonville flying the P-3 Orion aircraft.

The P-3 Orion aircraft is primarily used for anti-submarine warfare. The other missions include maritime reconnaissance, long-range search

and rescue, and mine-laying. It is a twelve-man aircraft capable of seven-hour missions on station engines, and twelve hours using all four of the engines.

Lt. Busch is an August '83 Air Science graduate from ERAU. After briefly talking about the pipeline for the P-3 Orion, Lt. Meisenheimer presented a slide show on the aircraft. Every mission of the P-3 Orion was seen.

Lt. Busch and Lt. Meisenheimer then answered questions posed by them by the club members. The presentation was informative and enjoyed by all those present.

Other topics discussed at the meeting included softball, t-shirts and elections. The elections will be held at the next meeting on Tues. 9 Feb. in G-109-112 at 1900. Please note the day and room change. T-shirts will be available at the next meeting. Anyone interested in softball needs to contact Bob O'Donnell as soon as possible. If you are interested in working on the Daytona 500 contact Bob O'Donnell.

The next meeting of the Naval Aviation Club will be on Tues. 9 Feb. in G-109-112 at 1900. A helicopter and crew are tentatively scheduled for the meeting, hope to see everyone there!

AAAE

American Association of Airport Executives

**By Joseph E. Pantel
Club Reporter**

Welcome back to another fun-filled trimester here at ERAU. We all hope that the first few weeks of school have gone good to you and your first tests were not a disaster! Our first meeting has been held and there was a great turnout.

For those of you who do not know what the American Association of Airport Executives (AAAE) is, here is a brief description of what we are and do. AAAE is a national organization of professionals in the airport management field. Our club sets its interest in this field. We have different airport managers come in and speak and also take tours and learn about airports and their operations. We are working towards getting an affiliation which would get us into the national conferences held yearly. We just completed the Southeast Economic Conference held at Indigo Lakes Conference Center in which we met with airport managers and sat in on some of the seminars that were given. We urge any one who is interested to come and attend one of our meetings or join us on a tour.

Thank you all for helping sell T-shirts at the Diebolds Death and Hank Williams Jr. Concerts. We made a good amount of money which will help us get to the National Conference in Las Vegas.

New information was given at the last meeting. Here is a rundown of important events and dates: The Orlando trip is scheduled for Tuesday, Feb. 9, at 1:30 p.m. Cars (or a van) will be leaving from the front of the U.C.

at 11:30, so please be prompt. The Tampa tour has been tentatively scheduled for Friday, Feb. 19. Further details to be announced. Needed are workers for the Daytona 500 at a concession stand. This can be a big and successful fundraiser but we need your help. Please contact Jennifer Saia through inter-campus mail or in person (her box is 4297), or any of the board members.

Those students interested in a co-op at an airport in airport management, please contact Karen Forber at the next meeting and she will help you get in contact with Cynthia Ferrini to work out all the details.

Our next meeting will be Thursday, Feb. 11, at 6:00 p.m. in Room E613. All members are requested to attend. Those of you who are new members or current members who have not paid their dues are encouraged to (they are \$5.00). If you cannot attend, please send your dues to Jennifer Saia, Box 4297. Please make check out to AAAE and put your name and box number so we can process them correctly.

The term is full of tours and speakers. It will give all the chance to speak to managers and learn how an airport is run. We would like all your suggestions on tours and people we can go to and have. We also need your support in fundraisers. We would like to get a bunch of people to attend the National AAEE Conference in Las Vegas, Nev., in May. The club would like to recognize our new members and wish them (and all other members) luck for the trimester.

New Members: Sabrina Petzel, Mark Reindl, Bob Frederick, Pete Kripplani, Mike Druck, Valerie Hante, and Professor Boris Trmavick.

