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An Award-Winning Student Newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida

February 24, 1988

Volume 58, Issue 5

Lightning detector presentation given

By Martin F. Smith Avion Staff Reporter

A new ground-based Lightning Position and Tracking System was demonstrated for members of the new Air Science Simulation Laboratory (ASL) at Daytona Beach campus Monday, February 22.

The system, which provides information on the position of lightning activity, is another element in systems which will transmit ground based data to other locations, such as aircraft in flight. Other air to ground data link systems might provide pilots with radar information, or even information on traffic collision avoidance.

ERAU avionics professor Dr. E.O. Kirner spoke briefly before introducing the guest speakers.

Dr. Kirner said that air ground data systems will enhance general aviation safety by making radar and lightning detection equipment affordable for all aircraft. He noted that the airborne portion of the system only costs about \$2,000. The cost of airborne equipment is around \$10,000. He said that ground-based systems are much more accurate overall, because there are no constraints on equipment weight or size.

The end result, according to Kirner, is that the ground based systems have much better prediction/accuracy characteristics than the airborne units. He stated that he hopes such systems will make aviation safer in his lifetime, and that research in



ERAU could make a significant contribution to the development of such systems.

Kirner then introduced the director of Atmospheric Research Systems Corporation, William H. Highland, who demonstrated his company's lightning detection

air-to-ground lightning strokes. Air-to-ground strokes are more powerful than air-to-air strokes, and usually correlate with the more severe convective activity. He also stated that there was no correlation with rain level activity, as depicted by radar. He said that, because the

explosion was caused by lightning, it was a demonstration of data stored from a day last spring, in which an Atlas Centaur rocket exploded on liftoff after being launched at Cape Canaveral.

Highland explained that the explosion was caused by lightning

Overall, because there are no constraints on equipment weight or size, according to Kirner, is that the ground based systems have much better prediction/accuracy characteristics than the airborne units.

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contribution to the development of such systems. Kirner then introduced the director of Atmospheric Research Systems Corporation, William H. Highland, who demonstrated his company's lightning detection system.

Highland explained how the Atmospheric Research Systems' Lightning Position and Tracking System uses advanced mathematics to derive a highly accurate picture of

air-to-ground lightning strokes. Air-to-ground strokes are more powerful than air-to-air strokes, and usually correlate with the more severe convective activity. He also stated that there was no correlation with rain level activity, as depicted by radar. He said that, because the system uses spherical hyperbolic functions to detect azimuth and distances, his system is accurate to within a half mile of the actual lightning stroke within a 200 mile radius of the antennas.

Highland explained that the explosion was caused by lightning and that, although there were no strikes recorded in the immediate area, the plume of smoke from the launch was sufficient to attract charges from the clouds the rocket passed through.

International Boat Show features many

By Peter Torpila Avion Staff Reporter

It is the biggest boat show in the U.S. and one of the biggest in the world. The 47th Annual Miami International Boat Show took place February 11-17 at the Convention Center, which has one million square feet of exhibit space. Additional locations were at Miami Beach Marina for the sailing show and the Biscayne Bay Marlin Race.

It is the boat show where you can see them all: powerboats, sailing boats, jets, H-P boats, inflatable, jet boats, hovercraft, engines and engine accessories, transmissions, jet drives, Armecon drives, trailers, electronics (generators, connectors, panels, switches, A/C, instruments etc), security systems, navigation and communication systems, materials, chemicals, clothing, computers, ecological products, docks, mooring systems, dockside equipment, fishing equipment, fuel systems and components, sails, water skis, services (insurance, financing, rentals, charters, brokerage) etc. etc.

Approximately 1500 exhibitors from all around the world took the opportunity to show their latest products as well as their complete lines of products, provide information to the public and offer special promotions. Factory designers, engineers, and mechanics were on hand to answer special questions, discuss propositions, and check out the competition.



50' Superamerica, the hot Baja 60', and the top of the line of Cigarettes and Scarabs were all represented.

Sailing Boats

Despite some very neat high-performance, high-tech boats, our attention was caught by the beautiful Little Harbor 46'. Designed by Ted Hood, it is a modern masterpiece of aesthetics, achieving perfect balance on the superstructure despite the use of so many different materials and colors, such as chrome, aluminum, teak, mahogany, fiberglass, and black glass.

Engines

The MTV 396 series engines were the highlight of the engine show. Considered the best engines in their class, they are a demonstration of fine German engineering, machining, and functionalism. They have the highest power output (approximately 214 hp) of any manufacturer, foreign or American.

In a different class of engines, Yamaha had a water jet propulsion system mounted on an otherwise conventional looking V-6 outboard engine. It uses a very compact, hydrodynamically designed jet-drive which would normally be seen on a speedboat.

Also, Porsche has come out with two marine versions of the 928/54 proved engine. See SHOW, page 5

Powerboats

The new Magnum Maltese 70', the Italian Riva

Former flight instructor dies in crash

By Martin F. Smith Avion Staff Reporter

Former ERAU graduate and flight instructor, Kathy Digan was killed when an American Eagle turboprop crashed shortly after takeoff from Raleigh-Durham airport, N.C., Friday, Feb. 19.

Digan was the first officer of American Eagle flight 3378, and initial reports indicate that she was flying the Fairchild/Martin

Metro III turboprop at the time of the crash. Former ERAU flight instructor Chris Wells was among the 10 passengers killed in the crash.

Flight 3378 departed Raleigh-Durham in heavy fog for Richmond, Va. The twin engine commuter cleared a small reservoir before striking an embankment and coming to rest in pine trees, 3,000 feet from the departure end of the runway. There were no survivors.

The captain of the plane, Walter Wells, age 38, from Roanoke, Va. had 3,400 hours total time at the time of the crash, with 1,810 of them in the Metro III, according to airline officials.

Former flight instructor Kathy Digan was killed when an American Eagle turboprop crashed shortly after takeoff from Raleigh-Durham airport, N.C., Friday, Feb. 19. Digan was the first officer of American Eagle flight 3378, and initial reports indicate that she was flying the Fairchild/Martin

was to help fulfill assignments. This was the first fatal accident in the eight year history of the commuter airline. According to officials for American Eagle, the crash was unusual, because the aircraft was only three years old, had just passed an inspection, and the crew was well rested, on the first flight of their work day.

According to sources, Digan's family is currently attempting to arrange a scholarship with ERAU officials in her name.

AS tutors are available

By Chris Leopold Editor in Chief

Tutoring is now available for nearly all Aeronautical Science courses, not just AS 150 any more. The tutors will be available for individual tutoring, rather than the group sessions of the AS 150 Directed Study Program, according to Dana Madsen, an Air Science professor and coordinator of the program.

The Directed Study Program is a two year old program designed to assist Aeronautics I students with problems in the course.

The Directed Study Program, for the AS 150 people - that meets on a section, as a group. Some only are in there for getting a certain answer, and then they walk out, they go back to their room and they start working on other things," says Madsen.

"Some students want to work one on one," she adds, "and, so even if they're a 150 student, on a Wednesday, from 7:30 to 8:30 in rooms G109-112."

program itself.

The program helps both Madsen's Principles of Instruction II students by providing actual hands-on experience, as well as helping the Air Science students by an early confirmation of any problems they may have.

Students who need tutorial assistance should see Dana Madsen, who will choose the best instructor for the needs of the student.

There are \$3.35 each, per hour for tutorial services. Yeh, according to Madsen, is getting \$25 per full-hour for these services.

Four tutors are available for a wide range of courses: Paul Arrambide, Ed Kilroy, Andrew Micallef, and Matt Rubin. Madsen said that they are all qualified and have met with her approval.

James F. Foster, Dariusz Wrzesniewski, and Michael Fische teach the Directed Study Program for the AS 150 classes. The sessions meet Monday 2-3 Wednesday 3:30 students from 7:30 to 8:30 in rooms G109-112.

Students receive award for Facilities Manual

By Bill Fisher Staff Reporter

Two members of the Embry-Riddle community were presented awards by ERAU President Ken Tallman for work on the ERAU Facilities Manual.

Student Yvette Cruz, who acted as draftsman and team leader, and Physical Plant Maintenance Manager Joni Brown received the awards during a ceremony in the

demonstrates a high degree of professional excellence and personal dedication.

