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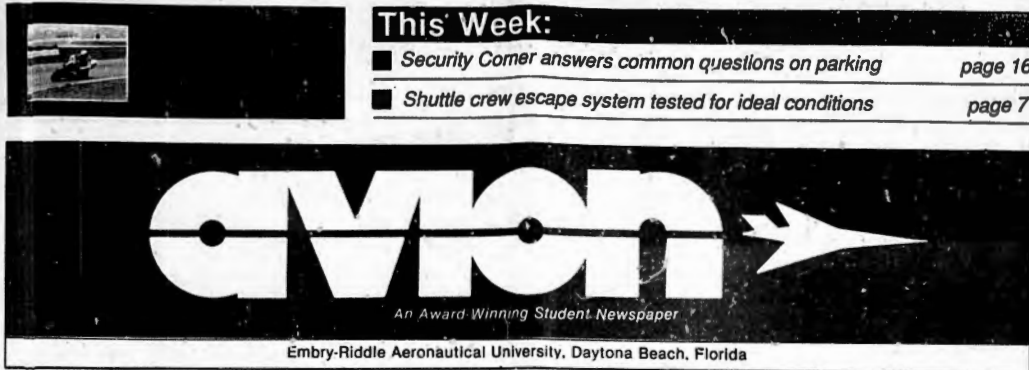
Embry-Riddle Aeronautical University

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An Award-Winning Student Newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida

Administration gives blessing to permanent campus chapel

By Ray Hines
Avion Staff Reporter

The Executive Committee of Embry-Riddle has approved the Office of Campus Ministry's request for a University chapel. This action follows the Board of Trustees' go-ahead given at their annual meeting last year.

According to Rev. Keran Morris, Director of the Office of Campus Ministry, he has had this concept in his mind since first coming to the University nine years ago. "I kept talking about the need at suitable circumstances," said Morris.

However, it was not until three years ago that he "hit a special dialogue" with then Board of Trustee member James Flinton and ERAU Vice-President William Mott, who eventually spoke about it with members of the Board.

"The need is so evident when you look at the activities taking place in the CPR (Common Purpose Room) and the Spruance Hall Annex," remarks Morris. "There's not adequate office space and there's no space for community life," he continued.

The chapel will be a tribute to those who have given their lives to any phase of aviation. Morris has suggested that the building be named the Aviation Memorial Center of Campus Ministry.

"Seed" money is currently being solicited by the University so that architectural plans can be drawn up. The University will be in charge of raising funds for the project, and Morris anticipates no problems in this fundraising.

"People are waiting for it (the chapel) to come. Alumni have held off with donations until the chapel is built, and students of families who have died are likewise interested

because we're so involved with the families at times of tragedies. The Board of Visitors are also very much interested," Morris admitted.

Chancellor Eric Doten, a staunch supporter of the chapel, has already recommended a site for the project. The site lies between the racquetball courts and Dorm I. It will be bordered by trees that are already present in that area of campus. The chapel will approximately be in the geographic center of campus when future construction eventually materializes.

Morris said that the Campus Ministry Office will be able to carry out programs that they were not able to do in the past. These programs will move on with the ongoing development of Campus Ministry as it takes on increasing importance and involvement on the ERAU campus.

Tentative plans for the chapel call for a non-denominational worship space to accommodate 400; an extensive library containing religious material; various suites and meeting rooms; a small kitchen and dining room for social functions; and a parlor for consultations, bridal preparations, families during memorial services, etc.

With the construction of the chapel, Morris anticipates that more people will come to the programs offered by Campus Ministry and that the demand for other programs will materialize. "People want something more in line with a church atmosphere other than the CPR or Spruance Hall," he said.

Morris has been happy with the way things have been progressing since hearing of the administration's favorable response regarding the chapel. He anticipates that the entire project will be completed within the next two years.



Avion photo by Tom Adair

No reflections from last year . . .

Suzuki Team rider Kevin Schwantz's race. Schwantz passed teammate Doug Polen early in the race and held the lead to up with him in Sunday's Arai 200 Superbike

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University expansion project to begin in May

By Bill Fisher

May 1, 1988 tentatively marks the ground breaking of two construction projects on the Embry-Riddle Aeronautical University Daytona Beach Campus.

These projects include the Phase II addition on the Jack Hunt Memorial Library and extension of the University Center northward, including a separate building being built to house a new mailroom, bookstore, and ERAU's International Campus personnel.

Library extension

According to Dr. D. J. Harrison, Director of Facilities Planning for ERAU, "the existing library is approximately 20,000 square feet and the phase two addition will add 23,000 square feet. The phase two addition will include a sunken reading area on the first floor with two reading

levels above it." The mezzanine levels will be topped by a skylight to allow for natural lighting. The new addition will also include badly needed group study rooms for students involved with group projects, and a large area divided by sliding walls for giving seminars or holding meetings.

The start date for construction is tentatively set at May 1, 1988, pending final approval of the finished plan, and the finish date is set for December 1, 1988. Ken McGee is the architect for the project and construction will be done by Alan Green Construction.

U.C. extension

The second construction project, also tentatively set to start May 1, is the addition to the University Center. This addition includes an extension of a portion of the existing structure northward toward the University

pool, and the construction of a new two story building to the east of the extension.

According to Dr. Harrison, "the extension of the University Center will cover approximately 5,100 square feet and will be utilized as a snack bar with the emphasis on it being a place for the students to socialize."

The snack bar will include an enclosed area for banquets and dinner meetings which can be used by student clubs and organizations. The addition will be funded by Epicure Food Services under a contractual agreement with the University in which ownership of the building is retained by the university and Epicure will operate the facility cost-free for a number of years.

Bookstore and mailroom

To the east of the extension on the University Center will be the construction of a two story building

which will house a bookstore and mailroom on the first floor, and ERAU's International Campus operations on the second floor.

According to Mr. Charles Fountain, Director of Business at ERAU, "the bookstore will be a modern, state of the art facility which is being designed by experts to maximize use of available floor space and to be flexible enough during book rush to accommodate the extra load with a minimum of check-out time per person."

The bookstore and mailroom is being funded by Brennan College Service, Inc. under a five year agreement in which the University owns the building and Brennan will operate the bookstore and mailroom for a minimum of five years. After the initial five year period a new contract will be negotiated.

The offices of the International Campus will be housed on the second floor of the new building. The construction of the second floor is being funded by the University.

ERAU adviser given collegiate journalism honor

By Bill Fisher

Jean Snyder, Student Activities Publications Coordinator at the Embry-Riddle Aeronautical University Daytona Beach Campus, was presented an award last weekend at the Southern Regional Press Institute (SRPI) Convention held in Savannah, Ga.

Ms. Snyder was awarded the 14th Annual Wilton C. Scott Memorial Award which is presented for contributions which have helped further scholastic journalism either at the individual college level or within the SRPI.

"The SRPI is an organization which is dedicated to the development of professional journalism at the high school and collegiate level.

Ms. Snyder's affiliation with the SRPI spans over eight years and, according to her, has kept her in touch with developments in the field of journalism. "Being a journalist in an aeronautical university requires a working on my part with other profes-

sionals in my field. The people I have met at SRPI have provided me with that renewed source of inspiration. I enjoy being a part of SRPI and am very proud of being the recipient of this award."

Working at ERAU in student activities for eleven years, Ms. Snyder has worked with the Avion newspaper, the Phoenix yearbook, and Beyond the Horizon, the foreign student newsletter.

Of her experiences at ERAU Ms. Snyder said, "These last years with the Phoenix have not only been a challenge for me as their advisor, but as I've worked with the staff, I've learned that allowing them to be responsible for the development and execution of the yearbook creates an exciting publication that accurately represents student life. I am proud to be their advisor."

Ms. Snyder graduated with honors from the University of West Florida with a B.A. in Communication Arts, and was a member of Women's Army Corps as a newspaper journalist during the Vietnam Era.

Random drug testing proposal issued by DOT

Associated Press

WASHINGTON — The Transportation Department proposed a wide range of drug tests Thursday for more than a half million airline employees from pilots to mechanics, although officials acknowledged they have no clear evidence of a drug problem in the industry.

An announcement of the drug testing program, which would go into effect after what may be a lengthy rulemaking process, came amid conflicting court cases on whether such tests are legal. A federal judge earlier this week declared random drug tests of civilian Army employees as unconstitutional.

But Transportation Secretary Jim Burnley said

drug testing, especially random testing, "is absolutely critical" in the aviation industry to make certain travelers are not endangered by a flight crew member, mechanic or other employee in a safety-sensitive job being impaired by drugs.

"We can't wait for weeks and months while these (drug testing) cases wind themselves through the courts," Burnley told a news conference. He said he was confident the department's testing program would eventually meet the court's approval.

The union representing more than 40,000 airline pilots, Burnley told a news conference, had questioned the need for a drug testing program in an industry where no drug problem has been shown.

"There's never been a scheduled air carrier acci-

dent in the United States that has been attributed to drugs," declared Roger H. Law, a vice president of the Air Line Pilots Association. He promised to challenge any random drug testing rule in the courts when it becomes final.

The Association of Flight Attendants, which has 23,000 members, also criticized the broad scope of the department's testing proposal and said there was no justification for random testing.

"We're opposed to random testing. There's never been an incident where flight attendants have performed poorly in an evacuation because of drugs," said Matthew Finucane, the union's safety director.

See TESTING, page 10

Spring Fling is next week!

The Avion will have special coverage of this extra-special event.

Co-pilot Digan said to have had trouble with landings in Metro, says NTSB

Associated Press

RALEIGH — The co-pilot thought to have been the American Eagle computer plane that crashed at Raleigh-Durham Airport had problems with test landings last summer, but a federal official said he wasn't sure the results were important in his investigation.

"At this point, I'm not prepared to say it was significant one way or another," said A. Barry Strach, chief investigator of the RDU crash for the National Transportation Safety Board.

He said a pilot's ability to perform proper landings was an involved two very different skills. American Eagle Flight 3378 crashed within a half-mile of RDU just moments after takeoff.

"There are no indications that she ever had problems in her flying on takeoffs and climbs," he told The News and Observer of Raleigh.

Investigators on the crash Feb. 19, which killed 12 people, have said they thought First Officer Kathy Digan,

See DRGN, page 10

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Send your trivia to the Avion today

Construction is crucial for thriving university

As construction once again begins to take place on the campus of Embry-Riddle, it is important not to overlook some of the basic necessities that are indeed lacking on campus. Sometimes it is incredible that some of these things are bypassed by the Administration - things that are important to an essential and vital part of University life.

Future plans for the University call for more and more students to live on campus. Therefore, it is that much more important that student needs are satisfied, especially those that enhance student life on campus.

One important step forward that the University administration has taken is giving its approval for the construction of a campus chapel. This building will play a vital role for many students in much more than a spiritual way. Its proposed multi-purpose function will not only enable students to worship in a much more proper place, but it will also be the site of celebrations, weddings, memorial services, and so many other gatherings. The Avion encourages the Administration to go forward with this project with full force and dedication.

Though one need has been addressed, others have not to their full extent. One such case is the proposed Student Union Building. Students need a gathering place that is much more than is offered by the University Center. A lounge and bar area open after hours, a decent game room, informal group study areas, and food places offering an alternative to Epicure are all things that do not exist on this campus and can be accommodated with the construction of a Student Union Building.

Another aspect of student life that is finally getting underway is the sports program. The Administration has finally heeded to student pressure in establishing an intercollegiate sporting program at ERAU which will add an exciting and new dimension to student life. However, the Administration must not forget about some of the basic sporting activities that currently need to be addressed. The defunct JET (Jogging Exercise Trail) Course has many stations still standing, yet there is no actual course due to campus construction. The free weight room lacks equipment, and the racquetball and tennis courts are many times used to an almost optimum level. All these, once fixed and/or addressed, will add to a much more rounded and pleasant student life.

Students passing time outside the dorms doing absolutely nothing during the evening hours is concrete proof that this university campus does indeed lack many basic student life needs. As students are forced to remain on campus due to the Administration's policy regarding freshmen and cars, and as more and more students live on campus, the Administration must not forget about these necessities.

