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Avion 1988-03-16

Embry-Riddle Aeronautical University

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DEAR LOUI,
I'M SORRY,
AND WE CAN'T
BUY LETTERS TO
THE FRONT SIDE

Dear Louie, to play for
Spring Fling. See story
page 4.

This Week:

ERAU in just ten years continues with the flight line page 3

European Space Agency launches successful Ariane 3 page 8

AVION

An Award-Winning Student Newspaper

Volume 58, Issue 9

Embry-Riddle Aeronautical University, Daytona Beach, Florida

March 16, 1988

Bookstore starts under new operator, construction to follow

**By Bill Fisher
News Editor**
In keeping with the current changes at the University, Embry-Riddle turned over the bookstore operations at its Daytona Beach Campus to Brennan College Service Corporation (BCS) of Springfield Mass. on March 10, 1988. The bookstore change hands as part of a five-year contractual agreement which, according to Charles Fountain, Business Director at ERAU, includes "funding the construction of a new bookstore facility by BCS, with ERAU retaining ownership of the facility, in exchange for five years of rental or commission free operation of the bookstore by BCS."

about the possibility of students seeing lower textbook prices due to the change Mr. Tryon answered, "No, We have a 25 percent margin on our textbooks and most of that goes towards covering the costs of running the bookstore. The profit on textbooks sales is negligible" added Tryon.

Mr. Tryon also stated that "our books are open to everybody, I'll let any student who wants to come in and look at purchase orders do so."

The change to BCS will also affect the book buy-back procedure, as Mr. Tryon explains, "Brennan will buy back textbooks directly every day, and no buys will depend on campus demand. Books will be purchased at fifty percent of the current price, depending on demand. The best time to sell back a textbook will be at the end of the trimester because then the demand will be known and the book can be valued."

With the construction of the new bookstore facility, ERAU students will see some changes in the general merchandise sold at the store. According to Robert Long, General Manager of the store when it was part of ERAU, and who will be the General Manager of the store under BCS, "The students should see an increase in professional services, eventually a greater product mix, and an increase in product demand satisfaction."

"Our philosophy is that of service, and while we cannot meet all demands placed upon us, we still anticipate a 100 percent customer satisfaction guarantee" added Mr. Long.

In addition to the obvious benefits of the new facility being built on campus, ERAU students will realize several other benefits from the new bookstore. According to Herb Tryon, Vice President/Operations for BCS, students should see a reduction of the long lines during book rush. "Our track record has been that when BCS has taken over a store that lines have disappeared," Mr. Tryon warns though that "this is a unique situation (at ERAU) in that when 5000 students need to purchase their books in a week's span of time, there are bound to be problems."

One item decreasing the lines by BCS will come in the form of a check approval desk that will be set up to approve student checks prior to entering the store.

One of the more pressing issues to students at ERAU is the cost of earning a degree, and included in those concerns is the cost of textbooks. In response to being asked



Baa Baa Beautiful . . .

This F4U-F is but one of the hundreds of classic, military, and experimental aircraft flown at the TICO Airshow. The

show's highlight was the reunion of the AVG fighter squadron, or the Flying Tigers. See page 12 for story.

Riddle donated/purchased Aero Commander II aircraft

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Riddle donated/purchased Aero Commander II aircraft

**By Paul Nowack
Former Aero Editor**
Embry-Riddle recently purchased a twin-engine Rockwell Aero Commander II turboprop through a donation. The Aero Commander was purchased from William S. Butler, a resident of Spruce Creek, Fla., for \$55,000, which is less than Embry-Riddle paid for a single Zero-Timed Cessna 172.

The 1968 Aero Commander has approximately 3,600 hours on the airframe with 600 hours since major overhaul of the Garrett turboprop. The wholesale value of the aircraft is approximately \$100,120 (thousand). Schuttler, a 1st Lt. Senior Captain with USAF, and Embry-Riddle the Aero Commander at a low price which qualifies the transaction as a partial gift.

The Aero Commander will be used to transport Embry-Riddle faculty, staff and students within Florida and around the southeast, with occasional trips to Washington, D.C. University President, Kenneth Tallman said, "Mr. Schuttler's generous gift comes at a particularly appropriate time, since our expanding relationships with Florida state government, the Federal Aviation Administration and the aviation industry in general make it feasible for us to maintain an aircraft for business travel."

Destinations out of the southeast region would not be cost-effective with the Aero Commander, as commercial carriers would be used. Internal University departments using the Aero Commander would be billed, just as if flying with a commercial carrier.

Flight Department Chairman, Paul McHaffey, will be chief pilot, with currently four faculty members scheduled to be checked out as pilot/captains. Initially the Aero Commander will be used in a part-time business schedule, but students will be included in future operations.

Vice President of Administration, Jeff Leckert, says, "We intend to involve the students in the future, but we don't know in what capacity at the present time, maybe as copilot. We can't use the Aero Commander in an 'official' flight course because of the scheduling conflicts that would arise," President Tallman added. "In addition to transporting staff, faculty and students to special events more cost-effectively, future use of the Commander may include selective student training in the turboprop aircraft."

Embry-Riddle has operated a number of aircraft in the past, including a Douglas DC-3, twin-engine Cessna Super Skymaster and a twin-engine Bonanza. The latest was an Aero Commander which was sold in 1980, with the proceeds funding the basketball courts.

University Chancellor Eric Brown said, "The Aero Commander will fill the gap between a prop job and a commercial jet carrier," Dean added, "The Commander is perfect for what we want in cost-effective transportation. It's much better than the Jet Commander."

Paul Nowack is a former Editor-in-Chief of the Avion.



Canciones de mi Padre . . .

Linda Ronstadt appeared at the Ocean Center Sunday night singing many songs from her new album, Canciones de mi Padre. The album and the

show are entirely in Spanish, adding a new genre to her career. The show featured numerous dances, the Manachi Vargas, and several duets with Daniel Valdez.

Klyde's creator honored by University

**By Bruce Perry
Production Manager**
The maker of Klyde Morris, Wes Otsewski, was honored in a ceremony for his works of Embry-Riddle's favorite act. With Chancellor Deane, Dean Rockett, Dean Kelly, Dean Reising, Tom Peitz, Director of Alumni Relations

"When the Avion comes out, the first thing students faculty and staff read is Klyde Morris, just to see who got zapped," Dean Rockett said in his speech. "As the saying goes, if you haven't been zapped by Klyde Morris, you haven't made it!"