It continues, "Your concern for accuracy and validation of the detailed specifications is indicative of the effort demanded in the pursuit of perfection in the field of aviation today. You are commended for your outstanding effort on this most demanding project. It is a source of great encouragement for me to continue to witness the considerable

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President's Office on February 16. According to Mr. Charles Fountain, Director of the Bureau's Office at ERAU, "The manual was a year in the making and reflects an absolute dedication to accuracy by those involved."

Signed by President Tallman, Mr. Cruz's letter reads, "Your work as draftsman and team leader for the 1983 Embry-Riddle Aeronautical University Facilities Manual

amount of effort that Embry-Riddle students display in their quest for perfection."

The manual represents an inventory of external and internal dimensions and physical characteristics of each building on the Daytona Beach Campus. The manual is indexed by building and includes a square footage utilization summary for the building and utilization summary for each room within the building.

Inside the Avion this week

Table with 2 columns: Item and Count. Classifieds: 11, Clubs: 6, Comics: 9, Diversions: 2, Letters: 2, Notices: 10, Open Forum: 3, Space Technology: 8, Sports: 4.

Trivia: The first manned orbital flight was made on Feb. 20, 1962. John Glenn, in Friendship 7, made three orbits in 4 hours 54 minutes.

Editorial

Student press aims to protect freedoms

By Deborah Fleichman
Editor, Northern Star at Northern Illinois University

It's sad but true that most people do not concern themselves with an issue unless it directly affects them. This gives those in power the ability to take things into their own hands and manage them in whatever manner they say fit.

Freedom of the press is a prime example of such a situation. The media, those directly involved with the First Amendment on a day to day basis, have for years fought a continuing battle with public officials over what information the public should be exposed to. The media types want to tell — the good and the bad. The public officials want only good things told to the public. The public seldom gets involved in the battle.

College newspapers are no exception to the rule. A recent study of 17 college newspapers in the country revealed that each paper has recently undergone censorship problems, whether it be by the administration, the student government, governing boards or by individual faculty members.

It is pathetic that 16 out of 17 newspapers with problems concerning control over editorial content did not publicize their situations — most likely because they were being closely watched by those who were censoring them in the first place.

The one newspaper that did bring the issue to the public was the Northern Star. Soon, the battle between the Star and former NIU President Clyde Wingfield gained national attention. Newspapers and radio and television stations ran stories about Wingfield's alleged attempt to control the content of the Star by riding the paper of its 16 year advisor, Jerry Thompson.

And the battle is not over. Although the messy situation contributed to Mr. Wingfield's resignation, the long-term effects of the former president's attack on the Star will linger forever. All reporters aware of the ordeal will keep the situation tucked away in a back of their minds, and will think twice about writing a story that might not agree with the big man in Lowden Hall.

January was Freedom of the Campus Student Press Month. It was an attempt to open the eyes and ears of the public to a problem that persists. At least it does for many college newspapers in the country — including, quite possibly, your own.



Letters to the Editor

Weathering response

To the Editor:

In response to a letter by Mr. Jerry MacKinnon published in the February 10 issue of the Avion, I offer the following comment. First let me state that I sympathize with this student for having to deal with the elements, an apparent inconvenience of "weathering" his flight in person. Even with our usually fine weather, situations like the one so colorfully described will occur. Although those on the receiving end of many department and university policies the logic behind our actions may at times seem pedantic, rest assured each one has a well thought out purpose.

Mr. MacKinnon did a reasonably good job of outlining some of the more obvious reasons for our check-in policy. Attempts have been made over the years to permit telephone cancellations of scheduled activities. Each time however, the procedure caused excessive back up on both flight desk personnel and the phone lines. It is next to impossible to predict precisely when and if weather conditions will improve to a point which will allow a specific training

attempt to persuade him that the weather is just too bad to conduct the scheduled flight. Although it may seem easy to "draw the line" as Mr. MacKinnon puts it, these people are clever. Ultimately the time and effort spent dealing with these all department and you in both expense and service.

One must remember that in order to keep our flight training costs to a minimum, we must make every effort to make the most out of our resources. This can only happen if the students and the flight department

the job on those dismal mornings (he can't call in to weather either). It might be possible to conduct an oral or simulator activity instead. How about considering an observer flight? Some of those soggy mornings make for a fascinating and educational opportunity for some IFR flying.

In any event, I certainly understand your concern. I am also sure that anything I say here will not too frequent situations like the solemy your misery on those cold, rainy mornings. It is my hope that you can make the most of the situation and that it won't happen too often.

Paul E. McDeffoy
Chairman, Flight Technology Department

Take them off!

To the Editor:

My father was a Naval Aviator. His treasured wings of gold represent to him countless hours of hard work, sweat, and dedication. Earning his wings fulfilled a lifelong

dream of his and, although he has given those wings to me, I am not qualified to wear them because I didn't earn them.

I recently had the opportunity to meet Air Force Colonel R. Steve Ritchie, Col. Ritchie is a command pilot and an ace of the South F at Asia conflict credited with destroying five MIG-21's. His wings of alloy carried him into combat. And although I am a graduating Air Force cadet bound for pilot training, I would never think to wear the coveted wings of an Air Force pilot until I earn them myself.

My point is this. To me, military pilot wings represent the culmination of years of hard work. The people who wear them are a unique breed of pilot, and few are chosen to join their ranks. Those wings set them apart in a crowd, and they wear them proudly. So often here at Embury-Riddle, I see students wearing Air Force or Navy pilot wings who obviously have not earned them. If you are one of those students, show some respect for the dedicated men and women who have earned them, and take them off!

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Peter A. Fleichmann
Box 2107

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One must remember that in order to keep our flight training costs to a minimum, we must make every effort to make the most out of our resources. This can only happen if the students and the flight department work together and expend maximum effort. Although it will not occur all the time, it is much easier to conduct alternative training activities on bad weather days if you are physically present. Your instructor will be on

you can make the most of the situation and that it won't happen too often.

Paul E. McDeffoy
Chairman, Flight Technology Department

Klyde Morris

Wes Oleszewski



AVION

The Avion is a division of Student Government and is funded by the Students of Embury-Riddle Editor-in-Chief Chris Logvold

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This week's staff: Wes Oleszewski, Jeff Hartz, Tom Milligan, Martin Smith, Steven Huber, Peter Janda, Dr. A. Lewis, Richard Gosh, and The Government Editor.

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

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 libelous, obscene, or illiberal. Letter writers shall confine themselves to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Chris Logvold, Chip Zdrov, Teresa Anderson, Tom Juliani, Robert Wall, Kemp Hiett, Ben ... , Jeff Silver, Todd Luvna, John Gonzales, and Robert Rosen.

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ERAU in just ten years

How to make college the most destitute decade of your life

By Was Oleszewski
Editorial Cartoonist

Since those early days a decade ago when students were few and parking spaces were many, this University has come up with an endless series of creative ways to handle its overload of students. In 1977, when the onslaught of drooling freshman first pushed the E.R.A.U. growing pain envelope to its outer limit, the housing department quickly found itself short on rooms and long on deposits. As a result a herd of us were housed in the Royal Scottish Inn (which is now the Golden Feather Motel), far out on I-92, across the street from where the new Volusia Square Mall is now. In those days there wasn't much out there other than a gas station and a golf driving range. Looking back I guess that the housing department figured it was the best place to keep us, the over-flow, out of trouble. Of course they were wrong.

For example, it didn't take long for the RSI (Royal Scottish Inn) inmates to discover that the coin boxes, that had been left behind when the massage beds were removed, still contained quarters. The ripping and tearing sounds went on for an entire afternoon before the RSI maintenance staff caught wind of the pillaging and began removing the coin boxes from the student's rooms. Personally, I discovered that the maids doled out the towels each week with a careful count, but failed to make the same count on pick-up. As a result I spent my entire stay at the RSI dealing in the towel black-market.