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A big black shadow that this University has is that it has no campus life. This is a known fact ... just ask any student here! Perhaps the University hierarchy should address this problem to its absolute fullest right now.



Letters to the Editor

Typing mad

To the Editor:

As Secretary of the Avion for two years now, I see all of the club articles to be printed. Each semester and every issue we have club writers come to the office and complain about their articles not being printed. The reasons your articles aren't being printed are as follows:

1) If your article is not readable it will not be typed in. So many times articles are brought in to the office with scribbles, arrows and many marginal notes. It is not my job to decipher handwriting or organize what sentence goes where. If I can't read it, I'll simply throw it away. If the writer isn't willing to put in the effort into making the article legible, I'm not going to make the effort to type it.

2) Articles are put in as space permits. Sometimes we have a large clubs section because there are more pages allotted to clubs and organizations. Other times, because of low

Word Star disk must be submitted by Wednesday at 5:00 p.m. or by Thursday at 5:00 p.m. If no disk, articles must also be logged in on the sheet provided or they will not be printed.

3) Layouts for the paper are on Monday nights. Many times there is too few people in the office working on the paper. Long hours are spent laying the paper out and articles tend to get lost. At 4:00 a.m. who wants to retype an article? This semester the Avion has been blessed with computer problems and more often than not, articles are lost within the computer system. Of course there is nothing the staff can do about this problem, but for those of you who complain about the paper, you could come to the office and help with layout on Monday nights.

My advice to all club writers is to type your articles either on disk in Microsoft Word or Word Star or on a

ous, you have nothing to complain about.

Kimberly Storer
Secretary/Typosist
Box 7170

Housing shuffle

To the Editor:

About three weeks ago, Housing started up its housing drive for the Fall semester on-campus housing. I, along with about 700 other students, tried to get continuing housing for Fall semester. What was different between me and 697 of the other students is that I worked hard Monday morning early of the first day to get my housing contract! This was a lot of work, but I wanted to guarantee that I would have housing the next semester. A friend of mine waited all that week and until the last possible moment on the just possible list. Why do

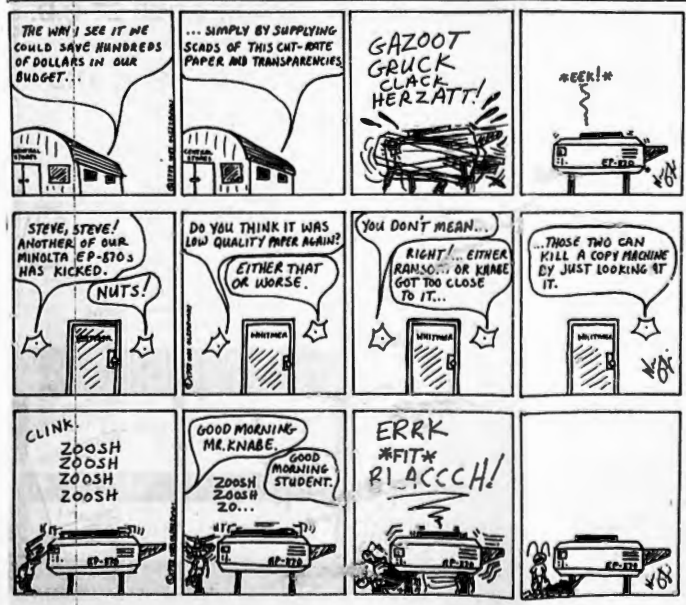
You can imagine the feeling this incurs to a one-year veteran of Riddle. This kind of thing could have a worse feeling to an incoming freshman, fresh from home. No wonder why 75 percent of all Riddle students live off campus.

The housing situation should be based on a first come first serve basis. This would cancel any anxiety you would have by hanging in your contract early and being shuffled by the housing department. I was a student who went through the "Overbook." The thing that really confuses me is that housing says that this random selection process is the most fair procedure they could devise. How many places do you go that scrambles the line before they let the "select group" get in, or when you make plane reservations does the ticket agent shuffle a deck of cards to see if you drew the card to get on that plane. There is a major problem here and something should be done before we all have to go live off campus or leave Embry-Riddle.

Bruce Perry
Box 4151

Klyde Morris

Wes Oleszewski



AVION

The Avion is a division of Student Government and is funded by the Students of Embry-Riddle
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This week's staff: Wes Oleszewski, Ray Neme, Tim Van Milligen, Maria Smith, Shannon Huber, Peter Torpe, Brian Leasin, Richard Gohs, and Tim Greenwood.
The opinions expressed in the Editorial are those of the majority of the Editorial Board, and do not necessarily reflect the opinions of the staff of the Avion, or the members of the student body. Opinions expressed elsewhere are those of the writer, who is identified.
Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. Letter writers 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.
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The Avion is an Associated Press member newspaper, and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advisers, and the Associated Collegiate Press.
The Avion is produced by a volunteer student-journalist staff weekly throughout the academic year and bi-weekly throughout the summer. The Avion is funded through student government fees and advertising revenue.
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ERAU in just ten years

How to make college the most destitute decade of your life

By Wes Oleszewski
Editorial Cartoonist

The E.R.A.U. flight line of ten years ago was very different from the way it is today. There were different aircraft, different procedures, different course structures and, most notably, different attitudes. In this chapter I will, to the best of my opinionistored recollection, attempt to document some of these differences. I have been told that I should wait until I've passed the FA-315 prog, before I write this chapter, just in case I should ruffle a few flight standards feathers in the process. Of this I am not worried, because the changes for the worst are not in flight standards.

A decade ago the E.R.A.U. flight program consisted of three kinds of aircraft, there was the ever forgiving Cessna 172, the Mooney 206, and the Cessna 310 that we netes ones all aspired to one day reach. This was the scene that I gazed upon through the flightline fence on the day of my first flight. I was stupid when it came to flight and I knew it. After all out there on the ramp were a lot of other FA-102s who had already soloed and I had yet to log a single hour. There were also the 103s who could do all that cross country stuff and were about to get that magic gray ticket that said "Private Pilot" on it. On top of all this were the pilots who could put on the hood and do that mystical instrument work. Then to further intimidate me were those multi-engine deities. Surely those must be the "real" pilots, because they flew the "real" airplanes. These guys always seemed to have "Pops" Alonzo, or Greg Nellis or Mason Aldrich as their instructor, and we freshmen knew that this was the ultimate in Riddle flying. I felt like I had a postboard on my back that said in eight inch letters "BEGINNER...ZERO HOURS LOGGED". Little did I know that over the years only the hours logged part of my postboard would change; in aviation you're always a beginner.

Upstairs in the flightline building lurked some menacing flight instructors, the most fearsome of whom were the "prog pilots." Prog, checks, in those days, were not as they are today. The very words "prog, check" could evoke a chilling fear into the most experienced flight student, and some of the check pilots made extensive use of this paranoia. In that era the check pilot had the privilege to terminate the prog, upon the student's first or worst error. This meant that if you busted the first item that you attempted you could fall the whole prog right then and there. The student would then have to take the re-check with all the items remaining. The most heart-sinking words ever heard when departing DAB were "O.K....take me back to Daytonas".

From personal experience I can state that some of the most difficult prog pilots to get by were George Flanagan, Rick Hopewell, Rich Molzon and Mike Murray. Although these men were all supremely competent, there was the underlying feeling that they enjoyed their work...a lot. Rumor has it that Molzon and Murray once had a contest to see who could go the longest without passing a student. Word has it that they went 63 days (some people say it was as little as 32 days, but debating over exact the duration would be as wasteful as their contests), before Murray got a private pilot student who was so good that he just had to pass him. I myself had a private pilot prog with Murray during this contest, it took him exactly 90 seconds before he had me sign by the "F".

Over the years the fearsome guys have gone away and today we are working with some check pilots who'll give you a good workout without any nonsense. Those of us who were here in the dark ages not only respect this, but find it to be a breath of fresh air.

NEXT WEEK: The Flight Line continued

Germany's problems still remain from WW II

By Barth A. Baron Jr.
Avion Staff Reporter

The United States is divided into three sectors so that the victors of the war we just lost can get our economy back on its feet. These three countries control Washington D.C. jointly. Suddenly, the country occupying the sector east of the Mississippi River breaks its agreement with the other powers, seals its sector off and in-stalls communism. While democratic countries still control our capital's western half, the eastern sector is now under communist rule.

I have not spun you a tale here - Germany staggered out of World War Two straight into the nightmare I've just described.

Although the Soviet's conduct during the occupation was a blatant violation of international law, many people feel this tragedy was merely an unfortunate consequence of the war.

Forty-five years later, the East-West German question remains unanswered and largely ignored.

Some feel that Germany's division makes sense. They point out that she has rarely been united, and that Europe was better off with a dis-jointed Germany at its center. Imperial Germany existed for seventy-five years, and in that time started two world wars.

Today, however, Germany's stable government and economy prove her status as the European community's most responsible citizen.

The Allies decided plans for the post-war occupation long before the war's end. At the London conference in September, 1944, the Allies divided Germany into three occupation zones - one each for the U.S., U.K., and the Soviet Union. They later amended the protocol signed here, giving France parts of the British and American zones, as the Soviets refused to relinquish any land.

The London Protocol made Berlin a territorial entity of its own, jointly controlled by the Allies despite, or perhaps because of, its location deep inside the Soviet sector.

Then came the occupation. Its three main goals were demilitarization, denazification, and democratization. The first two tasks were simple.

Having decided that Germany should control no army or weapons for some time, Allied control of factories and railroads was instituted to insure this goal's realization.

The occupation administrators then reviewed Nazi Party records, located the surviving members, and forbade them from filling administrative or educational posts.

The Potsdam Agreement of 1945, signed by the U.S., U.K., France, and the Soviet Union, stated: "So far as is practicable, there shall be uniformity of treatment of the German population throughout Germany," and, "during the period of occupation, Germany shall be treated as a single economic unit."

By 1948, the Soviets had begun assimilating their sector into the Soviet economic system, and in 1953 forcibly collectivized all agriculture in the newly-formed "East" Germany. So much for a single economic unit.

Addressing the occupation's third goal, the Potsdam Agreement stated: "All Democratic parties with rights of assembly and public discussion shall be allowed and encouraged throughout Germany." In fact, all but one party was in their sector - the Socialist Unity Party.

The western powers issued democracy through freedom, human rights, and parliamentary rule, while the Soviets translated it as well engineered, single list "elections" organized to produce a desired result.

The Allies also agreed in the Potsdam Agreement that "freedom of speech, press, and religion shall be permitted."

The Soviets offered freedom so generously that between 1949 and 1961, 14% of the Soviet zone's population fled to the west.

Faced with underemployment, the Soviets built a wall along their sector's border with the rest of Germany - 727 miles from the Baltic Sea to Czechoslovakia - and another encircling the west's sectors of Berlin.

Today, carefully selected "East" Germans with orders to shoot to kill man the guard towers overlooking every inch of the border.

Along a hostile frontier, you expect such vigilance, but there's a queer twist here: These men aim at their own people, the East Germans.

MEGA MOVIES

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On the Action March 9, 1988



Action photo by Mike Hotaling

Windsurfing club competes in Frostoite regatta

By Mike Hotaling
Sports Editor

The ERAU Windsurfing Club participated in the 4th annual Frostoite Regatta on February 20. The regatta was held at Bichone Point and was sponsored by Richard Veddor of The Halifax Sailing Association.

With 26 sailors competing, ERAU club members Mark Donigan, Dan Blockson, and Mike Miller placed 7th, 10th and 12th, respectively. ERAU's competition included professional sailors

from Team Fantastic as well as local advanced sailors. The conditions for the event were excellent, with sunny skies, 72 degree temperatures and 15 knot winds.