We thanked everyone for their help in his development

Students, faculty attend math conference

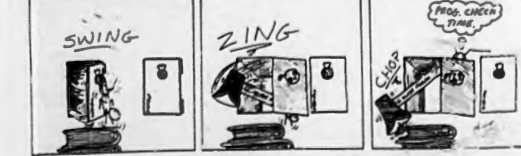
**By Sophie Gyory
Copy Editor**
A group of 18 faculty members and 6 students from Embry-Riddle attended the Florida Section of the Mathematical Association of America Conference, held on March 5 in Winter Park.

Presenting papers in the conference were from members of the faculty, Dr. S. S. Datta, Dr. Shiv Aggarwal, Dr. Jagdish Aggarwal and Dr. Thomas Hillman, as well as students, Mark Ekl, H. A. Mousawi, C. Everett, Marcon Yanes, George Arroyo and Scott Ulrich.

The papers, ranging in subject from mathematical methods in engineering, were well received and encouraged lively discussion.

A special highlight for Embry-Riddle was the appointment of Steve Aggarwal to the position of Memberhip Incentive Program Liaison Person with the Mathematical Association of America's Headquarters.

Next month, a group of students and faculty will be traveling to Mobile, Ala. to present papers to the Annual Southeast Regional Conference of the Association of Computer Machinery. These students will be entering papers in a competition for student awards.



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This ceremony was to honor him for his perseverance in obtaining an education, and his "many contributions to the growth and development of this University" through the nature of Klyde Morris, said Dean Rockett.

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VAC donates two scholarships to AMT

By Paul Nowack
Embry-Riddle co-founder J. Paul Middle participated in the opening ceremonies at the TICO Air Show this past weekend accepting two \$500 scholarships from the Valiant Air Command (VAC) to be given to two AMT students.

Inside the Avion this week

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Trivia: United's nonstop flight from New York to Los Angeles took 320,000 hrs. of fuel in a 747-200, which cruises at 333,000 ft.



Also photo by Chris Legvold

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Wes is a ten-year veteran of Embry-Riddle, albeit not all in one stretch. Wes has been drawing *Klyde Morris*, and shaping the style of the University, for nearly the same amount of time. He helped start the Student Alumni Association last year. Wes graduated in the Summer of last year.

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Trivia: United's nonstop flight from New York to Tokyo uses over 328,000 lbs. of fuel in a 747-200, which grosses at 833,000 lbs.

Editorial

Airspace grab continues

The Federal Aviation Administration (FAA) has recently decided to add more airspace where altitude-reporting (mode-C) transponders are required and has lowered the floor of controlled airspace throughout the entire United States. This is in addition to the already proposed rule of mode-C transponders required within 30 nautical miles of every Terminal Control Area (TCA) and up to an altitude of 12,500 feet.

The new rule will now require aircraft to possess a Mode-C transponder within 40 miles of 254 terminal areas where radar service is provided and above 6,000 feet in enroute airspace. It would also lower the level of uncontrolled airspace to 1,200 feet above the surface of the entire United States.

These rules have been proposed to reduce the number of near miss collisions at airports throughout the U.S. They are very important to reduce work loads on air traffic controllers.

Unfortunately, these proposed rules were not set by aviation personnel. The Senate has mandated these new airspace requirements.

There are many points that are questionable about these rulings. To begin with, the air traffic controllers are already overworked and stressed out by the few blips on their present screens. How will they be able to react to all the new aircraft on the screens?

Second, the heaviest used general aviation aircraft airports usually lie within the 40 mile range of the terminal control areas. This will mean that a great number of general aviation aircraft will now have to purchase not only the expensive mode-C transponders, but they will now have to have radio communication with the radar servicing tower, and they will be harassed by the controllers.

Thirdly, what about us balloonists and glider pilots? We do not carry radios, much less transponders. Do they really expect us to go out and purchase all this equipment and use it on the few flights that we make? I must confess to the politicians and their poorly designed airspace proposals.

What they need to do is to let the experienced aviation administrators redesign the rules themselves so it is beneficial to all sides of the aviation community. They must also not be so rushed in the rulings; they need to take their time and clearly think matters out.

The FAA is planning to pass these rules rather quickly, with a scheduled final rule due by June 30 and enactment by Dec. 30, 1988.

What it seems to come down to is that the Senate is just using a quick fix policy and not a logical thought through solution.

Unfortunately there is not much time left to act, but I still strongly urge everyone to petition the FAA. All comments should be sent to the FAA, Office of the Chief Counsel, 800 Independence Ave. S.W., Washington, DC 20591, and to your local congressman.



Letters to the Editor

Damnable Editor's taste

To the Editor:

The caricature of Jim My Swagart you presented on the Editorial (Opinions) page in the March 9th issue of the Avion was in very poor taste. Jesus said that when we find someone who is wounded we are to uplift them and get them back on their feet.

The Avion has not tried to judge or mock an individual or institution on moral grounds. This "college newspaper of higher education" allows the advertisement of questionable matters. For example:

- 1) A tobacco shop which sells drug paraphernalia.
- 2) "Sex and Fun", the promotion of "safer sex" (fornication), sponsored by this school's Health Services and Counseling.
- 3) Drinking establishments (bars) which offer two for one drinks - I wonder how many students have been hurt or killed in automobile accidents due to alcohol intoxication?

HIDEOUS HEADLINE

To the Editor:

The headline, regarding the AVAIR commuter crash, in the March 9, 1988, issue of the Avion, was of questionable character. The headline read "Co-pilot Digan said to have had trouble with landings in Metro, says NTSB." I would expect such sensationalist headlines in the New York Post or in the National Enquirer, but not in a newspaper run by students of the world's only completely aviation university. The headline implies that the crash was related to Mr. Digan's inability to pass a check flight, due to sub-standard landings. The ability to land the aircraft is of little significance to the accident. There, quite possibly, could have been some problems in her training. However, the investigation has just begun and the Avion is ready to point fingers. The source quoted in the article, A. Barry Strach of the NTSB, stated that "There is no indication that the ever had problems in her training on takeoffs and climbs."

The article itself was written by the Associated Press, however, the headline was not. I would expect that our own Avion staff would know enough not to jump to wild conclusions or even imply that there was crew error, until the investigation is complete.

Her passing leaves a painful mark on our lives. My condolences go out to her friends and family.

Creative engineers

To the Editor:

At Embry-Riddle there are two engineering curriculums, the Aircraft Engineering Technology (AET) and the Aeronautical Engineering degree.

One year ago the termination of the AET program was being considered because of low enrollment. The students within the program protested and the degree was not discontinued. In fact, a new program chairman was hired to lead the AET program in an attempt to increase its enrollment and reputation. His name is Pete Hellman, and on behalf of the students graduating with associates from the AET program, I would like to say thank you for a job well done in this your first year. He has bent over backwards to do not only what he was hired for, but has also offered his help to solve engineering problems, to contact people in the aircraft industry, and is well as a member of the AET program.