All of that was nothing new. Since the conception of this school Embury Riddle students have traditionally taken what is given to them and made it into something else. For example, look at the bus that the University gave to the students housed in the RSI so that we could commute to campus on an hourly basis. This simple powder blue school bus was officially labeled as "the shuttle bus," a name that we students promptly changed to "the Blue Bomb" in order to more accurately portray the vehicle's image. The Blue Bomb's route was also altered by the students to better fit our needs. Housing had mapped out an uncomplicated route starting at the U.C. at precisely 10 minutes before the hour, proceeded directly to

the old Administration building, then arrived at the RSI just in time to depart for campus again at twenty after. Such sensible planning by the university could not be tolerated by its students, who quickly engaged in the discerning process of passively altering the route so as to cause the housing administrators to beat their collective faces onto their assorted desks. Each time the bus stopped at the spotlight near the Volusia Mall a few of us would jump out of the emergency exit and go to the mall. This action was so appalling to the bus drivers that soon they began stopping in the mall parking lot. We still bailed out of the rear exit, but now the old ladies driving down Volusia Ave. were spared the trauma of E.R.A.U. students tumbling onto their cars. This same technique was used to add stops at K-Mart and Jai-Alai. Eventually weekend stops at the beach were added.

Housing acquired the Daytona Beach Racquet Club in 1978 and quickly converted it for student occupation. At the time rumor had it that the facility had been a Mafia bordello that was closed down by the authorities. How much truth is in that I can't say. All I know is that in the six weeks that I lived there I only saw the image of Jimmy Hoffa twice.

In 1979 construction began on the answer to the overcrowding problem. The solution to the housing blues would be Dorm II. It was to be the finest of on campus living quarters, with two sleeping and study rooms joined by a common kitchen area. Somehow in the administrative evolution that always seems to surround such a project, the cooking area mutated into a large empty space that was promptly re-labeled "common study area."

This was overshadowed by the leaks in the roof and the heaters that blew up. We students were just happy to be on campus at long last.

In recent years the terms A.C. one, A.C. two, and discount motel have been added to the jargon of the University's growing pains. Now there are nearly as many R.A.s as there once were students. The irony is that once we fought traffic to get to the dorms. Now we fight it to get to meteorology class.

Coming Attractions: The pain and itch of registration and the flight line before earnings and parachute haircuts.

Student Forum

The Avion asks: What has been your reaction to the Olympics so far?



Michael Felman - "I like gold...I should of been skiing in it this year."



Peter Tufo - "I was impressed with the U.S. Ice Skating events, but I was disappointed with the Hockey team."



Freeman Johnson - "I love my country, but with all the money we should have done better."



Bill Pilgram - "Less than average...too few pots."



Eric Mouradian - "They are below their capability; they could do better."



Keith Elliott - "Not to good from what I see."

Open Forum

German beer is pure, but what's in American beer

Open Forum

German beer is pure, but what's in American beer

By Barth A. Baron, Jr.
Writing Center Tutor

Let's face it: America isn't obsessed with quality. Our cheeses all taste the same, and we've a world-wide reputation for ugly cars and dim-witted politicians. What we do use technology to produce goods cheaply. Once the sale price is one that the average consumer can afford, the next step is to cut production costs and start turning a profit - even if this means a drop in quality. The Germans, however, are obsessed with quality. From BMW's to bread, everything they produce is well-engineered or tastes good. Germany's emphasis on quality and our obsession with quick profit rule out our ever brewing a beer as good as theirs.

Our fast-buck mentality holds us back from producing quality. What do you expect from a culture whose goal is to get rich? You expect that we would try to spend less money in producing our wares, usually throwing baby quality out with the bath water. Our beer companies realize their green dream with chemicals. They toss in one additive to quicken their brewing, but this discolored the beer a bit. "No problem," our wizards say. "We have just the thing for that color problem." Now our beer is the right color again. Isn't modern technology something? But that last chemical dissolved the head of foam. "We can fix that, too!," our chemists cheer in unison. Presto! Now we brew it quickly, it's the right color, and has a head like beer shouldn't. But guess what this compound doesn't taste like any-

more? Because so few Americans try the real thing, we accept Budweiser as the King of Beers.

The Kings of Germany were as obsessed with quality as we are with profit. A people which drives safely with no speed limit on two-lane highways, which requires its high school seniors to pass a series of lengthy examinations - some written, some oral - before they can graduate, a country the size of Oregon that exported more goods last year than the United States, a culture this together, brews a damned good beer. In 1516, twenty-four years after Columbus crossed the Atlantic, "Germany" (Then a disjointed Holy Roman Empire) passed the Reinheitsgebot, or purity act. This made it illegal to brew beer with anything but hops, malt, yeast and water.

Just happy to be on campus at long last.

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Coming Attractions: The pain and itch of registration and the flight line before earnings and parachute haircuts.

Security Corner:

Question and Answer

The Avion will run a weekly column addressing the questions students and faculty most commonly ask of Security, starting this week. The questions and answers for this issue were provided by Jim Tyson, Director of Safety and Security.

If you have a question you would like answered in this column, submit it in writing to the Avion office. Questions should be brief and concise. They will be answered by the Safety and Security office. As many questions as possible will be addressed in this column.

Q. Is the first parking ticket a warning?
A. No. The first ticket as well as all others are fines. In the past it was discretionary whether or not a fine levied but that is no longer the policy.

Q. Why do the new parking decals expire in August?
A. Currently, security is in the process of switching the decals to coincide with the standard academic term. Starting this Fall, the decals will go from August to August. Those who purchase their sticker in Spring or Summer will have those stickers prorated and they will also expire in August.

Q. Why did I get a ticket and not the car next to me?
A. Security has a limited staff and can only do so much. They are human and can not be everywhere at once, therefore many cars do not get ticketed. Another reason is that security's prime function is not distributing tickets and often other matters take precedence over ticketing cars.

A closer look at Byington

By Chris Legwood
Editor-in-Chief

Melville R. Byington, Jr. is an Aeronautical Science instructor at ERAU. He teaches Aeronautics I and III, Aircraft Performance, and Aircraft Gas Turbine Engines, and has done so for the past 12 years. He graduated from the U.S. Navy Academy with a B.S. in the top one percent of his class in 1954. He continued at the U.S. Naval Postgraduate School by earning a B.S. in Aeronautical Engineering in 1962, the University of Michigan with a degree of Aeronautical and Astronautical Engineering, and finally at the U.S. Naval War College with "high distinction" honors.

Byington flew anti-submarine warfare aircraft in the Navy, mostly in the S-3. He has about 4,100 hours total time, 500 turbine hours, and 390 carrier landings. His certificate and ratings include a CFI, Commercial SEME and Instrument, and an IOI. He currently flies Cirrus 172s as an engineering test pilot for the

In-flight Laboratory Course. Presently, Mr. Byington is involved in an ERAU-funded research



"It's entitled Optimum Engine-out Flying Procedures for Multi-engine Airplanes," says Byington. "In other words...what is the optimum way to manage that in terms of performance and control, and the savings that are going to keep you alive or not."

"I found that the way it's being taught today is not the way I learned. I found out the way I learned was definitely not the right way."

Byington says he finds that the five degree angle for multi-engine dead engine is considerably too much. He found that it varies for different aircraft, but a more modest figure of one and a half to two degrees is more applicable for the tested Cessna and Seminole.

Byington is the Naval Aviation Safety Advisor, and shows that ERAU produces more aviation officers to the U.S. Navy than any other institution except the U.S. Naval Academy.

He has been married for thirty-three years and has three boys and a girl. He enjoys golfing and traveling.

ERAU to host Palm Coast Intercollegiate Golf Tournament

By Mike Hotaling
 Sports Editor

Embry-Riddle will host the 1988 Palm Coast Intercollegiate Golf Tournament at Palm Coast, Fla. The tournament will be held March 17-20, with 24 teams expected to compete.

The teams will be from colleges and universities from the east and midwest. Six players from each team will compete, with 12 teams playing in the morning and 12 in the afternoon each day for the three days.

The schools scheduled to compete are:

- Barry University
- Kent State University
- Bradley University
- Northern Illinois University

- Broward Community College
- Rollins College
- Bryant College
- Southern Conn. State Univ.
- College of Boca Raton
- Souther Illinois University
- Embry-Riddle Aero. Univ.
- U.S. Air Force Academy
- Emory University
- University of Louisville
- Flagler College
- University of Nc. Florida
- Florida A&M University
- University of Notre Dame
- Florida Community College

Schools tentatively scheduled to compete:

- Brevard Community College
- Providence College
- Skidmore College
- University of Tampa

College Sports Festival returns to Daytona in '88

By Mike Hotaling
 Sports Editor

The National College Sports Festival will once again be held in Daytona Beach.