The ERAU club members have placed individually in the top ten in all 3 events the team competed in. Additional competitors from ERAU included: Graham Drinkwater, Mack Oswald, Al Wade

The club's next regatta is scheduled Sunday, March 13, in Orlando, sponsored by the Central Boardsailors Association

ERAU Eagles lose 11-7 to undefeated Tampa

Eagles' record drops to 7 and 4; Tampa's moves to 11 and 0

By Mike Hotaling
Sports Editor

The Embury Riddle Lacrosse club lost its final home game of the season to Tampa Lacrosse Club, 11 to 7.

The Eagles played a strong game against Tampa holding them well below their 20 points per game average. A key to this was keeping Tampa from scoring for a full 12 minutes of the second period.

John Carsons scored 2 goals for the Eagles, while the rest of the goals were evenly distributed among team members. Goalie Brian McCarthy had a good day with 8 saves.

Despite the wet and muddy field conditions, there were no serious injuries.

The loss dropped the ERAU record to 7 and 4, and Tampa re-ained undefeated at 11 and 0.

Twenty-six players were present for the Eagles while spectator attendance was disappointingly low.

The final game of the season for ERAU is March 26 in Jacksonville.



Action photo by Mike Hotaling

Cocaine drug testing in colleges proves controversial

College Press Service

At the same time a student -- headed for the University of South Carolina -- died of a cocaine overdose like the one that led to widespread drug testing of college athletes, 2 more colleges decided to rein in their drug testing programs.

Spirited unity -- and the opinion of the schools' legal counsel -- convinced the University of New Mexico to drop plans to test its cheerleaders for drug use in mid-February.

And University of Washington officials, faced with a lawsuit they didn't think they could win, said they would no longer require athletes to undergo mandatory drug-testing.

But shortly after UW announced its decision, a Maryland high school athlete died after swallowing several chunks of crack. Rico Leroy Marshall, an 18-year-old football star, was a big fan of University of Maryland basketball player Len Bias.

It was Bias' June, 1986, cocaine-related death that prompted dozens of colleges around the country to start testing athletes, cheerleaders and, in at least 1 case, marching band members for drug abuse.

But some students objected, and a few courts have questioned whether school has the right to force the students to take the tests.

A Washington state court, for example, has ruled mandatory tests unconstitutional, said Ernest Morris, UW's vice president for student affairs.

UW is also a defendant in a federal court drug testing suit that has not yet been decided. The school opted not to wait for the decision to stop the testing.

"The reasoning Judge matson employed in his oral opinion, in our judgment, is likely to prevail over time," said Morris. "It simply doesn't represent wide use of institutional resources to pursue the matter."

Washington, Morris said, instead will test athletes only when there is "reasonable suspicion" the student is using illicit drugs.

In the federal suit, UW cross country runner Betsy O'Halloran and the American Civil Liberties Union sued the school and the NCAA, claiming mandatory testing violated her constitutional rights to privacy and due process.

See COCAINE, page 10

Maplewood

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COMPLETE RECORD AND TAPESTORE

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See COCAINE, page 10

Maplewood SELF STORAGE

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Johnson wins supercross, says 'seems easy'

By Mike Hotelling
Sports Editor

Rick Johnson won the Daytona 250cc Supercross Saturday afternoon, and Jeff Ward finished a distant second, and Johnson's Honda teammate Jeff Leisk finished third.

Johnson dominated the race right out of the gate and ran away from the rest of the field with a 39.3 second margin of victory over Ward.

After winning his second Daytona

Supercross, Johnson said, "The track was good. When you win, it always seems easy."

Daytona was Johnson's second supercross series victory of the season with a second and third in the other two races so far this season.

"This is the race of the year," said Johnson. "This is the bottom line of racing. All the corporate people are here and it doesn't get any better than this."

The win gives Johnson the lead in the current AMA supercross series points race followed by Ward and Ron Leachin.

The 125cc Supercross event was won by Todd Dehoop after Mike Lorocco ran into mechanical problems.

Dehoop, on a Suzuki, was followed by Brian McElroy and Chris Coleman in the 8 lap event.



Action photo by Tom A. Jell

Rick Johnson (top left), of El Cajon, Calif., files his Honda CR250R over the triples on his way to victory in last Saturday's Supercross.



Action photo by Tom A. Jell

For 1987 Supercross Champion Jeff Ward (left), the downpour that shortened the race from 15 to 12 laps made finishing second seem even more disappointing.



Suzuki rider Doug Polen (top right), bested the Supercross field long enough in the early going to capture the Camel Challenge prize of \$10,000 for leading after five laps.

After problems during the warm-up lap and starting almost a lap down, Honda team rider Bubba Shoberl (right) amazed the Daytona fans by charging all the way back up to third place.



Action photo by Tom A. Jell

Superbike race dominated by Suzuki

By Mike Hotelling
Sports Editor

Kevin Schwantz won the 47th annual Daytona 200 superbike race Sunday.

In doing so, the 23 year old Houston, Texas, rider set a record average speed of 107.801 miles per hour over the 57 lap race.

Schwantz, riding a Suzuki, also won one of the Twin 50 qualifying races and the pole position for the main event. Finishing second was Doug Polen also on a Suzuki, and third was Bubba Shoberl on his factory Honda.

Shoberl had to work his way through the field after his bike quit on the warmup lap, placing at the back of the

pack.

The opening 10 laps of the race was a three-way battle between Schwantz, Polen and Japanese champion Yukiya Ohshima. But Polen was the man on the point on lap 5 and carried a 3.10,000 bonus.

This was Suzuki's first ever 200 victory at Daytona, and they dominated, with seven of the top ten finishers riding Suzukis.

The victory was also sweet revenge for Schwantz, who crashed in the 1987 200.

"I tried to put that out of my mind," Schwantz said. "I've been thinking about it all week but tried to forget it today and everything went great."

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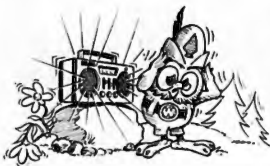
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European Space Agency will launch two satellites on an Ariane 3

By Chip Zadow

Space Technology Editor

The European Space Agency (ESA) will be launching two satellites aboard an Ariane 3 launch vehicle on the evening of March 11.

This will be the 21st Ariane launch and is scheduled to launch from the first Ariane launch complex (ELA1) in Kourou, French Guiana.

The Ariane 3 stands 49 m tall and weighs about 240 tons at liftoff. The three stage launch vehicle performance requirement is 2,627 kg, of which 2,427 kg represent the satellite mass. The older Ariane 1 can only launch 1830 kg into geostationary transfer orbit. The first launch of an Ariane 3 took place in August, 1984.

It will carry two satellites into geostationary transfer orbit (GTO) with a perigee altitude of 1,999 km and an apogee altitude of 36,037 km.

The two satellites to be carried aboard the Ariane 3 are the Spacenet/Cosmos, and the Telecom.

The Spacenet III (RSC) is a telecommunications satellite that will cover the United States. It has a mass of 1,213 kg and has dimensions of 2.94 m by 1.62 m by 1.32 m. It carries 25 transponders on board to relay and

download communications. Its nominal lifetime will last up to ten years.

The French Telecom 1C satellite weighs 690 kg and is 16 m by 2.2 m by 3.0 m. Its nominal lifetime will last up to 7 years. It carries 12 transponders for telephone, data transmission, and radio and television relay.

Both satellites will be available for 24-hour use and have high quality transmissions in all types of conditions, including solar eclipses.

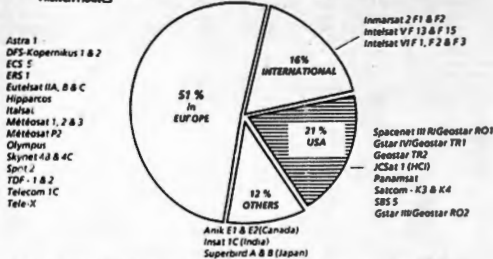
The European Space Agency's founders were Belgium, Denmark, the Federal Republic of Germany, France, Ireland, Italy, the Netherlands, Spain, Sweden, Switzerland and the United Kingdom. They were joined in full membership on January 1, 1987, by Austria, Norway and Finland. Canada has, in addition, an agreement for close cooperation with the agency and participates in some of its programs.

ArianeSpace is a company that was formed to entrust the commercialization, production, and launching of operational launchers to a private law industry.

ArianeSpace directly covers the cost of use, maintenance, and upgrading of the Ariane launch sites (ELA1) and ELA2, and the payload preparation complex.

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Scout rocket launch delayed

By Chip Zadow

Space Technology Editor

The launch of a Scout rocket from an Italian facility in Kenya is being delayed by one week from its scheduled March 18 date because of a defective gyro, NASA engineers say.

The gyro helps maintain directional control.

The spacecraft, called the San Marco D1L, is to carry five scientific instruments, three from the United States and one each from Germany and Italy.

It is expected to be launched on March 25 from Italy's San Marco Equatorial Range in Kenya.

Scout rockets become operational

in 1960, and have been undergoing systematic upgrading since 1976. The standard Scout launch vehicle is a solid propellant, four-stage booster system approximately 23 meters in length with a launch weight of 46,620 pounds. Its liftoff thrust is 132,240 pounds with a payload capacity of 465 pounds up to low-earth orbit.

Woods said the sculptures would be made of a foil-like substance which would be inflated in space and then become rigid when exposed to sunlight. He said the technology, known as ISRS for Inflatable Space Rigidized Structures, had been developed by a Swiss company, Contrans. He said he was collaborating with Contrans on the project.

Woods said he was up near Cape Canaveral and worked there for two summers while he was a student. He moved to Switzerland in 1974 and describes himself as a painter and sculptor.

1989 Shuttle will retrieve satellite

Associated Press

HOUSTON -- A space shuttle mission scheduled for June 1989 will attempt to bring back to Earth an 11-ton satellite threatening to re-enter the atmosphere and shower debris over the planet.

The unpowered Long Duration Exposure Facility (LDEF) has dropped nearly 11 miles in orbit since astronauts parked it about 288 miles high in April 1984 for what was scheduled to be a one-year mission before being retrieved.

Scheduling conflicts and the Challenger disaster prevented bringing home the satellite, which contains valuable data. If it falls to Earth, it could scatter debris anywhere between the latitudes of Corpus Christi and Rio de Janeiro, Brazil, NASA officials say.

That's an awful lot of space, an awful lot of water and

ocean, but there are a few places with fairly high population densities in there," said Robert L. James Jr., chief of projects division at NASA's Langley Research Division, in Hampton, Va.

A rescue is needed sometime within the next two years if the school bus-sized satellite is to be recovered, and word arrived last Tuesday from NASA headquarters that shuttle mission next June would handle the retrieval.

The satellite was built to study effects of long term exposure to space. Fifty-seven experiments are aboard to evaluate the survival of materials, solar cells, thermal coatings and seeds, which have endured exposure to the sun's rays, atomic oxygen, dust and micrometeorites. Information derived from the experiments can help design better spacecraft, James said.

U.S. artist signs agreement with Soviets for space sculpture

Associated Press

EMBRACH, Switzerland -- An American artist said Wednesday he signed an agreement with the Soviet Union to launch what would be the first sculpture in space: a huge ring with "peace" written on it in different languages.

Arthur Woods said he signed the agreement last week with Dmitri Poleyev, a representative of the Soviet space agency Glavkosmos, to launch the sculpture in 1990 or 1991.

He said the ring, with a diameter of 20 feet, would be transported on a Proton rocket to the Mir space station, from which it would be deployed.

Woods will be responsible for

financing the launch and sculpture, at an estimated cost of \$300,000. Funding is to come from private contributions of at least \$35 each, said Woods, who calls the project "Orbiting Unification Ring Satellite," or OURS.

"This project is a gesture of getting the public involved in something that could send a sentiment of world peace into space," said Woods, 39.

Woods said the ring would be a "prototype" for another project in the works, a 3,300-foot-diameter sculpture that he hopes will be put in orbit by the year 2000. He said it would be

visible from Earth.

Woods said the sculptures would be made of a foil-like substance which would be inflated in space and then become rigid when exposed to sunlight. He said the technology, known as ISRS for Inflatable Space Rigidized Structures, had been developed by a Swiss company, Contrans. He said he was collaborating with Contrans on the project.