What they need to do is to let the experienced aviation administrators redesign the rules themselves so it is beneficial to all sides of the aviation community. They must also not be so rushed in the rulings; they need to take their time and clearly think matters out.

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Jesus said, "Hypocrites! First get rid of the log in your eye, and then perhaps you can see well enough to deal with the speck in another's eye!" Miguel Angel Rodriguez Box 3205

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The news media has a field day any time there is an aircraft accident. This is to be expected because the news media, at large, know little or nothing about aviation. I real-

Klyde Morris

SO IN THE WAKE OF HIS STUNNING CROSS-PARTY SUPER TUESDAY VICTORY, THE QUESTION REMAINS, WHEN WILL DAN KELLY DECLARE HIS CANDIDACY?

SENATOR GARY HART, WHO DROPPED OUT OF THE RACE AFTER KELLY'S SWIFT COMMENTED, "JUST WAIT UNTIL HE GETS CAUGHT WITH A FLOOZY."

WHEN CONTACTED BY PHONE KELLY REPLIED...

"I'VE ALREADY MADE THE FLX THIS YEAR AND DONT EXPECT IT AGAIN UNTIL NEXT WINTER."

KELLY SWAPS SUPERSTARS FOR THE LOW GRADE MATERIAL....

THE COPIERS BAIT THE DUST, OUR BUDGET STILL LOOKS GOOD, AND CENTRAL STORES GETS THE BLAME.

INQUIRED DAN KELLY USED LEGS TO SWEEP PRIMARY'S PROBLEMS UNDER THE RUG. NATIONAL INQUIRY AGED

AVION STAFF BEAUFICATION PROGRAM.

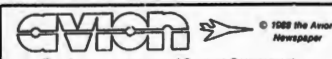
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THIS HAS TO BE THE ULTIMATE IN SILLY PENNY PUNISHING... NOT REALLY...

...THERE'S STILL THE WINTERLY FACULTY-STAFF BEAUFICATION PROGRAM.

Wes Oleszewski



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

- Managing Editors: Teresa Anderson, Tom Juliani
- Photography Editor: Kemp Hiatt
- Production Manager: Bruce Perry
- Space Technology Editor: Chip Zdroff
- Secretary: Kimberly Storer
- Avion Adviser: Dr. Roger Osterholm
- News Editor: Bill Fisher
- Aeronautics Editor: Robert M. Ross
- Copy Editor: Sophie Gyory
- Sports Editor: Mike Hotaling
- Business Manager: Robert Watt

The opinions expressed in the Editorial are those of the majority of the Editorial staff, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body. Opinions expressed elsewhere are those of the writer, who is 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 without the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Chris Logvold, Chip Zdroff, Teresa Anderson, Tom Juliani, Robert Watt, Kemp Hiatt, Bill Fisher, Jeff Silver, Todd Ulrich, John Gonzalez, and Robert Ross.

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

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ERAU in just ten years

How to make college the most destitute decade of your life

By Wes Oleson/
Editorial Cartoonist

Back in the stone 'go a decade ago, the airspace that we flew in was a great deal different from what it is now.

When I wondered out to the airplane for my first flight, the skies were a good deal less controlled. Granted that a wet-nose like me was lucky just to find the right aircraft out on the flight line in the first place, but getting around the practice area was a challenge.

Today's wet-noses have those "friendly, helpful, and understanding" Daytona Beach radar controllers to give them guidance. I, personally, have had the exciting experience of being vectored right through the localizer while my controller bustled himself chastising two other Riddle aircraft. Although not all Controllers find time to waste on such nonsense, this one made my approach a work of art, indeed.

Ten years ago, you contacted flight data, ground, tower, and you went. Today, you make more frequency changes than NORAD on a full alert. Outbound from DAB to Deland in 1978 you could request a simple down wind departure and always get approved above pattern altitude. At five miles out, you simply changed frequencies to UNICOM and did your work. Inbound was a lot more complicated. You listened to A.T.I.S., and called tower inbound at the Ormond Beach Bridge, Port Orange Bridge, Spruce Creek, or Deland Airport. Then we came boring in toward DAB like some kind of infestation. The tower controllers went nuts on a regular basis.

One of things that I have been most pleased to see vanish from the flight program is the "back to back solo." They were a monster pain-in-the-ars for beginning flight students as well as a waste of good flight time. In my log book I track several local solos of 3.2 hours or more. The plain truth is that after about 1.7, a student's productivity on a local solo slides right downhill. A beginner will start to do strange stuff such as making pens, pencils and other small objects float about the cabin (by

2.2 you're working on the big objects). Climbing the chickenhawk to its absolute ceiling and then trimming it into a steep spiral to get back down can start to sound like fun (clearing the engine every 500 feet was always a good idea otherwise I terror my have to be added in one's log book). The most popular way to burn off a back to back solo was to go to New Smyrna and do 10 or 15 landings with long slow taxi-backs.

Some handy things have also gone by the wayside in the last decade, such as the "cards clearance" and the "tango approach." On a cards clearance, a dual flight could get a standard departure in IFR weather to a given fix, at which point they should be VFR on top. In a tango approach, an instrument flight could execute a standard non-precision approach with minimums well above DAB's traffic. Also gone is the Flight Tech program. In this program, basically speaking, the student took the classes and flight required to get him to his CFI. Many of these people th stayed on as Riddle instructors until they earned their B.S. degrees. I missed flight tech by one trimester and have always regretted it. Also missing today is the rack of phasebooks that once stood where the trophy case is now. Every student had his phasebook, with all his grades in it, stacked in the rack. Your last name was clearly printed on the end thus making your book easy for "anyone" to find and read. This kept you honest among your peers, so when some loudmouth started bragging about what a great pilot he was his fellow flyers could go to the rack and find out if he was fibbing or not. This is how one person that had been doing a great deal of lying about their flying skills got the nickname "The Great Waldo Pepper."

I find the biggest disappointment to be found in the flight program of today is in the attitude of a large number of my fellow flight students. When I started here at Riddle, flying was what we lived for, and nothing could hold us back. Each day there was a waiting list for

Open Forum

By Jim Kitcher/
Writing Center

Well, Super Tuesday has come and gone and as usual, the Southern Voters were faced with some difficult choices. Imagine, we've just had the opportunity to select a presidential candidate from the stable of smartest, keenest, most savvy political minds in our country. I am left with one prevailing thought: There has got to be some mistake. This is it? This is the cream of the crop? The salvation of the nation? Some of the guys couldn't run a Burger King, let alone our country. Who are these guys anyway?