AFROTC

Air Force Reserve Officer Training Corps

**By Jeff Nelschal
Public Affairs Staff**

These past few weeks have been intense ones for the cadets at Det. 157. Activities included working at the race track during speedweeks, sharpening their skills for upcoming drill competitions, and planning and preparing for future events, just to name a few. Special thanks goes out to C/Maj. Sherry Longley for her hard work coordinating race activities. The enthusiasm displayed by the cadets these past few weeks is just another sign of the motivation they have toward the AFROTC program here at Det. 157.

The results of the visit and detachment inspection of Colonel Butterfield, AFROTC Southeast Area Commandant, were excellent. The colonel's visit involved performances by the drill and rifle teams as well as a briefing by cadet wing staff officers on detachment operation.

On another note, the AFROTC hockey team, defending Spring '87 champions, won in an 8-0 decision to start off the Spring '88 season with a victory.

The cadets of Det. 157 always set their goals high and work hard to reach them. Their work has certainly paid off thus far this semester. It has resulted in a substantial amount of money raised from the races and left an excellent impression on our Area Commandant.

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SGA Open Forum

Thursday Feb 18 In the U.C.

From 1:30 until 3:30

Anyone with any questions they would like to ask the SGA should either drop their question off in the SGA office or attend the forum.

Every Sunday

Hit the bullsseye with the

ERAU Archery team

Next meeting will be Feb. 23, 1988 at 1800 in the FSL

Catholic Masses at 10 a.m., 7 p.m., & 10 p.m.
Protestant Services at 11:15 a.m.
Spruance Hall Atrium

Sponsored by the Office of Campus Ministries

Hit the bullsseye with the

ERAU Archery team

Next meeting will be Feb. 23, 1988 at 1800 in the FSL

FELLOWSHIP

Christian Fellowship Club

ROA

Reserve Officers Association

ERMUSS

By Bernice Weabe
Club Reporter

Greetings friends! During our Saturday evening meeting I had the privilege of honoring Bryan Collier for all the work he has done for our club. Bryan is the Christian Fellowship Club Secretary, but his contributions have not been restricted only to those of a secretary. Most of his work has been behind the scenes when he has organized and taken care of the details that make things run smoothly. So for your service to Christian Fellowship we honor you, Bryan, as member of the year. Congratulations!

Every Saturday evening at 6:30 we have a meeting in the University Center Common Purpose Room. During our meetings we have someone either teaching or leading a discussion. On Saturday, January 30, Murph Hyde was teaching about man's need to repent in order to receive salvation from Jesus.

A key verse the Murph pointed out was John 3:18

"Whoever believes in him (Jesus) is not condemned, but whoever does not believe stands condemned already because he has not believed in the name of God's one and only Son."

The Bible states in John 1:1 "In the beginning was the Word, and the Word was with God, and the Word was God." In this verse, we see another name for God's Son, "the Word." If we put that same name in John 3:18 we see that in order not to be condemned we need to believe in the Word of God.

Did Jesus come to condemn the world then? Murph pointed out that that wasn't the case according to John 3:17. "For God did not send his Son into the world to condemn the world, but to save the world through him." The Word, or the Bible, shows us our need for repentance, and once we recognize that need it also shows us how to become reconciled to God. Our aim at Christian Fellowship is to gain a deeper understanding of God through the Bible, come join with us as God reveals his truths to us, everyone is welcome.

By C/AIC Keith DeBusman
Public Affairs Officer

ROA would like to welcome everyone back and hope the break was a restful and safe holiday. I'm sure everyone is ready to jump back into their old school habits!

At ROA's last meeting a welcome back was extended to all members, and the ROA officers were introduced. Many new faces were present as everyone listened to the many activities planned for the upcoming term. Volunteers were asked for the scheduled trip to Washington D.C.

There was great excitement and an over abundance of volunteers

when asked to be escorts for the Miss Teen U.S.A. The upcoming BBQ and the ROA banquet held the 25th of March was also discussed.

ROA would like to thank everyone who participated in the enjoyable time of helping; sponsor park their cars at the 24 Hours of Daytona. Also a special thank you to everyone who gave blood in the recent blood drive.