The festival consists of four one-week tournaments, in March, and the winners from each tournament are assembled in October to vie for the National Championship.

The individual events are cycling, swimming, tennis, golf,

running, weight lifting, and the USMC fitness course. Team events include softball, basketball, ultimate frisbee, volleyball, rugby, soccer, and flag football.

The festival attracted 2,000 students from 257 schools in 1987, and expects 15,000 students from 750 schools in 1988. This year, in addition to Daytona Beach, Corpus Christi, Texas will host the festival to offer more students the chance to participate.

Financial support is provided by corporations, similar to the Olympics.

In October the winners are flown back, all expenses paid, to the respective location they competed in originally. At that time they will compete for the Festival Championship.

Over 400 students were brought back in 1987 by the Festival.

According to Florida Governor Bob Martinez, "The Sports Festival is providing a great service to our collegiate tourists and, therefore, providing them the opportunity to travel home with a positive experience and lasting memories."



NCAA sets student athlete grade standards

College Press Service

College athletes will be required to earn better grades if they want to compete, the National Collegiate Athletic Association decided at its annual January meeting.

The new rule sponsored by the policy-making NCAA Council, sets, for the first time, uniform overall grade-point standards for eligibility.

Effective Aug. 1, 1989, athletes will need a 1.6 cumulative grade-point on a 4.0 scale after their first season of competition. After the second season, student-athletes

Many members argued that big-time institutions that take home huge bonanzas from bowl games and basketball tournaments should be required to share the wealth with their less-fortunate brethren.

The proposal met with ridicule by, among others, Georgetown basketball coach John Thompson, "am I the only capitalist in the room?" Thompson asked. "You folks can sit here and talk about revenue-sharing all you want. But all the money Georgetown makes should go to Georgetown."

While those who wanted to share the collegiate sports powerhouse

those who wanted to share the collegiate sport powerhouses' wealth thought it unfair that the rich get richer...

must have 1.8, and a 2.0 after their third and subsequent seasons.

The NCAA's Division III, composed of colleges that do not offer athletic scholarships, voted to bar members from even considering athletic aid when putting together financial aid packages for students.

Proponents of the new rule successfully argued that some Division III schools give athletes unfair preference when awarding aid. Opponents say athletic ability should be considered in the same light as musical or dramatic talents when packaging financial aid awards.

Other sports reform proposals were less successful at the meeting.

wealth thought it unfair that the rich get richer, opponents said revenue is already unfairly distributed among schools. Some conferences share television and tournament revenues; receipts from the NCAA Division I basketball tournament pay for transportation costs to other NCAA events and for a new catastrophic-injury insurance plan.

"We're not splitting it up evenly as these people are arguing we should," said NCAA executive director Richard D. Schultz. "But there has been a definite increase in revenue-sharing, though it's done in more subtle ways."

SPRING LACROSSE SCHEDULE

- Feb. 27 Univ. of Florida 2:00 PM HOME
- Mar. 6 Tampa 12:00 PM HOME
- Mar. 25 Jacksonville 1:00 PM AWAY
- Apr. 10 State Championship

INTRAMURAL SOFTBALL SCHEDULE

Wednesday, Feb. 24

- 5:00 PM THE HERD vs THE YOUNG ONES
- 6:00 PM AVION vs THE YOUNG ONES
- 7:00 PM CATCH 22 vs THE PINE LAKERS
- 8:00 PM B.O.W. II vs FACES OF DEATH
- 9:00 PM BUSH PILOTS vs SIGMA PI

Thursday, Feb. 25

- 5:00 PM BLACK SHEEP vs NADAPHOBIANS
- 6:00 PM MOSFETS vs COLD BUSTED
- 7:00 PM AHP vs LAMBDA CHI ALPHA
- 8:00 PM FORE PLAY vs MOVING VIOLATIONS
- 9:00 PM SIGMA PI vs DELTA CHI

Johnson and Lechien split supercross events

By Mike Hotaling
 Sports Editor

Ricky Johnson and Ron Lechien won the second and third round, respectively, of the 1988 AMA Supercross series at The Kingdome in Seattle.

Johnson, riding for Team Honda, won Saturday night's event in the competitive 250 cc class, with Lechien finishing second, and Lechien's Kawasaki teammate, Jeff Ward, coming in third.

Sunday's race saw Lechien jumping out into the initial lead and never looking back. Ward finished second and Johnson third, after getting a poor start.

The weekend left Ward and Johnson tied for the series lead with 67 points each, and Lechien close behind with 65 points.

The next stop on the tour is the \$60,000 Daytona Supercross March 5. Daytona is the fourth event of the nine events scheduled for the season.

Learn Bartending

American Bartending

Friday, Feb. 26
 5:30 PM GRIM REAPERS vs S.A.D.
 8:00 PM RIDDLE RUNNERS vs DELTA CHI

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Tired of Chain Store Add-Ons?

 Johnson, riding for Team Honda, won Saturday night's event in the competitive 250 cc class, with Lechien finishing second, and Lechien's Kawasaki teammate, Jeff Ward, coming in third.

Tired of Chain Store Add-Ons?
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Novel News

Thai Horse

By Waldenbooks
Reprinted from Fiction Finds

William Diehl, the author of *Sherky's Machine*, *Chameleon* and *Hoedjones*, is back with his most heart-stopping, action-packed thriller yet! It's the story of a one-time spy, now turned superb, as he searches through the jungles of Vietnam for a man presumed dead for 15 years—and for someone or something known only as the Thai Horse.

During the Vietnam War, Chris van Hatcher did the things no one else could—or would—do. Known as the Shadow Writer, Hatcher made more than his share of enemies. Even his former boss, Sloan, double-crossed him, setting him up to spend three years in the brutal South American prison known only as Los Boztes. When finally sprung, Hatcher became a superchief, living high, developing elegant tastes, making love to beautiful women. But now Sloan needs him: there is one more assignment.

Murphy Cody, the son of General William "Buffalo Bill" Cody and once Hatcher's best friend, was supposedly killed in Nam 15 years ago. But word has it that Murphy might be alive. For reasons known only to Sloan, Cody must be found. And there is only one man who can find him.

As Christian Hatcher begins to learn the startling secret of Murphy Cody, he also begins to unravel the secrets of his own past. He learns to separate lies from truth. And he discovers the amazing story of the Thai Horse, the legend that lives in the center of William Diehl's most thrilling novel yet.

First Flight

By Waldenbooks
Reprinted from Signals

Nicole Shea is a brand-new Second Lieutenant in the U.S. Air Force, and ready to take on anything the universe can throw at her. The

problem is that she's managed to flunk her simulation test to become a space pilot—flunked it spectacularly, with incredible flair, but a dead flunk, nonetheless. Still, the commandant of Da Vinci base, impressed by Nicole's determination in a no-win situation, overrules the NASA Board and assigns her to a ship. Her first flight will be a mapping expedition of no great risk or importance, but a real piloting assignment all the same. Just as she's acclimated into her new responsibilities, a distress signal arrives, and the mission abruptly changes from a milk run to a life-and-death struggle. Nicole's skills and fighting spirit are strained to the breaking point—and then the stakes go even higher! From the very first page, the author keeps finding ways to raise the tension and push his characters to their limits. Space opera in the best sense of the term, with strong characters in a fast-moving story—an impressive "first flight" as novelist for Marvel Comics' star Chris Claremont!
\$2.95

Disc Driver

Test Drive

By Waldenbooks
Reprinted from Computer Newsletter

Before strapping yourself into the Lamborghini Countach, Ferrari Testarossa, Lotus Turbo Esprit, or Porsche 911 Turbo, or Corvette, you review Test Drive's detailed "spec charts." These provide critical information and vital statistics. For example, the five-speed manual transmission Lamborghini has a top speed of 173 mph. The four-speed Porsche accelerates from zero to 60 in five seconds flat and has a top speed of 153 mph.

Once you've checked the specs, you can choose from any of Test Drive's road scenarios. Say you want to confirm the 911's legendary handling. Easy: just select a winding mountain road for your simulated test drive.

Test Drive's fluid animation takes you past road signs, down hills, and around mountains so realistically that Accolade suggests "You'll swear the G-Force has pinned you to your seat."

Accolade, \$35.96. For IBM.