Let's take a look at the Democrats first. The Democratic party always likes to keep its number of candidates down to a manageable level, a few dozen or so. Leading the muckpack this year are Clephant and Dukakis. If they ever stop kicking each other in the teeth, we might find out what they actually stand for. Muckraking seems to be the theme of their campaign. It even dominates their TV commercials, where the focus is on belittling the ideas of the other, instead of promoting their own. While the talent may be desirable in a talk-show host, it is hardly the stuff presidents are made of. Another Democratic hopeful is Albert Gore. Although Gore himself might be worthy of the White House, I just couldn't stand to see Tipper become the first lady. Imagine listening to her yap for the next four years about how our children are being poisoned by naughty words in rock lyrics. I for one don't have the stomach for it. Besides, given a position of power, she may try something stupid, like a recall of the Stone's albums. Speaking of "Sticky Fingers," it's hard to believe that Gary Hart is still in the race. His continued presence serves no purpose but to damage the credibility of the Democratic party. After he got caught with his pants down, he must have slipped them over his head. Wake up Gary! It's over! And then there's this Simon fellow. Who is he? Where does he come from? Why does he wear those funny looking bow ties?

Is there a Democrat who can lead our nation? Maybe so. The most formidable Democratic candidate left in the race is Jesse Jackson. He is forthright, diplomatic, intelligent and has the aura of a leader, a real problem solver. But he is not without his faults. His most serious shortcoming is his lack of credentials. He's never held public office. He is also an outspoken liberal (a real favorite on the Riddle campus, no doubt). This stance, along with the unfortunate problem of racism that still burdens our country, will probably prevent Jackson from getting the grass-root support he needs to win the nomination. If Jackson finds himself campaigning again in 1992, he should be in good company. Bruce Babbitt, my personal favorite among the candidates this year, should be back in '92. Like Jackson, he is honest, witty and down to earth. He made the mistake of being too honest this year—he admitted that he would raise taxes, a reality the other candidates refuse to deal with. I prefer Babbitt over Jackson because he moderates his liberal ideas by confronting each problem with an open mind. Jackson is sometimes overzealous in seeking liberal solutions, which are not always necessarily the best solution. Still, Jackson and Babbitt carry the torch that lights the future of the Democratic party.

And then there are the Republicans. This year's Republican candidates make the Democrats look like political gods. I wouldn't trust this bunch to run a lemonade stand. Leading these candidates of dubious distinction is George Bush, the Charlie Brown of politics. The problem with George is that he is just too damn wishy-washy. He doesn't really stand for anything. He merely stands behind the president, as he has on numerous occasions. The bad news for the Republican party is that George is their front-runner. Dole could have been a contender but he blew it. He has concentrated on telling what's wrong with Bush instead of what's right about him. And

See FORUM, page 12

See ERAU, page 12

SORRENTO'S PIZZA

"Serving ERAU Students 15 Years"

SPECIALS

right down. A beginner will start to do strange stuff such as making pens, pencils and other small objects float about the cabin (by

Each day there was a waiting list for non-

Simon fellow. Who is he? Where does he come from? Why does he wear those funny looking bow ties?

Bush instead of what's right about him. And

See FORUM, page 12

See ERAU, page 12

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FLASH

For Leisure And Student Health



By Mary Ellen Bell

Health Services SUREFACTS:

Some drugs increase ones sensitivity to the sun. Examples are certain anti-biotics. Birth control pills and medications.

Sunscreen works most effectively when applied about 45 minutes before exposure to the sun.

Tanning salons are considered unsafe because they can damage the eyes, prematurely age the skin, stimulate cold sore outbreaks, and

increase the risk of developing skin cancer.

Almost all skin cancer cases are considered to be sun-related. Fortunately, if treated in time, these cancers are very curable. The early warnings include: a sore that does not heal, change in size or color of a wart or mole, and development of any unusual pigmented area.

Until recently, the common name for Sexually Transmitted Disease (STD's) was Venereal Disease (VD). There are about 25 separate conditions, but the major illnesses are gonorrhea, chlamydia, genital herpes, syphilis, viral hepatitis and AIDS (one of the most dreaded STD's).

The major obstacle to controlling these widespread communicable disease is the fact that many victims don't realize they are infected, be-

cause symptoms can be mild or nonexistent. Anytime you notice a sore, swelling, rash or discharge near the genital area, you ought to suspect an STD until proven otherwise.

Test for Sexually Transmitted Diseases are simple, inexpensive, fast and painless. However, they are not included in a routine medical examination. (Also the Pap test does not detect STD's). It is your responsibility to ask for a test.

The use of condoms can reduce the chance of catching or transmitting STD's. Birth control pills do not.

Please stop by Health Services located on the first floor of the University Center or call us at 239-6036 (ext. 6036 if you are on-campus) with questions or concerns.



Photo courtesy of Baltimore Publicist

Worldly popular English pop/rock group Squeeze (above) will be at the band shell on the beach on Friday the 18th. They will be performing tunes of their latest album *Babylon and On* as well as other chart-breaking hits. Richard Marx (below) will also bring his special light to the stage. The concert is due to get under way at 1:00 p.m. and will broadcast on MTV. So be there and write on national television with MTV.

Dear John, set to rock Spring Fling Regatta



Dear John,

By Eric Pletcher

Dear John, will be providing the music for the first annual Spring Fling Regatta on Saturday, March 19. The concert begins at 1:30 p.m. on Riverside Dr. at 11th St. in Holly Hill.

The band will furnish creative, original music that has been likened to REM, The Police, and Joe Jackson. Walter Parks, the bass player, singer, and principal songwriter of the group, describes their sound as follows: "Our concept is harmonically and rhythmically very interesting. Our sound is very accessible to the non-musician ear but by no means over commercial. The music seems to be striking a common nerve wherever we play. All of the members have some degree of classical music training but with Dear John, we've gravitated back into the rock medium...it makes for an interesting balance".

The band usually performs as a guitar, bass, and drum trio, but are to be joined on stage by two key boards and two electronic percussion units.

Experience Dear John's, electronic emotion while enjoying the action at the SGA's regatta this Saturday.



GET THE FACTS

Experience Dear John's electronic emotion while enjoying the action at the SGA's regatta this Saturday.

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GET THE FACTS



BE PREPARED THIS SPRING BREAK!
WHAT YOU DON'T KNOW CAN HURT YOU!