The Public Affairs branch recently discussed field raising activities which include two car washes. Also discussed was a possible trip to Eglin AFB, a day cruise, several pizza parties, and a beach bash. No firm dates have been set as of yet.

By Julie Pharrmer
Club President

A big thanks to everyone who helped out at the booth on club and organization day. Congratulations to our new club officers: Julie Pharrmer, President; Walter Monek, Vice President; Carl Moor, Parliamentarian; and Yvann Nikors, Secretary/Treasurer.

I hope everybody is getting ready for the Model Senate at Seton University, March 3 thru March 5 and is deciding which senator they want to portray. Our next meeting will be Monday Feb. 15 at 7pm in the Faculty Staff Lounge.

ΔΧ Delta Chi

By Larry Carlson
Public Relations

Congratulations to all the people that received bids, and are being initiated as Associate Members tonight. All the Brothers hope to see a productive semester from these new pledges. In addition we hope to see more pledge related activities. Leon Goldsmith, the pledge counselor has a lot of new and good ideas for this semester. So we hope it will be a good one.

So far things are going pretty well working at the races. The Beach Clash was a little easier than the Sun

Bank 24, but the hardest is yet to come. Let's try to make some time to help out and do your top, Broth-ers. A little time isn't too much to ask.

This semester we hope to have a winning season in Floor Hockey at the Delta Collocation lab in Orlando, C. E. Avionics in Sanford, and Spartan Electronics in Deltona Springs. With this in mind, the club has already started a new tentative trip schedule. So if you may know of a place that may be of interest to the club, you must submit your idea

as soon as possible. In addition to the new charter and activities, congratulations are in order for the club and its members for its \$500 Christmas donation to the I Care Charity foundation. Also, special thanks to Clifford Williams and Mohammed Tahari for a job well done. Furthermore, congratulations to the newly elected officers: vice president, Clifford Williams; secretary, Larry Lanaboc; and

RIFLE

By Erik J. Oliger
AFFROTC Rifle Team

The Det. 157 rifle team stunned the crowd and captivated the hearts of millions on Jan 26, when they performed for Col. Bisterfield, the President of East Area Command.

The Team received praise from many of the cadre for giving such a great performance in such a little amount of practice time (2 days).

The team's highly motivated members were there at it again this weekend for a practice that was highly educational. New procedures were taught at this practice and team

members, including the author, are reminded that they must be perfect by next practice.

The 1988 spring semester Det. 157 Rifle team:

Ross D'ukshier, Dave Edney (Commander), Dave Fulton, Sean Gallagher (NCOIC), Bill Gorcinaki (NCOIC), Scott Horwick, Mark Imgral, Curlice Johnson, Tom Mora, Erik Oliger, Steve Paik, Pat Poser, Chris Sawyer, Steve Scavito, Hugh Sprules.

Good job team, keep up the good work!

ERAU Aerospace Society

By Chip Zadow
Space Technology Editor

The Embury-Riddle Aerospace Society (ERAS) would like to thank everyone who assisted in the sale of the Laser Prizes. Over \$1,000 worth of prizes were sold during last week's sale in the U.C.

Anyone interested in space, astronomy, model rocketry, or anything along those lines are welcome to join the club. Our next meeting is

tonight at 7:00 pm. in the CPFL.

The club has on its schedule its annual dinner at Mr. Cull's club Thurs. A trip to Kennedy Space Center's Spaceport USA will also be taking place in the future.

ERAS is 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 the community on the space program.

Hope to see your lovely smiling faces at tonight's meeting.

AVIONICS

By Larry Lanaboc
Club Writer

Welcome back club members for another exciting term in the fascinating field of avionics. Since the restart of the new Avionics Club, we have participated in a number of exciting activities ranging from interesting field trips to our extraordinary end of the semester bash. This semester should prove to be more

beneficial and intriguing than ever.