Stealth

By Waldenbooks
Reprinted from Computer Newsletter

Stealth. The very word suggests secrecy, deception, surprise—all appropriate for a new, highly classified fighter believed to be under development by the U.S. Air Force. Its purpose: to elude detection by enemy radar as it penetrates far into forbidden territory on deep-strike missions and reconnaissance flights.

The real Stealth is under tight wraps and years away from deployment, but this painstakingly researched simulation can put you in the pilot's seat today. Once there you'll need all your wits to keep close watch on your electromagnetic profile, confront hostile aircraft if detected, and engage your arsenal of weapons, including laser-guided bombs, missiles, rockets, and cannon.

This ultra-realistic simulation includes an advanced "heads up" display with 3-D out-of-cockpit views, aircraft carrier and ground takeoffs and landings so convincing they'll make your palms sweat! Micro Prose, \$35.96

“Mom says the house just isn't the same without me, even though it's a lot cleaner.”

SHOW —

(Continued from page 1)

Materials

Among the new products are DuraKore from Baltek, a balsahardwood composite that comes in 8' long strips which are finger-joined at each end. In the manner of natural wood, they take nice, fair curves and are laid into the mold. They are torsional but not as stiff as solid wood, which helps them lay in near the ends of the hull, where they are most likely to suffer twist. It is expected that several of the 12-meters in the next Challenge Cup will be made of DuraKore.

Innovations

Finally, we mention two engines, both one-of-a-kind show stoppers. First the German engine...

...nice, fair curves and are laid into the mold. They are torsional but not as stiff as solid wood, which helps them lay in near the ends of the hull, where they are most likely to suffer twist. It is expected that several of the 12-meters in the next Challenge Cup will be made of DuraKore.

Innovations

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Second, we mention the Atkins Megayacht "Time". At 128' feet it was the largest boat in the show. It is powered by the twin MTV engines which drives two Kallewas waterjets that fly the boat along at a respectable 30 knots.

Archery Team
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Liz Corsini-Boston University Class of 1990

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AAAE American Association of Airport Executives

By Jorge E. Parial
Club Reporter

Welcome to another edition of the AAAs newsletter. In this edition we take a trip back in time then take a look at the future to finish off what so far has been a productive semester.

Our Orlando tour was a great success! Eight members went, while one met us there. We met our guide from the Public Relations department who explained our itinerary for the day. Our tour consisted of a look at the Landside and Airside facilities. Delta's full operation and the tram.

The most interesting part of our

tour was Delta's operation. We were taken through by a Delta agent, "a red coat", who showed us through the baggage operation landside. Delta has one fourth of the counter space within the airport. We were in a look at the site of the baggage handling facility as Kris and Bonnie compared notes. Airside was a whole different operation. We went into the terminal. Delta has 60 flights a day and will soon be expanding to 120 flights a day within the near future. We went down into the operation area where we took a hard look at the behind-the-scenes action. We were taken into the maintenance storage room and then into Delta's skyview room. The

room is an exclusive waiting area and this one was expanded. The two million dollar room included 25 TV's, a huge phone area, open bar and a large sitting room. membership is \$100 a year for those interested.

Our term also took us into the communication room, consisting of very soon, 99 monitors, that will watch the airport. The communications center takes care of all the radio, PA, and emergency links. We were also taken into the shuttle bag in which we acquired excellent information on the shuttle performance and capacity. The trip was great. We only wish we had more time. Thanks to Bon-

nie "the bomb" and Todd for driving. Bonnie's car had slight damage to her floor boards due to a few right and back seat drivers. Sorry, chief. Future events are being planned and we hope that all our members will attend these type of trips, as to find information on jobs you might be interested in.

Our next meeting will be Thursday, Feb. 25 at the regular time, 6:00 pm in E-6-13. We will have our Doughtin talk between Feb 29 and March 4, outside the library. We need people! If you can offer your help for one hour, that would be great. The times that we will be working are between 7:30 and 11:30. See y'all at the next meeting.

AAS Arnold Air Society

By Stephen G. Chaste, AAS 11T
Public Affairs Officer

Last week was filled with excitement for the members of AAS. Our area convention was held over the weekend at the University of Florida. The purpose of this meeting is to let the National Headquarters receive input from each school's AAS squadron. It also allows for new rules, by-laws and ideas to be expressed.

Many of our members have spent the last three weeks working at the races to raise money for our squadron. In addition, members are keeping active with other projects, such as presenting a proposal to the

postmaster General to produce a stamp with a POW/MIA symbol, a project with underprivileged children and preparations for our National Convention. Two of our members and one of our pledging members won the Cadet of the Month award. Congratulations!

Our pledges are about halfway through their program and twenty six still remain. Members are constantly trying to find pledges with out their pledge pins. If caught, pledges are required to pay twenty five cents.

We're hoping for many productive weeks in the future.

NAVAL Naval Aviation Club

By Kathy Ward
Public Affairs

The last meeting of the Naval Aviation Club was held on 9 Feb. Lieutenant Bruce Balensiefer, Lieutenant Ed Baldwin, AW Tom Windsor and AW Tim Ellison were the featured guest speakers. They comprised the crew of the Light Airborne Multiple Purpose Helicopter (LAMPS) MK 111 SH-60B Sea Hawk, which was on static display all afternoon. Lt. Balensiefer, a Naval Aviator and a 1978 ERAU graduate in Aeronautical Science

and Lt. Baldwin presented a slide show complete with some pictures of their Persian Gulf deployment. During the presentation members present asked numerous questions. At the end of the presentation the members and all four crewmembers were asked questions. The LAMPS MK 111 has several missions. These include anti-submarine warfare, anti-surveillance targeting, search and rescue, vertical replenishment, medical evacuation, and communications relay. These multi missions require an abundant amount of crew coordination. It car-

ries a normal crew of three, with a four seat endurance time. The LAMP MK 111 SH-60B Sea Hawk was from the Swamp Forest of HSL-44, stationed at NAS Mayport, Florida.

The next meeting of the Naval Aviation Club will be held on Tues, 23 Feb. in 0109-112 at 1900. The P-30 aircraft is scheduled to be on static display. This will be a very important meeting since elections will be held. Elections were postponed last week due to the change in meeting days. It is important that everyone be there!

ΣΧ Sigma Chi

By Eric E. Zimmerman
Chapter Editor

Last week, the brothers of Sigma Chi were busy making improvements to the house. They have been getting a lot of class and officers into making the house look good. Good job guys! The house looks great!

Also, a strong congratulations

goes to Paul English for organizing the Sigma Chi Province Workshop last weekend. All the Sigma Chi chapters in the state of Florida were in town to attend this event. A lot was discussed and the bonds between the chapters in the state of Florida were strengthened. All in all, everyone had a great time and we look forward to getting together.

ΔΧ Delta Chi

By Larry Casuso
Public Relations

This past weekend there was a meeting for all Brothers in room A109. The purpose of this meeting is to see who's serious and who is not. Well, the turnout was tremendous, proving the point that Delta Chi is going stronger than ever. We have realized, and planned our goals

RIFLE AFROTC Rifle Team

By C/Sgt. Erik J. Ojoger
Rifle Team

Esprit de corps is a very important part of a unit because it encompasses unit pride in the past and the present, and the unity into an effective force. This is the same no matter if you are in your flight or in the Rifle Team.

The Rifle Team shows its esprit de corps through completing its mission as a liaison to the community and through the pride shown in the unit. One sign of this pride is the team's rifles themselves.

Under the new commander, the team was ordered to tape all rifles to prevent serious damage to them. Granted, this may sound like nothing important, except for the fact that the members were allowed to create any design they choose to decorate the rifles. This allowed the unit's pride to come through in the fashion of WWII pilots to their aircraft.

As the pilots of previous conflicts named their aircraft and painted symbols of affection, such as "Huff", or "Glamorous Glenn", the Rifle Team members have done so to their equipment. Rifles with names such as "Tempered Discipline", stamped with fighting dragons, or expressing the fashion statement, such as Steve Paul's "G Q Rifle", help build unit pride and increase interest in the team. The decorating of rifles may not seem too much to write about, but if a small amount of imagination and creativity can increase a unit's pride, then it's worth it. Esprit de corps can't be built very easily through motivated people, whether it is in a flight or on a team. Unit pride and teamwork—that is the answer.

for the future and intend to see them through. Also last weekend, everyone had a great time at the Wilderness party for the new pledges. This party gave them a chance to really get to know most of the Brothers a little better, as well as giving the Brothers an opportunity to learn more about each of the pledges.