SUN March 17 (Thursday)

SEX-March 18 (Friday)

- Sun information
- Free sun tanning samples
- Location: Davis Pool Area
- Time: Noon

- "Safer Sex" panel
- Film
- Discussion
- Location: A-109
- Time: 1330-1500 Hrs.

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1:30 - 3:00 p.m. - **FRIDAY, MARCH 18** - A-109
"Safer Sex Panel"
Film and Discussion

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NDSL/PERKINS STUDENT LOANS

If you are an April graduate who was awarded a National Direct or Perkins Student Loan as part of your financial aid package while a student at ERAU, you should be reminded that this is a Federal Loan repayable to Embury-Riddle.

Information regarding the repayment of this loan will be available to you the week of March 21, 1988. Mandatory Exit Interview Sessions will be held (by appointment only) in the Riddle Theater located in A Bldg., Room 101. Scheduled dates and times are listed below:

Wed. March 23, 1988 10:00 am to 10:30 am or 10:30 am to 11:00 am or 3:00pm to 3:30 pm or 4:00 to 4:30 pm

Thurs. March 24, 1988 4:00 to 4:30 pm or 4:30 to 5:00pm

It is very important that you attend one of these meetings to obtain valuable information concerning repayment of your NDSL/Perkins Student loan.

Please check your ERAU box for further information and pertinent documentation. Additionally, contact Barbara Simone, University Collections, ext. 6230 to either schedule an appointment for one of the above sessions, or if you have any questions regarding the Exit Interview process.

LIBRARY EASTER SCHEDULE

APRIL 1 - CLOSED - GOOD FRIDAY

APRIL 2 - 9:00 AM TO 6:00 PM

APRIL 3 - CLOSED EASTER

MA/PS SEMINAR SCHEDULE

Mar. 28 (Fr) Dr. Alexander Karev - Super Symmetry, 1330, Riddle Theatre

Apr. 8 (F) Dr. Christopher Phelps - Frames of Reference, 1330, W310

All seminars are scheduled at 1330 on Friday's. Everyone is cordially invited. Students Welcome.

SUMMER GRADUATION!

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

COMMUNITY CALENDAR

- 17-19 SMT Dinner Theater "Same Time Next Year" Treasure Island Inn - 8 pm 252-6200
- 17-18 Rock Concert - The Bandshell - 258-3106
- 18-22 Expo America - Ocean Center - 254-4545
- 20 Daytona Beach Civic Orchestra Winter Concert DBCC Cultural Arts - 3 pm 255-8131
- 20 SMT Dinner Theater "Same Time Next Year" Treasure Island Inn - 12 noon 252-6200
- 22 Rock Concert - The Bandshell - 258-3106
- 23 Miss Hawaiian Tropic Contest - The Bandshell, 655-9559
- 1-31 Daytona Beach Jai-Alai - 255-0222
- 1-31 Daytona Beach Kennel Club - 252-6484
- 1-31 Exhibit - Confiscated: Trade in Endangered Species Museum of Arts and Sciences 255-0285
- 1-31 Exhibit - Oh, You Beautiful Doll Museum of Arts and Sciences - 255-0285
- 7-21 Visions! 1988 - Art and Photography Student Honor Exhibition, DBCC Gallery of Fine Arts - 255-8131

GRADUATING SENIORS

All library items must be returned by 5:00pm on April 21st. All fines & Charges must be paid by 5:00pm on April 21st. Failure to do so will result in your diploma being held.

STUDENT BODY

All library items are due by 5:00pm on April 21st.

MAIL BOXES - FALL TRIMESTER

Going home for the summer, either term A or B? If so, would you like to retain your mail box for the fall term? No deposits, no hassles, just a short change of address form required. Stop by the University mail room (Rear door, east side of UC building) between 10:00 am and 2:00 pm April 5-6-7 to fill out this form. If we do not receive your change of address form, we will assume you are not returning this fall and will re-issue your mail box to another student.

COMPLETE RECORD AND TAPESTORE

University Mail Room (Rear door, east side of UC building) between 10:00 am and 2:00 pm April 5-6-7 to fill out this form. If we do not receive your change of address form, we will assume you are not returning this fall and will re-issue your mail box to another student.

time during the summer semesters, we are accepting applicants in the Registration and Records Office and you will receive a Preliminary Graduation Evaluation from us before the next Advanced Registration to be held during the latter part of the spring semester.

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- 3 BY DOOR'S INCLUDING L.A. WOMAN
- 7 DISC'S BY EAGLES INCLUDING HOTEL CALIFORNIA
- 6 BY E.L.P. INCLUDING PICTURE AT AN EXHIBITION
- DONALD FAGEN NIGHTLY
- MICHAEL FRANKS OBJECT OF MY DESIRE
- PETER GABRIEL SECURITY
- 8 BY GENESIS INCLUDING ABACAB
- 4 BY INXS INCLUDING LISTEN LIKE THIEVES
- 8 BY LED ZEPPLIN INCLUDING LED ZEPPLIN II
- 3 BY VAN MORRISON INCLUDING HOTEL CALIFORNIA
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AFROTC

**By C/PTL Jeff Hetschel
Public Affairs Staff**
This semester is quickly drawing to a close. We are seeing some signs of this as we prepare for Pass-in-Review, Commander's Cup and Dining-out. Pass-in-Review is a bi-annual ceremony in which the new Cadet Wing Commander assumes command of the Corps and then commands them to march before a reviewing officer. A Pass-in-Review practice session will take place at 0800 this Saturday at the airport field. Commander's Cup, which will take place afterwards, is a field day that includes sporting events and a barbecue for the entire Detachment. Dining-Out will be held April 2 at the Ocean

Center. During this event, the Wing gets together for dinner and a presentation of awards to cadets and cadets. The evening will be capped off by a presentation by Brig. Gen. Jamerson, and a short speech by the newly inducted Wing Commander, Brig. Gen. Jamerson is the Commander of the 57th Training Wing at McMill AFB, Florida.
On a more recent note, the Det. 157 cadets worked at the motorcycle races during bike week to help raise money for the Detachment, and cadet evaluations have been completed.

Remember, school is almost over and its time to kick in the "after burners!" Good luck!

ΔΧ

**By Larry Caruso
Public Relations**
The Delta Chi fraternity would like to give special thanks to the Phi Mu and the Zeta Tau Alphas for two fantastic weekends of parties and just plain good old fashioned company. Everyone is looking forward to the rest of the semester. The St. Patrick's day should really be a good time, but

all the brothers cannot wait for the canoe trip. Note to pledges: do not wear any clothes to the canoe trip that you want to keep.