Woods said he was up near Cape Canaveral and worked there for two summers while he was a student. He moved to Switzerland in 1974 and describes himself as a painter and sculptor.

Shuttles acquire second transport aircraft

By Chip Zadow

Space Technology Editor

A Boeing 747-100 jettisoner has been reserved by NASA to serve as the second Space Shuttle carrier aircraft (SCA).

The SCA is used to transport the space shuttle orbiters across the country.

The contract was signed with the Boeing Military Airplane Co.

The additional SCA was purchased to provide more efficient ferrying capabilities in the Space Transpor-

ation System. It should also keep the program on track if there were ever a failure with the previous single 747. If that one aircraft ever did fail, it would bring upon a sudden halt in the program.

The 231-foot long aircraft will be modified to carry orbiters from landing sites to orbiter processing facilities at the Kennedy Space Center in Fla. The modifications that are necessary to make the 747 nearly identical to the original SCA will be made by Boeing at their manufacturing

plant in Wichita.

The original SCA has ferried orbiters since 1977 when the orbiter Enterprise was first used for flight tests within the earth's atmosphere. Since then, Columbia, Challenger, Discovery and Atlantis have been transported coast to coast on top of the SCA.

Total cost of the aircraft and required modifications is currently under negotiation. That figure is expected to be available this summer.

SORRENTO'S PIZZA

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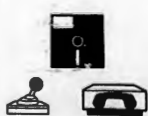
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Wife of astronaut withdraws one billion dollar Fed lawsuit

Ms. Smith continues suit against Morton Thiokol in Virginia

Associated Press
ORLANDO — The widow of Challenger astronaut Michael Smith has withdrawn a \$1 billion federal suit in Florida against Morton Thiokol Inc. but will pursue the case against the rocket builder in Virginia, her attorney said Tuesday.

"Delay and lack of progress in the court in Orlando have been very frustrating and have added to the agonies suffered by the Smith family," said attorney William F. Marady.

The action follows by a week the judge's dismissal of the U.S. government as a defendant in the case. The judge also had refused a request to transfer the case to Virginia.

U.S. District Judge Patricia Favrett ruled last week that Smith was on active military duty with the Navy at the time the space shuttle exploded off Cape Canaveral on Jan. 28, 1986, and that military personnel and their dependents are prohibited from suing the federal government.

Smith, the shuttle pilot and a Navy captain, was killed along with six other astronauts, and the disaster has grounded the shuttle fleet for 2 1/2 years. A presidential commission found that a faulty solid fuel booster rocket built by Morton Thiokol had caused the explosion.

Ms. Smith's lawyers filed a similar damage suit, naming only Morton

Thiokol, in Richmond, Va., in January because, Marady said, the Orlando action "became mired in the extraordinarily congested docket in Florida."

"We anticipate the case we'll now proceed in the Richmond court with reasonable speed," said a spokeswoman in Marady's Richmond office, Kerry Nesbitt.

The original Florida lawsuit, filed May 6, 1987, was for \$1.5 billion and named Morton Thiokol, the U.S. government and Lawrence B. Mulloy, who was manager of NASA's booster rocket program at Marshall Space Flight Center in Huntsville, Ala.

About \$1 billion in punitive damages was sought from the company. The Richmond suit places no dollar amount on the damages sought from the rocket builder.

With the removal of the federal government as a defendant and the voluntary withdrawal of the suit in Florida, the case against Mulloy appears to be in limbo. The suit filed in Richmond is solely against Morton Thiokol.

U.S. Justice Department lawyers have filed for dismissal of Mulloy from the case in Florida, but the judge has not ruled on that request.

Marady denied in court filings that the Richmond suit was filed because of dissatisfaction with preliminary rulings in the Florida case. That argu-

ment had been raised by lawyers for Morton Thiokol.

In his unsuccessful effort to get the Orlando case transferred, the Smith family lawyer said, "It is not the substance of the court's rulings but the lack of progress of the case which necessitated refile."

Marady had argued that Morton Thiokol had generated a lot of paperwork in the Orlando case, resulting in much of the delay. And he said this was an effort "to exert pressure on the plaintiff, an unemployed widow with three children, to accept the defendant's offer of settlement."

Neither side has discussed the terms of any settlement offer.

The families of the other six astronauts have accepted financial settlements, four of them from Morton Thiokol and the government, and two others from the company alone.

Marady said the separate action against Morton Thiokol was filed in Richmond because the company has offices there. Ms. Smith was a permanent resident of that state and it would be convenient for her and it would be convenient for her to testify.

After he filed the Richmond suit, Marady said he expected the case to go to trial there in five months.

Lawyers for Morton Thiokol were not available for comment Tuesday.

NASA says media is too critical

Associated Press
HUNTSVILLE, Ala. — The head of NASA's Marshall Space Flight Center said he was tired of hearing public "whining" over the space agency's problems and urged media executives to focus on positive stories.

Speaking at the annual meeting of the Alabama Press Association, Marshall Director J.R. Thompson said he has read too many negative stories about the space program, especially regarding the space shuttle.

"If this pessimistic mood does not cease, we will soon convince ourselves as a nation that we can't do it. But I don't think you'll ever convince the people at Marshall Space Flight Center that we can't do it," he said Friday.

Thompson also said the media has focused too much attention on such subjects as the Iran-Contra affair, Jim and Tammy Bakker, Gary Hart, Jimmy Swaggart and the Confederate battle flag atop the Alabama capitol.

"I would like to see you media leaders use your influence," he said. Thompson, who arrived at Marshall in the wake of the Jan. 28, 1986, Challenger explosion, said the National Aeronautics and Space Administration and the media should do a better job of communicating the benefits of space exploration.

"There is far too much of a 'we is me' attitude among the public about the space program," he said. "I don't see that in the program, however. Our researchers are upbeat and our contractors are upbeat."

Thompson attacked allegations of weak NASA leadership, which he said he assumed referred to NASA Administrator James Fletcher.

"That kind of talk is crazy. The president's budget shows that there is a commitment to NASA," he said. "I also read about constant problems with the shuttle, and that's equally crazy. The hardware is flowing to the Cape right now."

Thompson said that President Reagan's \$11.5 billion budget proposal for NASA, \$3 billion more than Marshall, a \$400 million increase from 1987.

The money would create some 1,000 new jobs at the space center and would help fund research and university grants, he said.

Controversial escape system for shuttle undergoes testing

Associated Press
EDWARDS AIR FORCE BASE, Calif. — Six Navy parachutists slid down a 12-foot pole and floated 7,500 feet to the ground in what NASA said was another successful test of an alternate escape system for space shuttle crew members.

"In the opinion of both the jumpers and the astronauts who observed the test, the test was highly successful," NASA spokesman Ralph Jackson said Wednesday after returning from a remote viewing site in this Mojave Desert here 70 miles north of Los Angeles.

The escape system uses a telescoping pole that would extend down and to the rear of the shuttle. Astronauts would attach themselves to rings on the pole, slide clear of the shuttle and then parachute.

During the test, the parachutists slid down a pole protruding from a C-141 plane 7,500 feet above the desert and then deployed their chutes, Jackson said. "The dynamics of coming off the pole and getting away from the aircraft look pretty good," although it will be a week before NASA knows if the test showed that escaping astronauts would stay clear of the shuttle wing, said astronaut Steve Nagle, who was aboard the plane.

Jackson said the test also was watched by astronauts Carl Meade and George "Fisky" Nelson, who is scheduled to fly on the Discovery when the National Aeronautics and Space Administration resumes shuttle flights this summer.

It was the 10th test of the pole escape system, but was conducted as a faster air speed, 200 knots, than previous tests, Jackson said.

Another escape system, tested successfully with dummies in November at California's China Lake Naval Weapons Center, would require astronauts, one at a time, to hook onto small tractor rockets stored in the shuttle cabin. The astronauts would be pulled clear of the shuttle, then parachute to the ocean.

NASA officials say they will decide in April between the two systems for use on the Discovery, which is scheduled to fly Aug. 4, more than 2 1/2 years after the post-lift-off explosion of Challenger on Jan. 28, 1986, killed seven crew members and halted U.S. manned space flights.

An escape system would be effective only if a shuttle was flying level under controlled conditions at an altitude of less than 20,000 feet, for example, if it had to ditch in the ocean, not when shuttle booster rockets are firing, as was the case during the Challenger accident.

Nelson said an escape system that worked under all conditions was not possible with the shuttle.

"There's a balance you have to make between flying and staying on the ground and fixing everything," said Nelson, who rode the Columbia in the last pre-Challenger shuttle flight.

NASA exhibit to visit during Spring Fling

By Chip Zadow
Space Technology Editor

The Embry-Riddle Aerospace Society is sponsoring a campus visit of the National Aeronautics and Space Administration's (NASA) travelling exhibit.

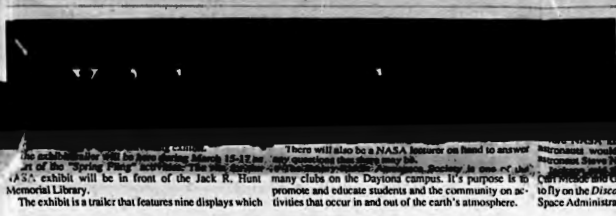
The exhibit trailer will be here during March 15-17 as part of the "Spring Fling" activities. The site for the NASA exhibit will be in front of the Jack R. Hunt Memorial Library.

The exhibit is a trailer that features nine displays which

center on current aerospace and aeronautics research in safety, energy efficiency, environmental compatibility, and improvements in passenger comfort and convenience.

There will also be a NASA lecturer on hand to answer any questions that there may be.

The Embry-Riddle Aerospace Society is one of the young clubs on the Daytona campus. Its purpose is to promote and educate students and the community on activities that occur in and out of the earth's atmosphere.



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AAAE

By Jorge E. Ponce
Club reporter
Vot! This edition of the AAAE article is an informative article to be cut out and put into your wallet or pocket book, or future reference to upcoming events (and may just multiply your money supply, paper has a nasty habit of multiplying quickly and piling up on you).
10 March--planned speaker TBA
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Remember, fund raisers help in deferring debt to those who will be attending the airport conference in Las Vegas (and defer their gambling debt too!). The money will also support projects and parties for the club. Please offer your help any time you can, you make the club. Catch 'em all on the flip flop.

CFC

By Bernie Wiebe
Club Writer
Hello everyone. We have a few things happening in the club within the next week. On Saturday, March 12 we will be travelling to Titusville for the Valiant Air Command air show featuring WWII aircraft. We also want to be involved with Spring Fling next week.
During our weekly Saturday evening meeting we had the opportunity to listen to two of our club's finest speakers, Darrell Hawkes and Murph Hyde each had short presentations. Since we are an inter-denominational group, we have many denominations represented. The emphasis of both Darrell's and Murph's talks was on unity through our common faith in Jesus.
In the military we have Army, Air Force and Navy, but they are all fighting for the same country. In Christian Fellowship we have different denominations, but we're all serving the same God with Jesus Christ as our King.
Our weekly meeting is held each Saturday at 6:30 p.m. in the Common Purpose Room.

ΣΧ

By Eric E. Zimmerman
Chapter Editor
Spring break at Sigma Chi has been going very well so far. Sigma Chi and friends from all over the country are making the annual trip to Daytona Beach for Spring Break. From beach cruises to "kiffer" socials, everyone is having a great time.
Last weekend, Sigma Chi had the "Biker Bash". Sigma Chi chapters from around Florida made the trip to Daytona to help make the event a success. The social's theme coincides with the culmination of bike week.
Sigma Chi has also been involved with community service this past week. For the second year in a row, Sigma Chi has been helping Easter seals with its Spring fund raiser.
The brothers have been helping them by working stands for them during bike week. They have also been helping Easter seals by distributing raffle tickets for a chance to win a Harley Davidson motorcycle. All the proceeds went to benefit Easter Seals.