The Little Sisters have been practicing for a long time in preparation for this weekend's volleyball game against the Sigma Chi Little Sisters. And with the help of an expert coaching staff brought in from over

30 countries, they are all ready to show the opposition no mercy. Needless to say, the Brothers from both houses are looking forward to the fast-paced showdown.

America the Beautiful.
Give a hoot.
Don't pollute.
Forest Service, U.S.D.A.

AHP Alpha Eta Rho

By Kim Storer
Fraternity Writer

Last week, the brothers of Sigma Chi were busy making improvements to the house. They have been getting a lot of class and officers into making the house look good. Good job guys! The house looks great!

Also, a strong congratulations

This past weekend there was a meeting for all Brothers in room A109. The purpose of this meeting is to see who's serious and who is not. Well, the turnout was tremendous, proving the point that Delta Chi is going stronger than ever. We have realized, and planned our goals

A big thanks goes out to all of you who made our Rush parties at Spunky's Pub and Club a huge success! Everyone had a great time and many prospective pledges got to meet a lot of the brothers. If you did not attend last weekend's parties but are interested in joining Alpha Eta Rho, an organization meeting will be held on Monday February 8 in the CR beginning at 7:30 p.m. 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 ev-

eryone gets 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 steady child from country far away, AHP has done this in the past as just a 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

LEARN BARTENDING

A great time at the wilderness party for the new pledges. This party gave them a chance to really get to know most of the Brothers a little better, as well as giving the Brothers an opportunity to learn more about each of the pledges. The Little Sisters have been prac-

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community service, we do get a little R.R.R. Last semester we had a camping trip and this semester the possibilities are tremendous. AHP always has a great time whenever 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 we hope will become an annual tradition of AHP. Special notes: congratulations to John Lanza as AHP's new IFC representative. Good Luck!!

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CHESS

ERAU Chess Club

By Ben Brennan
Club Writer

The first meeting this trimester of the ERAU Chess Club will be held on Wednesday, Feb. 24th in the Common Purpose Room of the U.C. at 6 p.m. Elections for executive positions will be conducted at this time.

Although the club is off to a late start, we're looking forward to a hopeful season. The ERAU Chess Team will be assembled to compete against chess teams from colleges and universities in the area. Also, an official USCF (United States Chess Federation) tournament is being tentatively planned to take place on campus this trimester with the support of the SGA.

For the person who likes good mind competition, we have a ladder-

tournament. In this tournament, a person can work his way up the ladder by winning games. A chess ladder is a method to rate everyone from the number one player down to the beginner.

There are two chess sets available in the Recreation Office during the hours that they're open. Everyone is welcome to use them. The Chess Club provides the sets for enthusiasts and amateurs. Please take advantage of this service.

Anyone with an interest in the game of Chess is invited to attend our meetings. Beginners are particularly welcome. Meetings are to be held every Wednesday at 6 p.m. in the CPR. We also play speed chess and quadrachess and offer instruction to anyone interested in learning how to play. So stop by -you may just find it interesting.

ΣΦΔ

Sigma Phi Delta
By Kevin J. Collins
Historian

Congratulations to the pledges for thus far fulfilling their obligations in an extremely professional manner. Last weekend (Sigma Phi Delta) Spauls was visited by a professional female bartender who was more than willing to make us mixed drinks, but was disappointed to find out the most popular drink was straight 151 Bacardi. We are looking forward to an exciting Spring Break and especially blue week with all our cycle-friends coming down to visit us. Special thanks to Brother Mike for donating his car to the mobile keg party which seemed to attract everyone including Daytona's finest. With the warmer weather coming we are all looking forward to the hot tub party which is just around the corner.

ΘΦΑ

Theta Phi Alpha
By Heather Barrett
Sorority Writer

Theta Phi Alpha, along with Sigma Phi, had an awesome time at last night at EPCOT -- or was that drunk noc, Debbie and Lisa. Congratulations to Renee for graciously passing her national test. Keep up the good work girls...the end of pledgehip is coming, hang in there...keep up them grades...remember your sisters are watching you...What you'll reap from sisterhood is an unimagable...

Theta Phi Alpha is looking forward to socials with wild Theta Phi's. The sisters and girls are ready to help us party that night, especially Matt and Chris. We'd also like to thank Bobbie Roberts for the opportunity to raise money for the annual fund and the valued conversations with our alumni.

We are also planning on helping Sigma Phi raise who will be 22 on March 1 and to Lynn, who will be 18

will be selling T-shirts for MTV and the proceeds will be going to MS. The T-shirts will be sold at pool decks and 701. Watch out for them wild springbreakers!

Theta Phi Alpha has three super pledges this tri: Roseanne, Debbie and Lisa. Congratulations to Renee for graciously passing her national test. Keep up the good work girls...the end of pledgehip is coming, hang in there...keep up them grades...remember your sisters are watching you...What you'll reap from sisterhood is an unimagable...

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ARMY

Army ROTC

By Bill Fisher
C/CIPT Army ROTC

Battling both weather and constant probing by opposing forces, Eagle Battalion Juniors spent the past weekend training in Ocala National Forest for this upcoming summer's advanced camp.

Starting early Saturday morning, the juniors, joined by others from University of Central Florida and Florida Institute of Technology, formed into squads, were briefed by their senior trainers and cadre, then moved out to practice four training tasks.

The first task was reaction to indirect fire during movement. This requires the squad to move in a direction and distance as designated by the squad leader.

The second task involved crossing a danger area. Danger areas consist of roads, trails and crossable streams. The squad when crossing a danger area must set up near side security, secure the far side and set up the security, then move the rest of the squad across. Cross- ing danger areas takes coordination between all squad members and is a difficult task to accomplish smoothly when the members of the squad have not worked together before.

The third task was for the squad to react to direct fire from a sniper, and to break contact. This involves the squad leader in bounding the squad past the threat and

continuing on with the mission.

The fourth task was reacting to direct fire, not breaking contact. In this task the squad leader maneuvers the squad by bounding into an assault position and then assaulting the position with a team or the entire squad. After the assault the squad must secure and search any prisoners taken.

After listening and practicing these four tasks the juniors moved into and set up a defensive position. Securing a defensive position involves securing the area, setting up the individual fighting positions, determining sectors of fire for each individual position and construction of the positions.

The juniors, after digging in, then defended against probing and general assaults by the opposing forces all through the evening.

The next morning the squads left the defensive area and moved to assembly areas to conduct attacks against known enemy positions. This involved movement to the objective rally point, conducting a leaders reconnaissance of the objective, issuing of a fragmentary order by the squad leader to the squad which details the conduct of the assault and the execution of the mission.

Despite the harsh weather condition the juniors performed excellently on all tasks and are to be commended on their spirit and dedication to the mission under difficult circumstances.

Aerospace Society

By Chip Zdrov
Space Technology Editor

The Embury-Riddle Aerospace Society (ERAS) will be holding tonight's meeting in the Common Purpose Room (CPR) as usual.

Anyone interested in joining the club is more than welcome to attend the meeting at 7:00 p.m. in the CPR this evening. We are always open to having new members attend.

The club has rescheduled its annual dinner at Mr. Gatti's for March 9th. We will be watching Star Trek IV. So come along and join in the fun. We will be going to Kennedy Space Center's Spaceport USA in late March, so if anyone would like to come along please attend the meetings or contact Chip Zdrov in the Avion for further information. While there, we will probably be taking the "Blue" tour. This tour will take us around all the Cape

Canaveral Air Force facilities. On my last assignment there, I saw a Titan IV on the pad. With a little luck everyone should be able to see it.

ERAS is still working out the 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.

Attend tonight's meeting and find out what we are all about.

ΣΠ

Sigma Pi

By Ryan Herald

Well so far this Spring rush has started out better than our past spring rushes with congratulations going out to Brad for making it through initiation. I'd also like to congratulate the other pledges for making it through the late initiation. There's a lot of work to be done this spring - Multiple Sclerosis, MTV and your pledging, so work hard and it'll be well-worth it.