During the six short weeks in which the club was established last semester, the members had traveled to the Delta Collocation lab in Orlando, C. E. Avionics in Sanford, and Spartan Electronics in Deltona Springs. With this in mind, the club has already started a new tentative trip schedule. So if you may know of a place that may be of interest to the club, you must submit your idea

as soon as possible. In addition to the new charter and activities, congratulations are in order for the club and its members for its \$500 Christmas donation to the I Care Charity foundation. Also, special thanks to Clifford Williams and Mohammed Tahari for a job well done. Furthermore, congratulations to the newly elected officers: vice president, Clifford Williams; secretary, Larry Lanaboc; and

electing president, James Steffen along with Steve Randson, treasurer.

To the old and interested new members, there'll be a meeting at 7:30 pm at Jim Steffen's home February 4. For further information stop by the AV-340 lab, and speak with Mr. Travis the club adviser, or any other club member.

Old club members should contact Jim Steffen or Mr. Travis about Thursday's club photo session.

AXA Lambda Chi Alpha

By Michael Teyman
Fraternity Sorority

I would like to wish the brothers of Lambda Chi Alpha a month late welcome back. Although I have been a tad slow in getting this article written, everyone else has been busying their behinds to start this semester off on the right foot.

Rush turned out quite well with two successful parties and a camping trip. The parties were cultural extravaganzas, with a Hawaiian

Luzo two weeks ago and a Mexican Fiesta this past Friday, while the camping trip on Saturday and Sunday was a knockback to the days of the settlers of this great country.

Overall, we had a good spring rush, with many new faces showing up at our meetings on Mondays in E Building, Room 613. If you are interested in Lambda Chi Alpha, stop by a meeting or come to our home this Friday to take part in the Round Rally Party. See you there.

GATOR

Start of the new Avionics Club, we've participated in a number of exciting activities ranging from interesting field trips to our extraordinary end of the semester bash. This semester should prove to be more

SORRENTO'S PIZZA

"Serving ERAU Students 15 Years"

SPECIALS

MASSAIR FLITE

GATOR

AUTO PARTS & MACHINE SHOP, Inc.
801 Getzpark Drive
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Complete Engine Rebuilding
Diesel Pressure Testing
Milling

7:30 - 5:30 Mon-Thu 8:00 - 5:00 Fri
8:00 - 12:00 Sat

253-6528

SORRENTO'S PIZZA

"Serving ERAU Students 15 Years"

SPECIALS

MON.-BAKED ZITI
TUES.-PIZZA
WED.-BAKED LASAGNA
THUR-SPAGHETTI
FRI.-CHEESE RAVOLI
SAT.-MEAT RAVOLI

Home-Made Pizza Subs, Calzone

FREE FLORIDA LOTTERY TICKET BUY A PIZZA, WIN A MILLION WITH PURCHASE OF X-LARGE AND LARGE PIZZA'S

Beer & Wine Served We Deliver 5-9 pm Open 8 am - 10 pm In the K-Mart Plaza (Walking Distance From ERAU)

255-1817

MASSAIR FLITE SERVICE

AEROBATIC INSTRUCTION
PITTS 5-2A

C-150 VFR \$27
10 Hr/Block \$24

C-172 VFR \$37
10Hr/Block \$ 33

WARRIOR IFR \$42
located at
MASSEY RANCH AIRPARK
on Alpark Road 5 miles south
of New Smyrna Beach
CALL OR COME BY
427-7708 427-0681

Tired of Chain Store Add-Ons?

STEVENS

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NEW TIRES NEW TIRES
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24 HOUR OR LESS (UNDER NORMAL CONDITIONS) WITH A STUDENT I.D. *
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STARTERS & ALTERNATORS FOR ALL FOREIGN & DOMESTIC UNITS IN STOCK 1940-87
Inexpensive Reconditioned Batteries

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Notices

STUDENT HOUSING

From Feb. 1 through 12, students may come to the housing office and pick up a Housing Contract between 8:00 a.m. and 5:00 p.m. Students should fill out the contract and take the completed contract to the Cashiers Office and submit a \$150 prepayment. The cashiers will validate the Contract and the student should bring the contract back to our office.