AFROTC

By CHIT Jeff Hetschel
Public Affairs Staff
Well, the trimester here at AFROTC Det 157 and ERAU is already half over, and it's time to bear down for the home stretch.
Drill competition, which is held twice a semester to see which flight is the best in each group, has been completed and the results are: Group I, B-Flight; Group II, B-Flight; Group III, B-Flight; Group IV, D-Flight and Group V, A-Flight. Congratulations to all the top flights!
This past Saturday was the second session of Preparation for Field Training for the sophomore AFROTC cadets. These sessions are to help prepare the cadets physically and mentally for summer camp.
Lime cup is approaching! Lime cup is a number of athletic events between our AFROTC cadets and those of other Universities in Florida which have AFROTC

Detachments. The Riddle ROTC gang looks vicious this year!
The Shadow Program is alive and well. This program provides the younger cadets the chance to team up with the junior and senior cadet officers to gain a better understanding of the overall operation of the detachment. Freshmen and soph more cadets are assigned to a different division three times each semester to learn the operations and to listen to two of our club's finest speakers. Darrell Hawkes and Murph Hyde each had short presentations. Since we are an inter-denominational group, we have many denominations represented. The emphasis of both Darrell's and Murph's talks was on unity through our common faith in Jesus.
In the military we have Army, Air Force and Navy, but they are all fighting for the same country. In Christian Fellowship we have different denominations, but we're all serving the same God with Jesus Christ as our King.
Our weekly meeting is held each Saturday at 6:30 p.m. in the Common Purpose Room.

DRAMA

By David Rohs
Club reporter
One play will begin March 25; another has been postponed to June.
Drama at Embry-Riddle proceeds under the direction of Dr. Samuel J. Goldstein, an adjunct English instructor. Dr. Goldstein has directed two previous student productions here over the past year.
"The Mouse Trap," a famous mystery play by Agatha Christie, will run in the University Center March 25 and 26. The admission for is \$1 for ERAU people and \$2 for the general community.
"All My Sons," a 1947 drama by Arthur Miller, has been in rehearsal since September, but unforeseen problem have caused a postponement

in the production.
Students dominated the cast of "The Mouse Trap." Matt Kuhn will play Sergeant Trotter, and Stacy Cummings will play Maddy. Others featured are Matt Buckley, Susan Knoblock, Sal Sodares, Todd Westendorp, John Knaales and other students.
Dr. Goldstein proposed a play last fall with faculty as a staged reading. The production became more involved as it turned into a monodrama play with two performances scheduled for March 11 and 12, but when one lead actor and three support players dropped out two weeks ago, it became impossible to produce for this week.

Ironically, one cast member insisted on performing the play "off book" and for two nights and then quit the production as performance neared. The performances of leads Dr. Roger Osterholm and Pat Scott, an accountant at DBCC, are so professional and exciting, according to the director, that "All My Sons" should go on at a later date; probably in June.
Dr. Goldstein, a native of New York City, has performed in and directed 65 plays over the past 25 years. He earned his doctorate in Theater Arts in 1977 from the University of Missouri. He came here two years ago and has led the development of drama at Embry-Riddle.

FLIGHT TEAM

By J.P. Walsh
Public Relations Officer
With a little over five weeks to go until the 1988 National Safecoon at Monroe, Louisiana, the regional championship ERAU precision Flight Demonstration Team is hard at work perfecting precise piloting and preflight planning, among many other activities. Coaches Mike Wiggins, Mason Aldrich, Stan Rowe, and Frank Lofton (the newest coach in the flight team family) are spending much time preparing the competitors for the Air and Ground navigation events, flight events, and simulator and preflight events. While activities this semester were off to a slightly slow start, all practices are in high gear, and the team is growing confident that they will make their school proud when April rolls around. Of special concern to the team as of now deals with how to properly prepare for the three new events added to this year's SAFECON, which will be hosted by Northeast Louisiana University. Added to the original

eight events are the manual computer accuracy event, the electronic computer accuracy event, and the precision IFR Air Navigation event. The latter two events are familiar to veteran competitors, but up until this year they did not count for points towards the National Championship. Now they do, and the team looks forward to using these new events to their advantage. Also of concern to the team is the small curve ball thrown when it was announced that this year's preflight aircraft will be a Beech 24-200 Sierra, instead of the familiar Cessna 172RG Outlaw. The coaches and competitors are scrambling to get their hands on a Sierra at least a few times before competition begins on April 12 at the Monroe Regional Airport.
This semester, the flight team accepted six new members. The "old" members all wish to extend the warmest welcome to Adrian Haddock, Brian Levy, Robert Jansala, Joe Muglity, Sue "Flona" Money, and Sabrina Weber. Welcome to the Family.

The flight team is sponsoring several activities for the student body in March. Back in the fall we promised a return visit from Dr. Richard Rinehart of AeroMed, and on March 7 and 8 he will return to speak to Embry-Riddle students. Dr. Rinehart will speak in the UC on March 7 at 2000 hrs., and in room E613 on March 8 at 1500 hrs. All are welcome to attend. Also, the team will sponsor an FAA Safety Seminar in room A109 on Tuesday, March 17. This event is co-sponsored with the Daytona Beach Aero Club, and the scheduled guest speaker is Capt. Joe Kittinger of Church Street Station.
Finally, next week the team will elect new officers for the summer term and for the fall and spring competition seasons. The team wishes to thank all who have supported us in the past and present, and we hope and pray that we'll bring the national championship home to the people who deserve it: the faculty, staff, and awesome students of ERAU!

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ARMY

**By Bill Fisher
Cpl Army ROTC**

Eagle Battalion aviators who desire a challenging experience and would like to earn some money this summer can attend the Army ROTC summer program. This summer at Ft. Knox, Kentucky, the six week Basic Camp Program will be underway, teaching cadets about leadership and basic soldier skills.

Basic Camp will challenge your mind and body in ways you have never attempted before. This is important, because if you don't test yourself, you'll never know how successful you can be.

Basic Camp isn't all physical training and marches, although that does take up a lot of your time. You also learn to navigate through a wilderness course, relying only on your skill with a map and a compass.

You'll learn combat tactics from the ground up, from crawling exercises to swimming with your gear and weapons, to repelling from a 50-foot tower. You'll spend your six weeks at Basic Camp training to be a soldier - and more. You'll begin your training to become a leader. ROTC is about developing college students into the future leaders of the U.S. Army. That's

a big responsibility, and part of the reason you'll like Basic Camp so seriously.

You will earn over six hundred dollars for your six weeks of training, plus you will get room and board. It's not luxury. It's a basic Army barracks and plain healthy food. But after a few days of living in the field, the barracks and the dining facility will seem a lot more luxurious to you.

If you qualify, Army ROTC can provide you with a two year, full tuition college scholarship. Keep in mind that your performance at Basic Camp plays a big part in earning that scholarship. It also gives you the opportunity to qualify for the ROTC Advanced Course.

You get some important basics from your ROTC summer that can't be easily measured. Pride. Self-Confidence. Friendship. You learn how to handle yourself under stress. You set challenging goals and you work hard to achieve them. You start the summer with strangers and finish with a group of good, close friends.

If you would like more information about Basic Camp contact Mr. Joe Fitzsimmons at extension 6469, or stop by the Eagle Battalion Detachment in building M.

ERAS

**By Chip Zadow
Space Technology Editor**

The Embury-Riddle Aerospace Society (ERAS) is a collection of students and faculty that are interested in promoting space exploration and utilization through education and social activities.

The club will be sponsoring a visit of the NASA exhibit trailer during the "Spring Flings" week. Come out to the library and take a look at what is new in aerospace and aeronautics research.

The club meets Weds. in the CPR. At the weekly meetings, the officers will give a brief synopsis of the internal operations of the club. This will then continue on into either a guest speaker or a brief talk on model rocketry. ERAS' guest speakers include people from all parts of the aviation and aerospace world, thus not leaving

out any one field of study.

The club has quite a few members involved in model rocketry. At least once a semester, a good majority of the members get together and build and launch rockets. Presently, the club is buying rockets for the members to build. These events usually coincide with a barbecue held somewhere, off campus. In the past year, all the members had a chance to build a rocket of their own.

For those students not really interested in rocketry, the club holds a weekly game that challenges everyone's knowledge on space activities. To increase the knowledge about the history of space, the club has over 30 hours of videotapes available for student and faculty use. At the weekly meetings, the officers usually play a short section of each tape and then quit the members on the tape.

Prizes are given out to the members with the most points.

Other events participated by club members include trips to the Kennedy Space Center for both viewings of rocket launches and for trips to Spaceport USA. One of the biggest events seen both by Embury-Riddle and the local community is ERAS' Space Week. During a full week in the fall, the club changes the Common Purpose Rooms in the University Center into a "space museum." Here, students, faculty, and local school children visit the room full of space paraphernalia. The event coincides with a nation wide observation of the education of space and its utilizations.

Remember that the meeting this week will be held at Mr. Gatti's at 6:15 p.m. on Weds. Come along and join in the fun!

ΣΦΔ

**By Kevin J. Collins
Historian**

The activists have taken over! A fraternity junta has taken over and deposed the Athletic Chairman. The supposed replacement for athletic supporter will be the worthy but wet brother Dave.

This has been and will continue to be a very busy month for Phi chapter. Brothers from Tri-State College's Kappa Chapter were down to party

with us last, while Brothers from University of Illinois' Delta Chapter plan to visit us by the end of the month. Not a minute of boredom was found last week as the unbeatable combination of Bike week/Engineer's week was celebrated throughout the fraternity. We also plan to sponsor another Beer on Wheels party before the end of Spring Break. Reminder: Brothers, be at the March 10 Composite party or Die!

WINDSURF

**By Daren Rhodes
Club Reporter**

Hey you Boardheads! We finally got around to our first meeting last Tuesday at Mr. Gatti's. 17 people showed up for the elections of our new club officers. Dan Bilodeau, Daren Rhodes, and Graham Drinkwater are the new wizards. After the formalities we stayed around for food and drinks, drinks, and more drinks! Entertainment

consisted of videos provided by Sundypoint Sailboards. I thank you Steve and Mary!

Watch for the Embury-Riddle windsurfing club team this Spring Break on National TV. The National Collegiate Sports Festival contacted the club for a promotional gig on City Island. Cold water and zero wind made it difficult but we still made Daytona Beach look colorful.

More recently, Sunday, February

21, marked the first annual New Smyrna Beach/Corona Get-Together. Jim Ballentine, of Windsurfing of Port Orange, did an excellent job of running the regatta and keeping the sailors happy. Team Riddle consisted of Mike Miller, Dan Bilodeau, Daren Rhodes, and the top finisher from our team, Mark Donigan. The day ended at Norwood's Seafood Restaurant with free Coronas and a half priced dinner.

Enough of what was supposed to be printed last week!

Even more recently, Sunday, February 28, was the last of the Frost Bite Races sponsored by the Halifax Sailing Association. Again Sir Donigan ruled our court!

We will be offering lessons this spring to Riddle students interested in boatsteering. All proceeds will go towards the purchase of more equipment.

VALIANT

**Robert Rely
Public Relations Officer**

We are a new club on campus, and our main interest is in the preservation of WW I, and WW II aircraft. We meet every Wednesday evenings in room B513 at 8:00 P.M.

The members will be helping out at this up coming TICO airshow that will be March 11, 12, and the 13. We are currently in search of an aircraft to

restore as a club project if anyone as any information on any type of warbirds please contact me through the SOA.

We hope to see a few new faces the movie that will be shown is The Battle of Britain a good warbirds flick also they might be an static display on the flight line.

"KEEP-M-FLYING"



Vintage Goonie Bird... See related story on page 13

Join the AVION

Meetings
Wednesdays at
5:00 p.m.
in the CPR

HONDA CITY MOTORCYCLES & SCOOTERS

EPICURE

currently in search of an aircraft to

Vintage Goonie Bird... See related story on page 13

HONDA CITY MOTORCYCLES & SCOOTERS

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BROTHERS

By Rene Espinet, President

Earl Stephens, Club Writer

As February 1988's Black History month concludes, Brothers of the Wind is proud to announce that the month was eventful and observed by all club members.