Spending of MS and MTV; on Feb 29th at noon in front of the U.C., we will be taking pictures with the mayor of Daytona, WESH-TV, WCFX-TV, and the Daytona News Journal for publicity of our work with MS. On March 11-25 we will be selling sweat shirts for MS during spring break. Finally on March 18-25 MTV will be down to attend the excitement of spring break! So, let's be prepared to work hard, have fun, and raise a lot of money for MS.

2,413 have not come home



POW/MIA'S

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Soviets suffer two failures

Associated Press

WASHINGTON (AP) — The Soviets have become more open about announcing their space failures, but failed to announce the destruction of a spy satellite last month and gave out sparse details about a rocket failure, space-watcher Jim Oberg said Saturday.

The official Tass news agency reported that the upper stage of the Proton rocket booster failed on Wednesday and that on Thursday the Sputniks entered denser layers of the atmosphere and ceased their existence.

According to U.S. Space Command, the largest chunk of debris from the mission re-entered the earth's atmosphere Friday afternoon between Saudi Arabia and Turkey, and a smaller chunk fell earlier near Australia.

Besides the failure of the Proton, with three satellites aboard, the Soviets lost another satellite, Cosmos 1906, on Jan. 31. The imaging satellite was launched on Dec. 26 and was "blown up to prevent the film and equipment from falling into the hands of western intelligence agencies," Oberg said.

Since Soviet leader Mikhail S. Gorbachev came to power in March 1985, Oberg said, the Soviets "have

certainly released new material. But there remain severe limits. Military stuff is clearly beyond the limit."

Still, Oberg said, Western technology can detect such events as the Proton failure, and Western news reports can force further disclosures from the Soviets.

Puncturing the secretive Soviet space program is cooling new for Oberg, who has published his findings in a new book called "Uncovering Soviet Disasters: Exploring the Limits of Gorbachev." Long before Gorbachev's moderate reforms led to greater disclosure of problems in the Soviet Union, Oberg had pieced together intriguing tales of disasters that for decades went unreported in the state-controlled media.

Oberg has "been working since childhood at this, watching their space program, looking for chinks in their secrecy, and driving through them."

Soviet secrecy can be dangerous, Oberg wrote in his book. On Oct. 24, 1962, a Soviet space probe exploded into dozens of objects during the Cuban missile crisis, the confrontation that brought the superpowers their closest to nuclear war.

Debris from the probe "appeared without warning on American attack-warning radars in Alaska,"

Oberg wrote. "The Cuban missile crisis was at its height, and for a few moments the announcement and unexplained Soviet space failure looked like the long-feared massive Soviet (Intercontinental Ballistic Missile) attack."

The debris burned up as it entered the atmosphere. But, Oberg said, the Soviets have never publicly acknowledged the event.

Soviet media also have not reported on the most spectacular "and probably the greatest disaster" of the space age, the "Nedelin catastrophe," which on about Oct. 24, 1960, killed scores of Soviets including Marshal Mifanudin Nedelin, the commander in chief of the Soviet Strategic Rocket Forces.

The accident came three years after the Soviets launched the first satellite, "Sputnik." Operating in the strictest secrecy, the Soviets stricken two unmanned spacecraft on a probe to Mars, but both fell back into the atmosphere and burned up because their upper stages failed.

A third booster was loaded with fuel, and the order was given to launch. But the main rocket engine did not ignite. "It just stood there on the launch pad, bathed in searchlights and fumes with clouds of supercooled liquid oxygen," Oberg wrote.

"Nedelin made a fatal error and committed a gross violation of elementary rocket safety standards," Oberg wrote. "From the launch bunker, where he had prepared to watch the expected success, he ordered a team of engineers to inspect the rocket booster immediately..."

"Since he was an experienced combat commander, he would not send men into peril by himself avoided, so he walked out to the base of the rocket while the inspection was being made."

Although the main rocket failed to ignite, the uppermost stage continued to operate as though it were en route to Mars, and at the time when it would have separated from the booster, fired its own rockets.

"A million pounds of kerosene and liquid oxygen flared up in a pyre which must have been visible for hundreds of miles," Oberg wrote.

The Soviet press carried an official obituary of Nedelin several days later, saying that he had "died tragically in the line of duty" in a plane crash.

Not a word has appeared since then in the official press, although writings smuggled out of Russia or published by emigrants have described the incident, and Oberg pieced together the evidence.

Ex-NASA official dies

Associated Press

WATERFORD, Va. — William Chaborn "Red" Hayes Jr., the NASA official who greeted astronaut John Glenn after his historic flight in 1962, died Saturday. He was 67.

Hayes, who spent 27 years with the National Aeronautics and Space Administration, directed the at-sea recovery effort that plucked astronauts from the ocean after their space capsules had returned to Earth.

When Glenn was brought aboard the Navy aircraft carrier *Randolph* after America's first manned orbital flight, Hayes was the first to greet him and shake his hand.

Hayes, a Norfolk native, joined the National Advisory Committee on Aeronautics in 1952 and was there when NASA was organized a few years later.

From 1952 to 1961, he was assigned to NASA's Langley Research Center where he worked with wind-tunnel research.

In 1961 he was transferred to the Manned Spacecraft Center in Houston, Texas, and was given charge of the Recovery Operations at Scottsdale, Hayes directed the recovery of astronaut Glenn, Scottville.

Carpenter, Walter Schmitt and the Grison.

The rescue was not without mishaps. Grison had to be rescued after his capsule sank. Carpenter's capsule seemed to sink after its re-entry land, but atmosphere and it took an hour to locate it. When Carpenter was finally airlifted to the carrier base, Hayes again was first to shake his hand.

In 1969, Hayes became director of the Advanced Aerospace Programs Office at NASA-Langley, and in 1971 he was named vice-assistant for planning in the office of the director for Center Development and External Affairs at Langley.

A year later, he was named director of the Manned Space Technology Office at NASA Headquarters in Washington, D.C., where he was responsible for the development of advanced technology requirements for the Space Shuttle, space stations, planetary spacecraft, and other projects.

Hayes retired in 1979. He is survived by a wife, Mildred, Texas, and was given dead by his daughter, Frances, who was in charge of the Recovery Operations at Scottsdale. Funeral services were scheduled for Monday in Presbury of astronaut Glenn, Scottville.

Soviets will launch U.S. project

Associated Press

WASHINGTON — Soviet cosmonauts will carry a U.S. commercial project into space for the first time in a deal approved by the government, an attorney for the project said Saturday.

Playboy Systems Inc. of Westley,

Mass., received a two-year license from the Commerce Department earlier this month to contract with the Soviet space agency to perform protein crystallization experiments aboard the Soviet space station Mir, said Mark S.

McConnell, a Washington attorney who handled the company's negotiations with the Commerce and Defense departments.

The company, a consulting firm, was founded in 1984 by Byron K. Lichtenberg of the Massachusetts Institute of Technology. He was the first American non-astronaut to fly aboard the space shuttle in December 1983.

The experiment will use the weightlessness of space to grow large, regular protein crystals, which are useful in the development of new drugs, McConnell said Saturday evening.

"To my knowledge, it is the first

See SPACE, page 12

Editor's note:

The article *Paying a tribute to a first friend, Volume 58, Issue 3, Feb. 10, 1988*, was not written by Jim Banke, it was written by Paul Holt, Marc Hinshaw, Peter Pfau, and Wes Jones. They were the winning designers of the Astronaut Memorial.



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Notices

TO ALL FACULTY AND STAFF MEMBERS

The orders for cap & gown rentals for April's Graduation will be taken at the University Bookstore from February 19 thru March 9, 1988. No late orders will be accepted.

MA/PS SEMINAR SCHEDULE

Feb 26 (F) Dr. G.G. Sivjov—Gravity Wave Modulation of Atmosphere, 1330 Riddle Theatre
 Mar. 4 (F) Dr. Frederick Blason—Oder Inquisitions, 1330 Riddle Theatre
 Mar. 28 (F) Dr. Alexander Karav—Super Symmetry, 1330 Riddle Theatre
 April 8 (F) Dr. Christopher Pledge—Primes of Reference, 1330 W310
 All seminars are scheduled at 1330 on Fridays. Everyone is cordially invited. Students welcome.

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 form as before the next Advanced Registration, to be held during the latter part of the Spring Semester.

SCHOLARSHIP APPLICATIONS

The Financial Aid Office is currently accepting applications for institutional scholarships for the 1988-89 academic year. Applications have been limited to all students with a 3.00 or higher g.p.s. Applications may also be obtained in the Financial Aid Office. The deadline date for submitting the scholarship application is March 15, 1988.