Students will be randomly selected by computer the last week in February, and notified of their housing status the first week in March. Students who are selected will be guaranteed their first choice of facility. Students that aren't selected will be placed on a waiting list in the order that they were selected by the computer, and receive a refund of their housing prepayment.

As cancellations arise, students from the waiting list will be assigned a space in a facility and notified.

It is important that you keep the Department of Housing apprised of your current mailing address. Also, please notify the office, 239-6555, if there is a change in your housing status. The Department of Housing is located in Residence Hall II, room 278.

CASHIER OFFICE HOURS

Effective March 1, 1988 the Cashiers Office will have new operating hours:
8:00 a.m. to 11:00 a.m.
11:30 a.m. to 3:30 p.m.
The new hours will provide four student windows and one university transaction window. All windows will remain open during the above operating hours.

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 Feb. 19, 1988. Any applications 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 GR401.50 for Spring '88 is not enough, we still need the 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 sessions, 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.

INCOME TAX HELP

Free income tax assistance is available to anyone every Monday evening from 5 p.m. to 8 p.m. in A-111. Ms. Wilson, Assistant Prof. of Business Administration, will be running the volunteer income tax assistance program with the help of her students. If you have any problems with your W-2 or your 1987 income tax forms, come by any Monday night until April 15.

SOCCER TEAM NEEDS PLAYERS

The Hellenic society of ERAU "ICABOS" will be sponsoring, in cooperation with the Recreation dept., a soccer tournament for the Spring Trimester. Anybody who is interested in participating should contact the Recreation Office or the Hellenic club through students activists. At the Recreation office, posters and a copy of the regulations rules can be acquired. Good luck to everybody, hope to see you on the soccer field.

ORIENTATION LEADERS NEEDED

Here is the opportunity for those who enjoy working with people and helping others. This position will involve helping new students become oriented to ERAU.

- The responsibilities include:
- 1) Completion of twenty hour training program.
 - 2) Facilitate small group discussions.
 - 3) Serve as peer resource person for incoming students.
 - 4) Serve as campus tour guide.
 - 5) Aid in the registration process.
- Applicants for this position should be friendly, helpful, and willing to work with a minimum amount of supervision. They should also possess good communication skills and exhibit mature leadership ability. Male and female students are invited to apply at the Counseling Center beginning February 14. The deadline for submitting your application is Friday, February 12.

HOLIDAY LIBRARY HOURS

In observance of President's day the library will be closed on Monday, Feb. 15.

SCHOLARSHIPS FOR SENIORS

- Rules:
- 1) Choose one of the four topics.
 - 2) Essay must be limited to 300 words (roughly 5 typed, double-spaced pages) longer essays will not be considered.
 - 3) Essay must be submitted with a scholarship application form which can be obtained from the National Center.
 - 4) Essays must be postmarked on or before April 8, 1988.
 - 5) Scholarship applicants need not have applied to the National Center for Paralegal Training to utilize their scholarships.
 - 6) Applicants may still be enrolled in undergraduate school at the time they enter the competition. However, winners must be graduates of a four-year college or University at the time they utilize their scholarships.
- For additional information, please contact The National Center for Paralegal Training, 3413 Peachtree Road, N.E. Suite 528, Atlanta, GA 30326, or 1-800-223-2618.

- Topics:
- 1) Should surrogate parenting contracts be enforceable? If, so, when? If not, why not?
 - 2) Should there be a limit on the number of justices that one president can appoint to the U.S. Supreme Court?
 - 3) How does the separation of church and state doctrine interact with the government's authority to regulate evangelical television broadcasts?
 - 4) Has the U.S. outgrown the need for labor unions?

NUCLEAR ARMS FORUM

The ERAU chapter of the National English Honor Society is hosting a forum that will be centered on the world's current nuclear situation. The purpose of this forum is to allow students to voice their opinions, and also to expose the audience to viewpoints they may not be aware of. Students wishing to speak will be selected at random from the audience and given 3-5 minutes to voice their opinions. Friday, February 12 at 1:30 p.m. in A-109.