Members were fortunate enough to discuss topics ranging from Black History, careers in aviation, and how to attain success, today and in the future. They were enlightened by guest speaker Dr. James Plinton, who spoke on the necessity of "preparation, practice and the power to see it through." He also stressed the importance of perfection, professionalism and prayer. Dr. Plinton was the first black executive and first black president in the aviation industry. He served on Embury-Riddle's Board of Trustees for several years, and is now an honorary trustee.

Brothers of the Wind was also honored to have guest speaker Lucius Thues, currently a member of the ERAU Board of Trustees. General Thues, the third black Tuskegee Airman to be appointed as General in the Air Force, recognized both aviation and black history. He spoke on the first black military unit, "The Tuskegee Army," who were famed for their record of not one bomb or loss with their escort during WWII. General Thues presented actual footage of the Tuskegee Airman in training which was narrated by President Ronald Reagan.

Both speakers were an inspiration to the club members.

They stressed the importance of continuing to strive towards a successful aviation career.

On February 20, Brothers of the Wind held their first annual "Fashion Extravaganza," and what a success it was! The members of Brothers of the Wind and the students were shown the latest in spring fashions. Local stores such as Chess King, the Hair Store, Joans West, Ups and Downs, Today's Women, Lindes Vogue and Debra's Fashions sponsored the show. The fashions show incorporated models from the local area and from Miami. There was a reception for the models at the Avion Club House and fun was had by all!

Brothers of the Wind was also a co-sponsor for the Altitude Adjustment in the University Center on February 26. In the past we have had speakers such as Dr. Francis Cook and Arnold Leonora. Dr. Cook is the visiting physician here at ERAU and is a certified FAA Medical Examiner. He runs a very successful practice right here in Daytona. Arnold Leonora, former SGA President, also has visited and spoken with us. He is presently an investment broker with the firm Merryly Lynch and also resides in the local area.

We ask all who are interested to check for notices in the U.C. on upcoming B.O.W. events. All are welcome to attend and participate. See you there!

DIGAN

(Continued from page 1)

28, was flying the plane because the pilot was talking to the control tower at the time of the crash.

The test last summer was a "transition flight" to test Miss Digan's ability to fly a Swearingen Metro II. Strauch said. She needed three tries to pass a check flight last summer to test her piloting skills.

The Metro II is an earlier version of the Metro III, the type of aircraft that Miss Digan had been flying. The plane that crashed at RDU was a Metro III.

The Metro II has slightly shorter wings and less powerful engines but is very similar to the Metro III. Strauch said in a telephone interview from his home in Virginia.

"I believe it was some difficulties in her landings," Strauch said of Miss Digan's first two attempts at the test flight. Miss Digan had trouble finding the plane in

"smoothly and on the mark," he said.

Both Miss Digan and Pilot William Cole were killed, along with all 10 passengers. Miss Digan had worked for AVAIR Inc., which operates the American Eagle commuter service from RDU, for nine months. She had accumulated 2,450 hours of flying time, including 450 hours in the Metro III.

The Washington Post reported Miss Digan's difficulties with the test flight in Wednesday's editions. The Post also reported that Miss Digan had been criticized in a memo last September by a captain who flew with her. The story did not elaborate.

Strauch would not comment on the memo. "I don't have it in front of me right now, and therefore, I don't feel I should comment on it," he said.

USAIR TO BUY 50 JETLINERS WORTH \$2.4 BILLION

Associated Press

WASHINGTON -- USAir officials Thursday announced the company has agreed to buy 50 Boeing 737 jetliners with options for 30 additional aircraft in a deal worth \$2.4 billion.

Edwin Colodny, USAir chairman and president, said the order "is indicative of the health and vitality" of

the airline, which is headquartered at

Washington National Airport.

The 50 aircraft on order will include some of the smaller series 500 models that will be introduced by Boeing in early 1989. The Boeing 737s have a seating capacity ranging from 108 seats for the series 500 model to 150 seats in the series 400

jet.

Delivery of the new jets will begin in April 1989 and continue through December 1991.

The twin-engine, short-to-medium range aircraft is the most popular jet ever sold by Seattle-based Boeing Co. The deal with USAir brings to 2,001 Boeing 737s on order.

TESTING

(Continued from page 1)

While Burnley provided no specific evidence to show a problem with drug use among commercial airline employees, he insists "there isn't any reason to believe that aviation has been exempted from a problem that is widespread in society."

"I'm not going to wait until we have a mid-air collision because a pilot is impaired or we lose a plane because a maintenance person (is on drugs) on the ground," said Burnley.

The Transportation Department estimates that 511,000 airline industry employees would be subject to the various drug tests called for in the proposed regulation. The employees include more than 50,000 pilots flying regularly scheduled commercial aircraft, 86,000 flight attendants and 297,500 aircraft mechanics.

Other airline workers that would be subject to the tests include cockpit crew members such as flight engineers and navigators, aircraft dispatchers and security personnel who work at screening checkpoints at airports.

Under the proposal, employees would be subject to a pre-employment test, periodic testing whenever a person is taking a physical, post-accident testing and random testing as well as test for

reasonable cause. An employ would be subject to an initial test on a sample of urine and a more sophisticated test if the first test shows the presence of drugs.

The airlines or other employers would have to submit a testing plan to the Transportation Department within 180 days after a final rule is issued. Burnley said he expects a final rule before the end of the year, although he declined to be more specific.

"Drug testing, especially random testing, is absolutely critical in our efforts to create a drug-free aviation system for the American people," said Burnley. "No matter how stringent our safety regulations ... all it takes is one person on drugs in any of these sensitive airline jobs to endanger the lives of hundreds of innocent people."

The department's regulation covering airline employees has been expected for months. Burnley's predecessor, Elizabeth Dole, called for increased testing in all modes of transportation after drugs were implicated in the Jan. 4, 1987 collision of a freight train and an Amtrak passenger train. The crash near Baltimore killed 16 people and injured 170. Burnley said the proposed regulation covering

airline employees would be followed by similar proposals covering other transportation employees including railroad workers and commercial truck drivers.

The proposal does not cover private, so-called "general aviation" pilots. Burnley said the department sought to limit the scope of the testing regulation to airline employees involved in carrying commercial passengers.

There have been a variety of drug-testing cases heard in the federal courts with conflicting decisions.

A federal appeals court, for example, has upheld random drug testing of certain Transportation Department employees including air traffic controllers. But another appeals court on Tuesday knocked down similar testing of civilian Army employees. A federal court in San Francisco, meanwhile, has declared post-accident drug testing of railroad workers as being unconstitutional.

Last Monday the U.S. Supreme Court, in what is expected to be a critical case, agreed to hear an appeal involving random testing of U.S. Customs Service employees. A lower court had ruled in favor of the Customs Service employees, who had challenged the tests.

COCAINE

(Continued from page 4)

"The way I look at it, it's a victory," O'Halloran said, "but I would rather have a ruling because, if they get dismissed from the case, what is there to keep them from instituting mandatory drug testing in the future?"

"I think the UW has said 'we are going to abandon the most invidious part of our drug-testing program, and that's testing everyone without valid reason,'" O'Halloran's attorney David Tarnish said.

UW lawyers say the school's concession may lead the federal court to dismiss UW from the suit, but Morris says it is in the school's best interest to remain as a defendant. If Washington is dismissed from the case and the NCAA wins it could hit the NCAA with penalties.

University of New Mexico officials, however, used similar legal logic in deciding to drop plans to make UNM cheerleaders anti-drug tests.

A proposal for mandatory drug-

testing at University of Oregon athletes would also fall state and federal constitutional tests, Oregon's attorney general warned in November.

Various courts also recently are considering the cases of athletes from "sanctuary" universities and the University of Colorado, who claim the drug tests invade their privacy.

In February, a federal court judge upheld an Indiana school district's random drug testing of high school athletes and cheerleaders.

U.S. District court Judge Allen Sharp recently rejected the claims of two student athletes that the proposed plan would violate constitutional bans against unreasonable search and seizure.

The ACLU, which represented the two athletes, intends to appeal the decision. The judge's ruling in this case is contrary to the law that's out there," said ACLU attorney Judy Stewart. "We have very high hopes of getting it reversed."

RIDDLE'S NEW HOME

Under the proposal, employees would be subject to a pre-employment test, periodic testing whenever a person is taking a physical, post-accident testing and random testing as well as test for reasonable cause. An employ would be subject to an initial test on a sample of urine and a more sophisticated test if the first test shows the presence of drugs. The airlines or other employers would have to submit a testing plan to the Transportation Department within 180 days after a final rule is issued. Burnley said he expects a final rule before the end of the year, although he declined to be more specific. "Drug testing, especially random testing, is absolutely critical in our efforts to create a drug-free aviation system for the American people," said Burnley. "No matter how stringent our safety regulations ... all it takes is one person on drugs in any of these sensitive airline jobs to endanger the lives of hundreds of innocent people." The department's regulation covering airline employees has been expected for months. Burnley's predecessor, Elizabeth Dole, called for increased testing in all modes of transportation after drugs were implicated in the Jan. 4, 1987 collision of a freight train and an Amtrak passenger train. The crash near Baltimore killed 16 people and injured 170. Burnley said the proposed regulation covering

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A proposal for mandatory drug-

RIDDLE'S NEW HOME

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THURSDAY 99¢ Well Drinks
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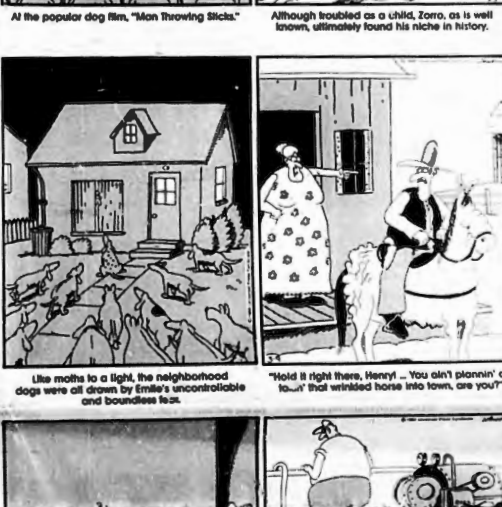
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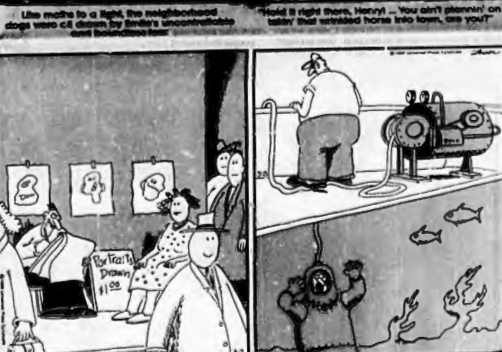
The Far Side

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Garfield®

Jim Davis



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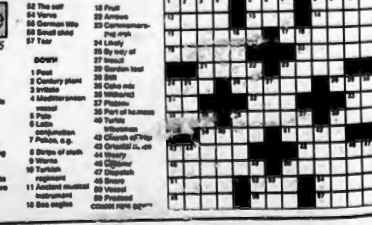
Jeff MacNelly



The Puzzle

See SOLUTION, page 15

- ACROSS**
- 1 Possible
 - 5 Change
 - 6 South African
 - 13 Yarned
 - 14 Parcel
 - 15 Overcast
 - 16 Lined
 - 19 Hinder
 - 20 Lament
 - 21 Dred out of
 - 22 Hair
- DOWN**
- 2 Band
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 - 7 Carve
 - 8 Pencil labels
 - 9 Unrelated
 - 10 Vapor
 - 11 Whip
 - 12 The innkeeper
 - 14 Clamoring
 - 15 Lined
 - 16 Lined
 - 19 Hinder
 - 20 Lament
 - 21 Dred out of
 - 22 Hair



History Quiz:

What kind of music did the colonists enjoy?