Pledges don't forget to wear a shirt and tie on Friday, and brothers show your colors. The secrecy is over. All of the brothers hope Orgs is feeling better after that run in with an old friend.

SEMPER FI

By Society Publicity Officer
The Semper Fi Society met on Feb. 28th at Mr. Gatti's pizza restaurant. The society met to discuss upcoming events this month and in April.
Present at the meeting was the officer selection team from Orlando. On April 9th the Society will be traveling to Cecil Airfield NAS Jacksonville to tour the F-18 simulation facilities and the flight line. Several of the Society members will be given a chance to fly the F-18 simulator.
A tentative date has been set to have a Navy/Marine T-34 here at RDU in the near future. This is an excellent opportunity for Society members to actually go up in the trainer for

thirty to forty minutes at a time. This is a tentative time schedule as it keeps in contact with Society officers for future information.

The officer selection office has confirmed the platoon leaders class picnic. It is scheduled for Saturday, April 9 at 11:00 am at the Naval Training Center Annex Picnic area #1 in Orlando. Members are being asked to support these plans with suggestions or comments regarding the picnic. Platoon Leader members from all over the State will be attending this event. This is an excellent opportunity for Society members who have not been to training, so meet candidates from other schools and hear what they have to say about the summer training at OCS.

ARMY

**By Bill Fisher
C/OTI Army ROTC**
"Of a great leader...when his work is done, they will all say, we did this ourselves."
-Lao-Tzu, 6th Century B.C.

Leadership. That is one of the primary points of concentration in Army ROTC. As it says on the ROTC emblem, "Leadership Excellence." This is what it's all about. But what is it really? How can you qualify leadership, discuss it, and spread it out on a table to identify its parts and be able to say, "when these qualities are present together they will stand a leader?"

Webster's Dictionary gives us a cut and dried definition of leadership. It states that leadership is "the office or capacity of a leader." It goes on to state "to lead." These definitions, while they swirl around the periphery of leadership, do not address what

leadership is all about.
The leadership chapter in Griffin and Moorhead's Organization Behavior text sums up leadership as both a process and a property. "Leadership as a process is the use of noncoercive influence to direct and coordinate the activities of group members toward goal accomplishment. As a property, leadership is the set of characteristics attributed to those who are perceived to employ such influence successfully."
This description offers much more in the way of a definition of leadership than Webster's definition, leadership is a person who is interested in learning about becoming a leader something to grasp. It breaks leadership down into two functions: process and property. This article will briefly address leadership as a process.

As a process, in Griffin and Moorhead's definition, leadership is the "noncoercive influence" used in getting a group of people to do what needs to be done within the given time constraints. The key point in the definition is "noncoercive influence." For the military this would mean not depending solely on position, rank or authority to accomplish the mission, but relying instead on the ability to influence a group of people to accomplish a goal through their own volition.
It would seem that leadership as a process can be learned. But how can a person learn to lead a group? The answer is to get involved: There are a multitude of organizations within ROTC and the University community that offer experience in working with a group. The more one gets involved with group dynamics, the more lessons can be learned. There are no substitutes for this experience, and the time to start learning these lessons is not after the bars have been pinned on.

General John A. Wickham, Jr. summed up leadership in an article titled "Leading - A Commentary" in the Army Organizational Effectiveness Journal. General Wickham wrote that "leaders are made, not born. They are made by a life-long study of history, of the influence of leaders on it, and by absorbing the real-life teaching of role model leaders."
Leaders are made by the day to day practice and fine tuning of leadership skills because leadership is an art, as well as a science, and best developed by application.
Leaders are made by the steady acquisition of professional knowledge and by the development of a 24-karat character during the course of a career.

"These traits foster inner strength, self-confidence, and the capacity to inspire by example of professional as well as personal excellence."

RIDERS - BROADCAST

**By Doug Gordon
Vice President**

Another bike week has come and gone, and another Rider reunion has been done. The Riders had a busy week, mostly helping the Easter Seals with their Harley giveaway. Marlene, Fleeth, Soles, and the Brub 44 bikers had to help collect donations for chances on the Harley-Davidson FLSTC.

The Riders ventured into the wilderness week to go out and help Big Daddy Rat with his custom chopper show, where we sold tickets at the gate.

Congratulations go out to Fix-it who was able to snag a trophy in the street race class. To finish out the week, many of the Riders participated in the annual Harley-Davidson Motorcycle parade on Sunday. Until next week...
Ride aware-Show you care!

By Daniel R. Long
Even though Embury-Riddle does not have a campus radio station, this has not stopped ERAU's Broadcasting club from pushing for a campus station to call its own. There are many reasons in favor of such a station here at Embury-Riddle.
A radio station can be a good, clear source for needed information. College students are subject to information on classes, where to go, where to eat, where to pay for books and your tuition, etc.

Important events such as orientation week were very organized but with so many new students it's easy to see how events such as competitions, meetings, and social activities can be lost in the schedule. College radio stations can advertise for college events and also for the community and local businesses. They can reach an audience that is their prime target-advertising to students who will want to know where to go, where to buy what they need. This source

of information reaches more people by alleviating the problem of how to publicize an upcoming event. Those events advertised on the station would definitely benefit from this type of publicity.

Campus radio stations increase the publicity of a college. A college that is seen and heard by its hometown is a college that fits better into it. A radio station opens up the college to everyone-informing the community what the college is really like. That ability to reach the community can be a big asset.

I remember going to the first Broadcasting club meeting and finding out the truth about the problem of getting a station for Embury-Riddle. This club consists of no more than a couple of dozen members who make up only a small percentage of people who support the idea of a campus radio station. People like Dan Sobies, the faculty advisor for the club, and Yoni

Bakara of the Student Government Association are trying hard to put ERAU on the air. They work on their own time to help benefit future students. These people should be congratulated for their effort.

It's not easy for a group of students to sift through the red tape of building codes, permits and regulations in their quest for an F.C.C. license. The Broadcasting club of which I was a member had a way to go but the goal is much closer. Local businesses have given their support to the club and their goal. They should also be thanked for their generosity and cooperation. Everyone involved in attaining a radio station for ERAU is contributing in their own way-as I am doing. A college radio station at Embury-Riddle Aeronautical University can benefit the community, the college, and the students-as well. I just hope that someday in the near future Embury-Riddle will be "on the air."

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CFC

By Bernie Wiebe
Club Writer

Greeting everyone. At CFC one of our objectives is to be a source of rejuvenation for our members. Saturday evenings are a time when we can get together to be encouraged and to renew our energy. We especially want to point people to the only energy source that never runs out, Jesus Christ.