CALENDAR OF EVENTS

Week of February 10th through the 17th

1-20	Daytona Beach Jet Jet - 255-0222
1-20	Daytona Beach Kennel Club - 252-9484
1-20	ETM: Confiscated: Trade In Endangered Species - Museum of Art and Sciences - 255-0285
1-20	Exhibit: Woman in Art: Fonchen Lord - Museum of Arts and Sciences - 255-0285
1-11	Baux Art Show - Art League of Daytona Beach - 258-3656
11-13	STW Dinner Theater "Gershwin" - Treasure Island Inn - 6 pm - 252-6200
11-13	Circle Track Trade Show - Ocean Center - 254-4545
11	7-Eleven Twin 125 Qualifiers - Daytona International Speedway - 253-6711
12	IROC Race of Champions and Komfort Coach 200 - Daytona International Speedway - 7:30 pm - 252-2386
12	Patti Page/Nelson Riddle Concert Orchestra - Peabody Auditorium - 7:30 pm - 252-2386
13	30th Annual Goody's 300
13	National Theatre of Deal - "Between Two Worlds: The Dybbuk" - DBCC Cultural Arts - 255-8131
14	30th Annual Daytona 500
14	STW Dinner Theater "Gershwin" - Treasure Island Inn - 12 noon - 252-6200
16	Travelogue Series, In Praise of Autumn - Peabody Auditorium - 7:30 pm - 252-2386
17	Shalim '88 - Israel's Greatest Performers - Peabody Auditorium - 7:30 pm - 252-2386

Orientation Leader Positions

Free income tax assistance is available to anyone every Monday evening from 5 p.m. to 8 p.m. in A-111. Ms. Wilson, Assistant Prof. of Business Administration, will be running the volunteer income tax assistance program with the help of her students. If you have any problems with your W-2 or your 1987 income tax forms, come by any Monday night until April 15.

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3) How does the separation of church and state doctrine interact with the government's authority to regulate evangelical television broadcasts?
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17	Shalim '88 - Israel's Greatest Performers - Peabody Auditorium - 7:30 pm - 252-2386

Orientation Leader Positions

!!! Now Available !!!



Monday, Feb. 8
through
Friday, Feb. 12
10am to 2pm

Do You:

- Enjoy working with a team?
- Enjoy meeting new and different people?
- Enjoy being a leader?

Want to have TONS OF FUN!!!

If you answered yes to all these questions, then

!! We Want You !!

We will have a table set up in the U.C. so you can pick up your application for the team and also talk with current Orientation Team Leaders.

Application deadline:

Friday Feb. 12, 1988 at 5pm

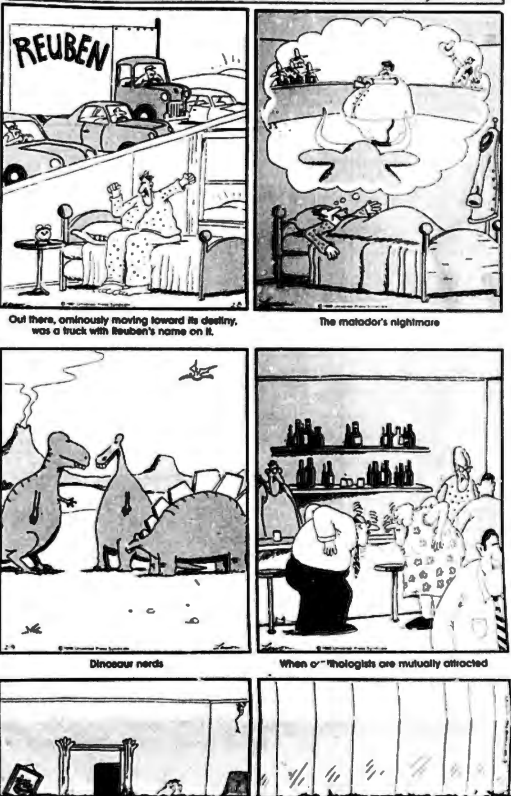
COME AND SEE US!!