Plymouth rock



Thorogood is Born to be Bad

By Eric Fletcher
Diversions Editor
 Back-to-back, Bad boy George Thorogood is back with a new release, *Born to be Bad*, on EMI Manhattan records. He is once again driven by his band, the Destroyers, into new realms of blues/rock. The band has expanded recently with the addition of Steve Christian on guitar and Hank "Hurricane" Carter on tenor saxophone. Jeff Simon, on drums, and Bill Blough, on bass, provide ballast to the group. The five have one of the hottest blues/rock outfits around.

The three tunes written by Thorogood, *Born to be Bad*, *You Talk to Much*, and *Really Like Girls*, display the typical, unembellished, wineworkman wallings beloved by "Gor-goons." George fans, of course, George's slide'n' Gibson sound permeates all eight tracks of the album.

George usually covers a Chuck Berry number and *You Can't Catch Me* is, by this reviewer's standards, a righteous rendition. *Trust Her Right* (HeadKurtz) really turns on the talents of "Hurricane" on sax, and the more rock than blues guitar solo is demanding and delightful. "I'm Ready", co-written by "Fats" Domino, is sure to entice even the most shy swinger onto the dance floor. The blues side of the band is illuminated by *Smokestack Lightning* but I believe the boy's blues talents should be more frequently unperformed. Regardless, I rate the endeavor a definite thumb's up.

For two sides of apathy-causing music, consult ATLANTIC SOUND RECORDS & TAPES for a dose of George Thorogood and the Destroyers. I'm talking immediately, if not sooner.

Book look

Maori adventure

By Waldenbooks
Reprinted from Kyrus
 Alan Dean Foster has an enviable string of bestsellers to his credit, and it doesn't take a crystal ball to predict that his latest, a historical fantasy epic entitled *Maori*, will join the list. The story is set in the untamed wilds of 15th-Century New Zealand. Robert Coffin, successful businessman and captain of an English merchant ship, sets sail from the whaling port of Korororua. He plans to found a new city across the island, bringing the benefits of European civilizations to the wilderness. But Coffin has not reckoned with the proud *Maori*, an an-

cient race of warriors who protect their beautiful lands by the force of arms — and by the power of magic! The adventure begins in earnest when Coffin (whom the *Maori* have nicknamed "Iron Hair") discovers that a naive wizard's spell is the doorway into the enchanted island's greatest mystery. A compelling epic set in a land of dazzling beauty and magic, *Maori* is the first in a new series by Foster. ACE 94.50

No Deals Mr. Bond

By Waldenbooks
Reprinted from Grimm Times
 Two bodies are found in the quiet English countryside: both women,

both strangled, and both with their tongues cut out. No ordinary murders, but assassinations — and that brings James Bond into action to discover the reason. Alongside him are the women agents of Operation Cream Cakes, as beautiful as they are deadly. Against him an old enemy, M, is always ready to step in to diffuse any crises encountered, often foiled, but never finally destroyed: the sinister creature network known as SMERSH. As always, the action is rapidfire and perfectly timed. Gardner mixes car chases, torture chambers, and assassinations with a deft hand — and a wry sense of humor. He packs a special bag of goodies for Bond to use against the baddest! But even the world's most handsome spy can fall prey to a double-cross... especially when the trap is baited with a sexy lady.

Community calendar

7-21 Visions/1988 - Art and Photography Student's Honor Exhibition - DBCC Gallery of Fine Arts - 255-8131

10-12 SMT Dinner Theater "Same Time Next Year" - Treasure Island Inn - 8 pm - 252-6000

10-12 Trans American Athletic Conference Post Season Basketball Tournament - Ocean Center - 254-4545

14 Phillip Bailey Concert - The Bandshell - 258-3106

12 The Manzovani Orchestra - A Night In Vienna - Peabody Auditorium - 7:30 pm - 252-2386

12-31 Member's Juried Show - Art League of Daytona Beach - 258-3856

12 Lectures Behind the Black Box Union Hallway - DBCC Gallery of Fine Arts - 255-8131

13 SMT Dinner Theater "Same Time Next Year" - Treasure Island Inn - 12 noon - 252-6000

15 Rock Concert - The Bandshell - 258-3106

15 Children's Theater "Chopin Theatre" - DBCC Cultural Arts - 255-8131

Aviation literature

By Waldenbooks
Reprinted from FictionFinds
 In 1981, 62-year-old Herbert Crowder took early retirement from his 20-year engineering stint at Hughes Aircraft Company, where he designed, developed and installed the radars in the latest fighter planes. He and his wife moved to the California desert and settled down to a life of sunny skies, golf and tennis — until Crowder's longtime desire to write science fiction and an event in the turbulent Middle East changed his plans.
 "I'd always wanted to write a novel," the author told FictionFinds recently, "but my background was quite technical. At Hughes I had worked on the F-12, F-14, F-15 and F-18 planes, and the only writing I was able to do there was used in my career as an engineer. But one day, after I'd taken early retirement, I heard that the Israelis had bombed out the Osirak nuclear reactor in Iraq near Baghdad. I said to myself, 'They're going to rebuild that reactor and the Israelis are going to go back in for a repeat performance.' I began to wonder how the Israeli planes would accomplish such a mission a second time, since the element of surprise would have been lost. I decided all this could be the basis for an exciting novel."

Crowder was right. His first novel, *Ambush at Osirak*, is a riveting military "techno-thriller" that's sure to fly up the bestseller list. It begins as the President of the United States is briefing David Llewellyn, a trained counterespionage agent, on his assignment as special observer in Jerusalem. The Middle East is again at flash point, with a dozen potential fuse ready to set it off. But this time nuclear war is the threat — and the United States is caught in the middle.

Everything revolves around the Osirak atomic reactor, built near the ruins of ancient Babylon. Capable of producing nuclear weapons, the reactor complex was knocked out by Israeli bombs in 1981, but has since been rebuilt. The Israelis target it for destruction again, with Operation Flyer Furnace — using F-15 Strike Eagles — in the final countdown. But this time the facility is secretly protected

by an installation of new, super-lethal Soviet surface-to-air missiles. An accompanying move in the Middle East chess game is being planned by the Russian military aide to Baghdad, who has engineered a political coup that would result in a major international event.
 Llewellyn arrives in Israel and is plunged into this crucial confrontation. He immediately meets the beautiful and mysterious saboteur, Daniela Zelik, and she soon becomes his lover. But is she a Mossad agent assigned to spy on him?

As the crisis builds and planes to Osirak are launched, Daniela's brother becomes an innocent victim of the international intrigue. An expert on advanced airborne radar, he is flying in a Saudi Arabia AWACS as an Israeli F-15 comes in for the kill. In one of the most exciting flying scenes ever written, the cumbersome AWACS takes on a Sparrow missile in a seemingly impossible attempt to defeat the weapon's target. The Israeli/Iraqi conflict in the air moves to a shocking conclusion that will keep readers on the very edge of their seats in this brilliant, multi-layered thriller that has more than just the ring of authenticity.

How did Herbert Crowder manage to bring such realism to the story and to the flying scenes, in particular? "I was an Air Force navigator in World War II," he said. "But most of the flying scenes in the book came from experiences related to my work at Hughes. I had a lot of interviews with pilots about their combat experiences and found those scenarios very helpful in my writing. As for getting the details right about the Middle East, I've been following the events there for a long time with great interest. What's in the book is very plausible. There very well may be a re-attack of that reactor. Certainly the nuclear threat, which is highlighted in the book, is frighteningly possible. These countries are all close to getting that nuclear capability and some already have it. It's a constant chess hanging over us."



Multi-Engine Rating

15 Rock Concert - The Bandshell - 258-3106

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Twin Comanche	\$90.00
Cessna 402	\$250.00
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Warbirds Airshow features Flying Tigers reunion

Forward by Col. Kevin O'Leary
The second Valiant Air Command Warbird Airshow will be this weekend at the Space Center Executive Airport, in Titusville.

with the Chinese Air Force during the early days of World War II. Perhaps better known by their nickname the Flying Tigers, this group of aviators wrote an incredible page of valor and heroism in the skies over Asia.

over fifty of the original "Tigers" to attend the show making it the largest gathering of these legendary aviators since the war.

In honor of their attendance the show will feature several of the P-40 Curtiss fighter planes that were the type of ship they employed.

On this day in aviation history

- 1909 -- The French Goupy II flies for the first time. It is the first fully successful tractor-engined biplane.
- 1935 -- It is announced in Germany that the Luftwaffe, a new national air-force, has been established.
- 1945 -- In a change of tactics, more than 300 Marianas-based B-29 Superfortresses armed with incendiary bombs make a low altitude night attack on Tokyo.
- 1967 -- The Royal Aeronautical Society announces that the Kriemler prize which had been offered for a first significant man-powered flight has been increased to £10,000 and that any nation is eligible to compete.
- 1973 -- A first flight is made by the Slingbys T.53 two-seat sailplane which has been developed to meet an Air Ministry requirement for air cadet training. It is the first all-metal sailplane to be designed and built in the UK.
- 1978 -- The Dassault Super Mirage 4000 prototype makes its first flight a single-seat multi-role combat aircraft incorporating a delta wing, canard foreplanes and a fly-by-wire active control system.

AIRSHOW NOTICE
The 1988 Valiant Air Command Airshow will be held this weekend, March 11, 12 and 13.
It is held at the Titusville-Cocoa (TT-CO) Airport.
Take I-95 south to Highway 50 East to US 1, then look for the signs to the show.

Leather flight jackets to be issued to Air Force

By Jim Garamone
American Forces Information Service

If the leather flying jacket is coming back, the "50-mission crash" be far behind?
The Air Force will issue leather flying jackets to aircrews beginning in April or May, depending on when the contract is let, said Air Force spokesman Capt. Chris Canfield.
Like nothing else, the jacket and the 50-mission crash (taking the hand out of the saucer cap so earphones could fit over it) symbolized aircrews during World War II.

to improve the morale of aircrews," he said. "It is not a re-enlistment tool. We hope that these jackets will enhance the esprit de corps of front-line flying crews. If it has the collateral effect of improving retention, then that's an added benefit."
The jackets will be brown with synthetic linings and will cost around \$100 apiece. The first Air Force contract call for 53,000 jackets. "We figure it can cost up to \$6 million to train a pilot on a weapon system," said Canfield. "A \$100 investment does not seem out of place."

Leather flying jackets have been issued as long as naval aviation has existed, according to Navy spokesman Lt. Brian O'Leary. The service came under criticism for issuing the jackets in 1978 and stopped it until 1982. "We started reissuing the jackets for much the same reason as the Air Force," said O'Leary.

The Navy issues the jackets to naval aviators (both Navy and Marine Corps) in flight school as well as in flight sergeants and enlisted flight crewmen. There are more than 195,000 men and women in these categories.

NASA chooses new instrumentation for research 737

Honeywell Press Release
Phoenix, Ariz., Feb. 24 -- NASA has selected Honeywell to supply a recently developed Integrated Air Data/Inertial Reference System (ADIRS) for their Advanced Transport Operating Systems (ATOPS) program.
A Boeing 737-100 aircraft (designated the Transport Systems Research Vehicle, or TSRV), with a specially configured operational research flight deck in the passenger cabin, is used by ATOPS to carry out advanced technology studies for commercial aviation.

This air flight deck is integrated with other experimental systems to provide full operational capability. The Honeywell ADIRS, similar to equipment the company developed for the new Airbus A320, will initially be used to provide data for the air research cockpit. A two-channel system, upgradeable to three-channel, has been specified along with parts for installation. Honeywell will oversee installation and testing. Delivery is expected by the end of May 1988.
According to Honeywell, integrating air data and inertial reference pro-

vides significant benefits in the form of reduced rackspace, reduced weight, immunity to power transients and increased system reliability.
The ADIRS uses a Honeywell three-sided ring laser gyro in a strapdown configuration to provide the aircraft primary attitude, heading, body angular rates, body linear accelerations, velocity and navigation position information. The multiple systems previously required to perform these functions—vertical gyro, directional gyro, rate gyro, autopilot accelerometers, magnetic compass,

flux valve, compass coupler and gimbal inertial navigation system, Honeywell reports.
The Honeywell system replaces an existing inertial navigation system in a move to modernize the NASA 737 for greater reliability and lower maintenance.
Honeywell also recently completed delivery of a complete Electronic Flight Instrument system (EFIS) featuring eight 8-inch color cathode ray tube displays for this airplane's aft cockpit.