During last week's meeting, David Howles taught out of Luke 18. In this passage, Jesus tells a story about a Pharisee and a tax collector. In Jesus' time the Pharisees were respected religious leaders who rarely, if ever, disobeyed the law of Moses, while tax collectors were generally greedy, dishonest and very unpopular.

Both men went to the temple to pray. "The Pharisee stood up and prayed about himself: 'God, I thank you that I am not like other men—robbers, evildoers, adulterers—or even like this tax collector.'" vs 11. "But the tax collector

stood at a distance. He would not even look up to heaven, but beat his breast and said, 'God have mercy on me, a sinner.'" vs 13.
Even though it was obvious that the Pharisee was much more religious than the tax collector, who confessed to being a sinner, Jesus' assessment of the situation was this: "I tell you that this man (the tax collector), rather than the other, went home justified before God. For everyone who exalts himself will be humbled, and he who humbles himself will be exalted." vs 14.

The Bible says in James 4:6 "God opposes the proud, but gives grace to the humble." Even those who are proud of their religious achievements fall under this promise.
Our weekly meetings are held Saturdays at 6:30 in the University Center Common Purpose Room. Every week we have the opportunity to learn more about the character of God. Also, Thursday evenings at 6:30 in the third floor study hall of Dorn 1, Ken Kilpatrick leads "Life Talks".

FLIGHT

By J.P. Walsh
Public Relations Officer

When it rains, it pours, even in the wonderful world of politics. Long after the polls closed across the Nation last week, the ERAU Precision Flight Demonstration team held its own version of "Tuesday." Last week the team, after hours of careful consideration, elected new officers to serve on the Summer and Fall/Spring season executive boards. The summer executive board will consist of J.P. Walsh -- president, John Wassong -- vice president, Todd Funte -- secretary, Steve Kidder -- treasurer, Bruce Zigan -- public relations officer, and Erika "Till" Foster -- safety officer. The all-important Fall/Spring board will consist of: Steve Hadden -- president, Brian Florence -- vice president, John LaValley -- secretary, Steve Kidder -- treasurer, and Chris Nicholson -- public relations officer, with Erika Foster staying on as safety officer for the year. Congratulations to all the officers elected and good luck as they lead the school's team to continued victory!

Speaking of victory, the flight team is working harder than ever in hopes of achieving more of it at the 40th National SAFECON to be held at Northeast Louisiana University/Motors Regional Airport on April 12-16. Team ground crew chief Lance Coleman and Safety Officer Phil Smith are hard at work testing the many prospective ground crewmember candidates, to determine who would serve the team best. The ground crew's responsibilities at a SAFECON include morning and evening checks of all team aircraft and safety equipment, preparing the aircraft for a long day of competition, completing a load manifest for every aircraft before takeoff, briefing the pilots in command on safety and emergency procedures,

and assisting the aircraft occupants in an emergency. While they probably don't like to sit much, they also have to put up with occasional abuse (even nervous competitor pilots who are anxiously waiting) -- take off. In short, it's an awesome responsibility and is very crucial to a team's success.

Also crucial are the many non-flight related activities associated with a National SAFECON. The team Learning Trophy Committee has been hard at work documenting the team's many goodwill and public relations activities, and organizing them to present to the judges at the SAFECON. The Learning Trophy perpetual trophy is named after aviation pioneer Grover Loening, and is presented to the team that most favorably represents aviation to the general public. As opposed to past competitions, the flight team considers themselves to be serious competitors for the honor this year, and will certainly keep the program going in future years.

All event practices are coming along quite nicely, and the team is adjusting well to the three new events. Coach Wiggins feels that some of that particular stack can be taken up by the scan competitors and the seasoned instrument pilot "Gods" on the team. We'll see about that in round four very soon weeks.

Finally, the flight team, along with the Daytona Beach Area Club, will sponsor an FAA's symposium in room A-109 on Tuesday, March 17 at 1930 hrs. The scheduled guest speaker is Capt. Joe Klingner of Church Street Station's flight department, who should have quite a few interesting stories. Everyone is welcome, and refreshments will be available, so plan to attend.

ΘΦΑ

By Heather Barrett
Club Correspondent

So far this month the sisters have been very busy. Lynn, our Belgium Waffle, had her 18th birthday party at Wood Forest's club house. It was a five tag bath that lasted well into the night. Those that stayed for clean-up were there till early morning. Thanks to Brad and Krista the carpet looked like new again after two hours of scrubbing.
Lynn would like to thank everyone who helped her party that night. Even

the people she didn't know.
The sisters would like to thank Sigma Chi for a wild time at their Baker Bash. We met brothers from all over the country, making most of Bike Week at the party. The brothers did an awesome job of converting the living room into a Daytona Beach disco. Between the lights, music, dance machine and the bike, the atmosphere was perfect.
On a more serious note, our chapter is sponsoring an Alumnae Tea for all theta Phi Alpha Alumnae in central Florida. Krista Martin planned and organized the Tea.
Krista is our chapter's only local alumnae. She is trying to get some support for our chapter. Our nearest chapter is eight hundred miles away and we need all the support we can get.

Upcoming events include working with Sigma Chi for MS and the softball marathon. Happy Birthday to Rita who will be 22 on March 15 and Tracy who will be 20 on March 21.

NAVAL

By Kathy Ward
Public Affairs

The last meeting of the Naval Aviation Club was held on Tues 8 Mar. Retired Navy Captain Byington gave an informative presentation of the Naval Officer performance rating and promotion system. The Navy's system is one of the better ones used today; it is fair, less political and it is effective.

As a junior officer in the Navy one can expect an evaluation and fitness report at least every six months. The maximum time elapsed between fitness reports is one year, and that time frame is for senior officers. These fitness reports affect assignment and selection opportunity and promotion. It is a paper record of one's performance. It has a heavy emphasis on management and relation skill and one small section on airmanship. So it is not all flying.

The person being evaluated is asked to give a "brag" sheet about himself to the division officer. At that time a rough copy of the written portion of the fitness report is drafted. It then goes up the chain of command for revision

and the final copy is signed by the commanding officer. This fitness report covers all important areas and is an important variable to one's career.

The trip to the aircraft carrier USS Forrestal is scheduled for 25 Mar. There is a mandatory meeting during the next scheduled club meeting on Tues 22 Mar. in G109 at 1500. Paid club members have first priority. The scheduled departure time is 1200, and the approximate return time is 1800. Lunch will be taken in the wardroom on board the USS Forrestal, followed by a film and tour of the aircraft carrier. The meeting on 22 Mar. is mandatory for those interested.