Bloom County

Berke Breathed

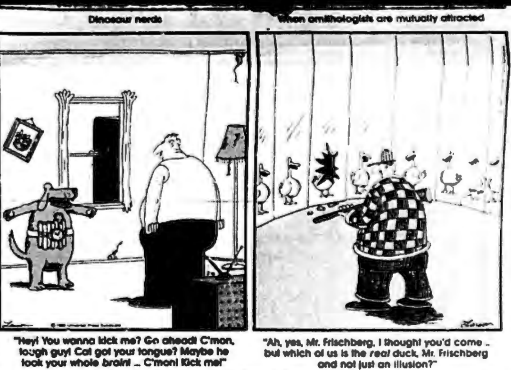
The Far Side

Gary Larson



Garfield®

Jim Davis

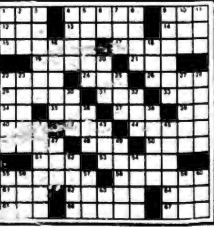


The Puzzle

See SOLUTION, page 15

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FAA believes gear design flaw contributed to 737-200 accident

Associated Press

CHARLOTTE — Federal Aviation Authorities say they believe a Boeing jet that overran a Charlotte runway and crashed, injuring 34 people, may be one of a pattern of landing problems that may require a recall of the aircraft.

The plane is one of the most widely used in the world. Piedmont Airlines has 62 Boeing 737-200s in use, nearly a third of its fleet. As of Wednesday, Boeing had delivered 1,497 of the 737 model in all, although later-model 737-300s are not involved.

Boeing would have to recall 1,100 of its 737 jetties, including many used by North Carolina-based Piedmont Airlines, to correct landing problems under a government proposal being drafted.

Official estimates were still being prepared Friday, but some industry analysts told The Charlotte Observer the program could cost more than \$10 million.

In Seattle, Federal Aviation Administration officials confirmed they are waiting a proposed "airworthiness directive," similar to an automobile recall.

The decision comes nearly 1 1/2

years after the Charlotte accident. The \$20 million plane was a total loss.

The pilots told investigators they landed properly but couldn't stop the plane. However, the National Transportation Safety Board blamed the pilots for landing too fast and too far down the rainy runway.

Since then, FAA authorities in Seattle have said they believe the Charlotte accident was one of a pattern.

FAA Northwest Region spokesman Dick Meyers said Friday the directive being drafted would require Boeing and airlines that fly

Boeing 737-100s and 737-200s to install a radio device that can sense when the airplane is within a few feet of the runway.

This could head off a sequence that sometimes makes it difficult to stop the planes.

Now, upon touchdown, landing wheels must begin spinning to trigger spoilers that automatically pop up from the wings to decrease lift and increase drag.

If the wheels skid, as they may on a wet runway, pilots must deploy the spoilers manually. That can take several seconds.

Meanwhile, pilots say, because

the wings continue to support the weight of the plane, a ground sensor mounted on the landing gear fails to trip.

That sensor, meant to keep pilots from accidentally deploying landing devices while the plane is airborne, keeps the pilot from reversing the thrust of the twin jet engines. Reverse thrust is important in slowing the plane from its 160 mph touchdown speed to about 80 mph, when wheel brakes become effective.

The radio altimeter system the government wants installed would sense that the plane is on the runway even if the landing gear sensors

don't, permitting pilots to reverse engine thrust.

Pilots say the problem has never been adequately documented because, once the plane stops, there is no evidence of mechanical failure.

Boeing denies there is a problem. Its new 737s, including the \$30 million 737-400 unveiled last month, have the altimeter system the government now wants retrofitted to older models.

The Air Line Pilots Association in Herndon, Va., which represents most of the nation's airline pilots, has pushed for action on the 737.



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80	\$4100.00
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'79 OLDS CUTLASS-30,000 on engine, bucket seat, automatic, air, AC, PS, PB, new brakes, tires, battery, and air. See AMPM's items. 9000 call or 111 is dependable. 9000 call or 111-2597.

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