ADMA SCHOLARSHIPS

The ADMA will award one \$750 scholarship to a Bachelor of Science candidate with an Aviation Management major with emphasis in one of the following: General Aviation, Airway Science Management, Aviation Maintenance or Airway Science Maintenance Management.
 A second scholarship of \$750 will be awarded to a Bachelor of Science candidate with a major in Professional Pilot with emphasis in one of the following: General Aviation, Flight Engineer, or Airway Science A/C Systems Management.
 Applicants can apply after the second year of their program. Applicants will be considered based on their overall scholastic standing and the content of their application package.
 Applications can be obtained in the Financial Aid Office, 118 Spruance Hall, or by writing ADMA Scholastic Program, 1900 Arch Street, Philadelphia, Pa 19103.

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IN WORLD AEROBATICS

Without your generous financial help, we never could have flown in England in 1986. We're pleased that your investment in our team and our national honor really paid off. We brought home many medals.

Among the 70 pilots at England, our nine represented the United States honor stand out.

As your 1988 U.S. National Aerobatic Champion, I've joined by my teammates in anticipation to help make the USA team the best in the world in Canada in August 1988. Please join our team of four. We'll be competing with us in the World Championships, FIS and the World Aerobatic Championships. We'll be glad to have you on our team. We'll be glad to have you on our team. We'll be glad to have you on our team.

Clint McHenry
1986 U.S. Aerobatic Champion

AEROBATICS 308-CL308—For 3000 members to receive the 1988 team patch, a color photo of the team patch, results and Photo of the Team.
AEROBATICS 308-CL310—For 3000 members to get a team shirt, color photograph of the team, a color photo of the team patch, results and Photo of the Team.
AEROBATICS 308-CL315—For 3000 members to receive the team patch, photo and Photo of the Team.

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Send me the 1988 U.S. National Aerobatic Champion, I've joined by my teammates in anticipation to help make the USA team the best in the world in Canada in August 1988. Please join our team of four. We'll be competing with us in the World Championships, FIS and the World Aerobatic Championships. We'll be glad to have you on our team. We'll be glad to have you on our team. We'll be glad to have you on our team.

Clint McHenry
1986 U.S. Aerobatic Champion

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AEROBATICS 308-CL315—For 3000 members to receive the team patch, photo and Photo of the Team.

USA

Send me the 1988 U.S. National Aerobatic Champion, I've joined by my teammates in anticipation to help make the USA team the best in the world in Canada in August 1988. Please join our team of four. We'll be competing with us in the World Championships, FIS and the World Aerobatic Championships. We'll be glad to have you on our team. We'll be glad to have you on our team. We'll be glad to have you on our team.

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USA

RENTALS (W.E.I.)	PER HOUR
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C 152 Aerobatic	\$35.00
C 172 IFR (7)	\$46.00
C 172 RC (1FR)	\$57.00
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'76 TOYOTA CELICA-GT 4dr, AM/FM stereo cassette, new wheels, lower, hood and wheel fenders, 3.8 liter 165,000 miles \$1,200 call 761-8056 sat. for info.

'85 HONDA SHADOW 500-Bandit motor only 3200 miles includes helmet, \$1900 n.b.a. contact Howard at ext. 8411 or 673-9608.

miscellaneous for sale

FURNITURE SALE-Queen bed \$95, dining table with 4 chairs \$85, desk with chair \$75, low cost \$75 call 253-1182.

FISHER STEREO-Isolating 50 w amplifier, AM/FM tuner, double cassette deck, tunable, speakers and cabinet. At good as new for \$225 call 253-1182.

RADIO CONTROLLED CAR-404 buggy made by Rycoflex. Radio ranges 1/2-3/4 channel wide, 2-500 7.2 NiCad power pack and fast charger. All in excellent shape. Total value over \$350 will sell for \$225 call after 9pm 672-6561.

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- No classified ads will be accepted over the phone.

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Need help in basic math, MA 111, 112, 140, 141? Call 785-8162 leave message.

GEORGE,
And now here in my report, a very simple secret: it's only with the heart that one can see rightly: what is essential is invisible to the eye.

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Thank for my "Tent time," the overnight updates

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personals

SIR WINK,
Thank you for the poems. You certainly know how to make me smile!

BEAUTIFUL SABRINA P,
I've seen you at the coffee. I've seen you around school... Your beauty first attracted me, but I know you are so much more than you know you better... I hope that's alright... Please respond to this poem if you want to write.

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- 3 BY DAVID SANBORN INCLUDING HIDEAWAY
- 3 BY JAMES TAYLOR INCLUDING SWEETS BAY JAMES
- 4 BY VAN HALEN INCLUDING DIVE OR BURN
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1920 — After three days and 22.5 flight hours, Lieutenant William Coney completes the first solo flight from San Diego, California to Jacksonville, Florida.

1935 — First flight of the Heinkel He 111a bomber prototype. Passed off as a twin-engine transport, it was actually intended for the still secret Luftwaffe.

1939 — The first Boeing Model 314 flying-boat to enter service with Pan American is officially handed over at Baltimore.

1964 — The Northrop F-5B, a two seat trainer version of the F-5A lightweight tactical fighter, makes its first flight.

SPACE

(Continued from page 8)

"There will be extremely limited training given to the cosmonauts. They will be doing no more than turning some dials on a box, the contents of which they will not know about, and monitoring environmental conditions in the space station," he said.

He said the Soviets were satisfied with the arrangement, adding, "Their goal from what I could tell is to promote commercial activity outside of their station."

The U.S. government has been reluctant to permit American companies to hire the Soviets to launch satellites and McConnell said the Soviets viewed the crystallization project as their best shot at working with a U.S. firm.

He said Payload Systems has reached an agreement in principle with the Soviets, but still was negotiating over details.

He said the company would not attempt to sell the crystals grown in the first flight.

"They're just trying to see if it works for commercial purposes," he said.

According to The New York Times, which carried a story on the project in Sunday's edition, the first flight will be sometime next year.

The newspaper said Payload Systems refused to discuss the terms of the contract. It added, however, that the Soviets in the past have offered

to carry Western experiments for between \$10,000 and \$15,000 a kilogram.

Calls to company officials seeking comment were not immediately returned Saturday night.

President Reagan's budget, released Thursday, provides \$1 billion to build a U.S. space station by the mid-1990s. Earlier this month Reagan unveiled a national policy for commercial activity in space. It provides for the government to lease space aboard a space module that will be carried aloft by the space shuttle and left in orbit. At the time that the U.S. government has approved commercial activity in the Soviet space program.

Since the explosion of the Challenger space shuttle in January 1986, American companies have been left with few alternatives for space projects.

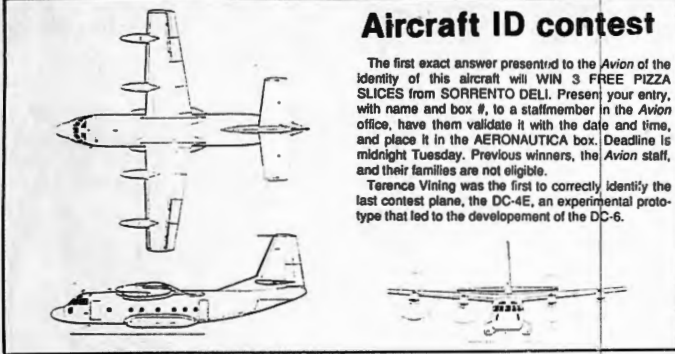
"Even when the shuttle was flying it provided only a limited amount of time in space. With the shuttle down, the only American option is (a plane) flown in a parabolic flight path that gives only a few minutes of weightlessness," McConnell said.

U.S. officials were concerned about the possibility of transferring sensitive technology to the Soviet Union, but McConnell said, "We created a situation that absolutely minimized that." He said the Commerce Department issued the license after getting from the Pentagon.

Aircraft ID contest

The first exact answer presented to the Avion of the identity of this aircraft will WIN 3 FREE PIZZA SLICES 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.

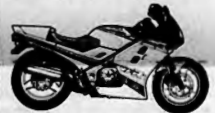
Terence Vinline was the first to correctly identify the last contest plane, the DC-4E, an experimental prototype that led to the development of the DC-6.



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