"As a service, the Air Force has never issued these jackets," said Canfield. "We're doing it now to recognize the special mission of aircrews and their importance to the service."
Proteus organizations to the Air Force issued the jackets to aircrews, the last of them in 1943. In fact, before synthetic materials, leather flying outfits were the only way for aircrews to stay warm in unheated cockpits.
Canfield said that the impetus for the decision to issue the jackets came from senior flying commanders. "They thought the distinctive flying jackets would be a good way

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'73 FORD WAGON-6500 mt Crag 232-6158 or 747-2707.
'73 SUPERBISTLE-Crange, lowered, all chrome removed, sun, double, for smooth back, great sound system, 1600 dual port, low miles, nice mt, interior, great for beach outfit, \$2000 o.h.o. look for in Down 1 parking lot, Call Todd Dullmeier, 600 232-1477, Thursday or Sat 6:00.

FOR SALE-Well built 19 foot travel trailer, great impregnable oil-impug heat.
'77 GATOR C/L/VANIZED DUAL AXLE TRAILER-For family use to hunt 21' Bar a whole. Hands new last springs, otherwise good cond. \$450. Make us call 741-9811 ask for Roger.

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'SA, My request came toward you 24 hours a day. Your acknowledgment of me was my desire for a spin. Join me in my conviction. LOVE THE NON-MAGNETIC NORTH MAN

'71 VW CAMPER VAN WITH 1600 DP ENGINE-Now pop top covers and gutters, Michelin radial, shocks, tie rods, body lift, engine needs work. \$2000 ask Sat, 8:00 am for Roger.

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Non-commercial classified advertising is free to the student body, faculty, staff of ERAU.
All other non-commercial classified advertising is \$1.00 with a 35 word limit. Each additional word is 10 cents.

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'73 DATSUN 200 2X-3 speed, air, AMPM cassette, Pioneer speakers, low mileage, great condition. \$2500 call 735-8162 after 3 pm leave message.

FOR SALE-1980 speed bike, 548 cc motor, 500 cc motor.
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DEAR HON-SE, The wedding is the perfect event though I know how difficult, please you will work with me to make this your best day. I love the thought in your eyes. LOVE ME TO TOP TO BOTTOM! SIKIDIP SCALPI

'76 TOYOTA CELICA-GT without AMPM sunroofs, mag wheels, leather, leather and Weaver customizer, looks sporty and new. \$2500 call 232-1182.

FOR SALE-Sup's top of the line ULTRIX 90, high-power AMPM's car stereo.
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BLACKSHEEP, Good luck with your new responsibilities. I hope everything works and LASTS. HALPUPIT

'70 MG CLASSIC-Restored, rebuilt auto with transmission, mechanically perfect and looks great. \$1000 call 232-1182.

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TOASTY, Just 43 short days left and we'll be even further gone. Best of luck to you. Yours and ever yours. FENNIB

'77 CUTLASS SUPREME BROUQUAIN-V8 90, air, AMPM sunroofs, new paint, new dual headlights, call after 6:00 pm 232-3055, ask for John.

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'81 DATSUN 510-3 speed, constant running condition, no rust, Pioneer stereo, call 232-4754.

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'86 HONDA INTERCEPTOR-Excellent condition, red, white, blue, includes dual side, front, and rear, 1700 cc engine, call 736-5022 ask for Fred or leave message.

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'81 HONDA V-30 MAJORA-500 cc 5-speed gas automatic, like brand new, 492 miles, liquid locked, Miraflores, V-4 engine, 11600, 7200, Zephyr AMT call 6777.

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ROOMMATE NEEDED-Summer full, swimming, to share 3 bedrooms, 3 bathrooms, 4 miles from ERAU.

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Spring Break Airbrush T-Shirt sales on March 16, 17, 18 from 9 am to 4 pm.

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Oregon man intends to freeze own head

Associated Press
EUGENE, Ore. — When 45-year-old Keith Henson dies, he intends to go through an elaborate process that includes severing his head in the hopes that somebody he will be brought back to life.

A trained crew of technicians will slit Henson's trachea, put him on a respirator and mechanically massage his heart to prevent tissue damage.

His body will be injected with anti-clothing drugs and other compounds to reduce brain swelling while it is slowly cooled to about 40 degrees.

He'll be connected to a heart-lung machine, and his blood will be washed and replaced with glycerol-diluted plasma that protects cells.

His head will be surgically severed below the sixth cervical vertebra, cooled over a period of days to minus 496 degrees, then placed in a three-foot round vacuum bottle filled with liquid nitrogen and entombed in a concrete vault.

Someday in the future, Henson hopes, he and other believers in the process called cryonics will be revived and live again, their heads connected to healthy new bodies

cloned from their cells.
"Consider the alternative," Henson said, shuddering aside skepticism. "If it doesn't work, we're no worse off than if we were cremated or buried."
Cryonics, the process of freezing people in hopes that tomorrow's medicine will revive them, has recently gained notoriety thanks to a bizarre California case in which an 83-year-old woman's severed and frozen head has been kept from officials investigating her death.

At issue is whether the cryonics laboratory of which Henson is a cooperative member, Alcor Life Extension Foundation of Riverside, may have caused the woman's death by injecting drugs to preserve her brain.

Henson and Alcor officials say the woman was clinically dead before the cryonics process was begun.

The mainstream medical community scoffs at cryonics.
"To apply this to humans is in my view a scam," said Dr. Ken Bury, director of the Oregon Reproductive Research and Fertility Program at the Oregon Health Sciences University in Portland.

Bury called the idea of freezing heads "a simplistic approach to a complex problem" that is "predicated on the hope that in the future somebody of morbid fascination is going to try to bring somebody 100 years old back to life."
"I think the possibility of that happening is nil," he said.

"The harm is that people buy into this, and instead of putting your estate to use for family purposes, they're freezing grandpa."

Henson, a San Jose-based computer consultant who is temporarily living and working in Eugene, has signed up his wife and 5-year-old daughter for cryonics treatment in the event of their deaths.

He wears a silver medical bracelet on his left wrist that advises, "In case of death, see reverse for biostasis protocol," and tells medics to inject an anti-clothing drug "while cooling with ice to 10 degrees centigrade."

At Alcor, the price of having a head severed and frozen is \$35,000; for a full-body job, it's \$100,000. Currently there are six heads and one full body in the company's deep freeze.

Colleges said to raise tuition to increase status of school

College Press Service

WASHINGTON, D.C. — Some private colleges raise their tuition rates not to meet rising expenses, but to look more selective and prestigious, David Brezman, president of Kalamazoo College in Michigan, told a College finance conference recently.

"Right or wrong," Brezman told the National Center for Postsecondary Governance and Finance conference Jan. 21, "price is a message to the public of what we are. I do nothing for my college if I am a good citizen and I raise tuition only 5 percent."

Keeping Kalamazoo's tuition lower than other independent colleges, he said, would lead potential students to think the school isn't as good as its competitors.

Cheryl Haranis, Kalamazoo's student government president, called Brezman's views "a very short-sighted analysis." Although school officials say they're committed to establishing a diverse student body, tuition increases designed to maintain prestige are turning Kalamazoo into a "white, middle-class, elitist school."

It may be good marketing, but the revelation didn't sit well with some of Brezman's students.

"It's a real disservice to the student body to make tuition so expensive," she said. "The goal of a diverse student body."

Tuition, room and board at Kalamazoo cost \$12,183 this year, up 7 percent since the 1986-87 school year. Spokesman Terrence A. Tay-

lor said Kalamazoo's fees are among the lowest of the schools in the Great Lakes College Association, the rich is contrary to the goal of attracting an ethnically diverse, a group of private midwestern liberal arts colleges.

The College Board reported last summer that tuitions at 4-year private colleges rose an average of 8 percent for the 1987-88 school year. Tuitions at public 4-year institutions rose 6 percent.

U.S. Secretary of Education William Bennett long has charged colleges raise their tuitions not to meet their financial needs, but because the market will bear it.

In mid-January, he again told the American Council on Education convention he suspected some private colleges raise tuition each year to maintain their "smoothers."

AIDS causes stir on college campuses

College Press Service

TULSA, Ok. — Tulsa Junior College students or staffers who don't report they have AIDS (acquired immune deficiency syndrome) or other sexually communicable diseases would be kicked off campus if TJC officials adopt a policy proposed to them Feb. 9.

Under the proposal, however, students who tell the truth, even if they have the disease, would be allowed to continue to attend classes.

Georgia Tech Dr. David Herold found in a survey that 66 percent of the American public would be "concerned" about sharing bath-rooms with AIDS victims, and that 40 percent wouldn't eat in the same cafeteria or share tools or equipment with them.

A Georgia Tech study released last week, however, suggests stu-

dents won't have an easy time of it if knowledge of their illness becomes public.

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ERAU speaker appointed president of Ortho-k group

International Orthokeratology Society Press Release

Dr. Leonard E. Indiner, a Daytona Beach optometrist, who has frequently lectured at Embury-Riddle Aeronautical University, has been chosen as President-Elect of the International Orthokeratology Society, at the society's mid-winter meeting, being held in the Austrian mountain resort of Badgastein.

Contact lens specialists from the United States and Europe, are meeting for a week of seminars and an exchange of ideas on new contact lens

designs and Orthokeratology techniques. Orthokeratology is a non-surgical, therapeutic contact lens program to reduce or eliminate nearsightedness and astigmatism.

Dr. Indiner has lectured on contact lens-related subjects throughout the United States and Europe, including the Soviet Union. In 1987, the doctor was granted a trademark for his own contact lens design, the ORTHOKON lens, and is presenting a paper to the society, at Badgastein, concerning its fitting and comfort advantages.

Security Corner

Security Corner is a question and answer column designed to clear up some of the confusion regarding the Safety and Security office. If you have a question you would like answered in this column, submit it in writing to the Avion. 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. When will the light at Catalina be installed?

A. The light is scheduled to be ready for use in the Fall. The reason for the delay is that the light is so bright, the Health Center as well as the Health Center can't see their parking lot so correspond with the new light.

Q. Where does all the money go?

A. The fees collected for the parking stickers are used for parking lot maintenance. The fines go into a scholarship fund that is managed by the University. For information on the scholarship, contact the Financial Aid office.

Q. How do you appeal a ticket?

A. You have four days to appeal the ticket to the Security office. If you are not satisfied with the results from the Security office, you have two days to appeal to the Student Court.

Q. Does Security remove bikes without stickers?
A. Generally, no. Bikes are registered primarily as a means of tracing it in the event that it is stolen. So unless it is creating a safety hazard it will not be removed.

- The Avion is coming...
- guard your children,
- water your dogs,
- eat your shoes,
- wax your kneecaps!
- It could prove amusing!

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SPRING FLING '88

MARCH 14 - 19



SCHEDULED EVENTS

MONDAY 14th:
6 ft. CAGE BALL COMPETITION STARTS 1130 BEHIND LIBRARY

TUESDAY 15th:
INTERNATIONAL FOOD FAIR STARTS 1130 U.C. SOUTH HALL

WEDNESDAY 16th:
VOLLEY BALL COMPETITION 1130 VOLLEY BALL COURTS

THURSDAY 17th:
ST. PATRICKS DAY POOL PARTY
FREE FOOD AND BEVERAGES,
ICE RACES

FRIDAY 18th:
TGIF

SATURDAY 19th:
SPRING FLING REGATTA, 1300
SUNRISE PARK, HOLLY HILL,
LIVE BAND DEAR JOHN,
REFRESHMENTS,
LIMITED PARKING, T-SHIRTS ON
SALE NOW IN U.C. \$5.00

**IF YOU HAVE A TEAM FOR ANY OR
ALL OF THE EVENTS PLEASE SIGN
UP IN THE SGA OFFICE**