A SH-3 Sea King helicopter and crew are scheduled to speak at the meeting on 22 Mar. The SH-3 Sea King's primary missions are anti-submarine warfare and search and rescue. The helicopter is tentatively scheduled for static display during the afternoon.

The meeting should be interesting and informative. Remember, 22 Mar in G109/112 at 1900. See you there!

ΣΧ

By Eric E. Zimmerman
Chapter Editor

Last week, Sigma Chi participated in the second annual Interfraternity Council Softball marathon. The I.F.C. plans to continue to have the marathon, which benefits a worthy cause, and Sigma Chi plans to contribute every year also. It took a lot of work to organize a team and a lot of dedication to play throughout the night. However, along with the hard work, everyone had a good time. We're looking forward to next year.

Also last weekend, a Sigma Chi trip was made by some of the brothers. The trip was a blast! It started with a

ΣΠΔ

By Kevin J. Collins
Historian

Spring Break continues to go well for Pi chapter. The risk reduction proposal developed by Steve Borsicini has finally been passed to improve the efficiency and safety of our fraternity.

This weekend we are expecting a visitation of Sigma Phi Delta Eastern Province Counselor James Kwock. The brothers plan to spend several hours this weekend with Mr. Kwock reviewing the present situation of Pi chapter and the fraternity. Mr. Kwock has also planned a possible trip to Disney World with the Brothers.

Captain Jack's A TRADITIONAL STEAK RESTAURANT

checks of all aircraft and safety equipment, preparing the aircraft for a long day of competition, completing a load manifest for every aircraft before takeoff, briefing the pilots in command on safety and emergency procedures,

guest speaker is Capt. Joe Klingner of Church Street Station's flight department, who should have quite a few interesting stories. Everyone is welcome, and refreshments will be available, so plan to attend.

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Protestant Services at 11:15 a.m.
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NASA acquires transatlantic emergency shuttle landing sites

by Chip Zedrow
Space Technology Editor

Two new abort sites have been chosen by NASA for space shuttle launches. The two locations will be used in the event a contingency transatlantic landing site is needed.

One site is located near Ben Guerir, Morocco on a former Strategic Air Command base. The base was abandoned in 1963 and has a 14,000-foot runway available for emergency landings. This runway will be the primary site for launch into low inclination orbit.

The other site is in Banjul, The Gambia. Banjul has an 11,800-foot runway that is presently the international airport for the city. The airport lies below the flight path for shuttles launched into the normal 28.5 degree orbit.

The runways are presently undergoing reconstruction which includes surface restoration, microwave landing system installation, precision approach path indicator lights, bulb/air lights, and strobe lights.

There were previously only two transatlantic abort landing sites. One

is located at Zaragoza Air Base, Spain and the other is at Moron Air Base, also in Spain.

Both of the new sites will receive support equipment which includes the runway modification equipment, firefighting equipment, portable satellite communications systems, automated weather stations, and other support equipment. The sites will also house between 40 and 50 NASA contractor personnel during the launch of STS-26.

The equipment left for Africa on March 4 by an ocean going barg.

Officials declare NASA is geared up for next shuttle launch

Associated Press
BAY ST. LOUIS, Miss. — A NASA official told National Space Technology workers here they were doing a first-rate job at returning the space shuttle to safe flight.

"NASA is gearing up to fly the shuttle again and making good progress in getting the space program back on track and keeping it there," Administrator James C. Fletcher said as he and NSTL personnel reviewed a 520-second test of a research shuttle engine.

Research engines and flight engines for the shuttles are tested at NSTL in Hancock County.

Under President Reagan, the space program is getting the priority treatment it deserves, he said.

"We're preparing for a launch in August, but no date, no month is sacred," Fletcher said. "We'll launch when we're sure that the vehicle is as safe as we can make it."

Besides restoring space flights, plans include complementing the shuttle with a fleet of expendable launch vehicles plus a space station for manned operations to begin in the mid-1990s, he said.

The National Space Policy, released last month, reaffirms NASA's central role in planning and developing

space activities, with the space station the key to that leadership.

Another program, Pathfinder, will study the Earth from space, continue robotic exploration of the solar system and create a scientific outpost on the moon with and piloted missions to Mars, he said.

"In order to translate that policy into reality, we will require broad public support and Congressional support," Fletcher said.

NASA's proposed \$11.5 billion budget for the coming year is under consideration by Congress. Last year the NASA budget was \$9 billion, Fletcher said during a press conference after his speech to employees.

"Most of the increase is for transportation: the shuttle and fleet of expendable launch vehicles, and implementing the president's national space policy," he said.

The budget also includes \$1 billion for the space station and money for advanced solid rocket motors, he said.

In response to a question of the extent of public confidence in NASA, Fletcher said: "The public has not lost confidence. The public is impatient to get NASA flying again."

NASA engineers to check shuttle rocket segments involved in train accident

Associated Press
CAPE CANAVERAL, Fla. — A train carrying segments of solid fuel booster rockets for the space shuttle collided with a car, but the rocket segments apparently were not damaged, NASA said.

NASA said that as a precaution, the segments would be examined thoroughly this week after they are unloaded.

The accident occurred last Wednesday.

The train's engine was replaced and the segments arrived at the space center late Thursday.

The train was carrying three of the

eight segments that will make up the two solid fuel boosters that are to propel the shuttle *Discovery* into orbit. The launch is scheduled for Aug. 4 and will be the nation's first shuttle flight since the *Challenger* disaster more than two years ago.

"There was no apparent damage to the flight hardware," the National Aeronautics and Space Administration said in a statement Thursday.

European Space Agency fires its first rocket of the 1988 season

Associated Press
KOUROU, French Guiana — The European Space Agency fired its first Ariane 3 rocket into space this year in a flawless launch that carried two telecommunications satellites, one American and one French, into orbit.

Officials called the launch Friday night of the West's only active commercial satellite launcher "a complete success," with all operations perfect. It was Ariane's 21st launching and the first of eight planned for this year.

The Ariane 3 placed into orbit France's Telecom 1C and the American Spacenet 11B-Geststar, which includes

Technicians said the two satellites, placed into orbit by Ariane above the equator, obtained an altitude of 22,554 miles.

The critical day for the Spacenet satellite is Wednesday, when its own motor ignites to place it into its definitive orbit 87 degrees west above the equator.

Lift-off from the space agency's jungle base on the northern coast of South America came at 8:28 p.m. local time (6:28 p.m. EST).

The third-stage engine, at fault in three of Ariane's four failed launchings, ignited normally four minutes after blast-off, officials said. Twenty minutes after blast-off, the rocket separated from its payload, thrusting the two satellites into geostationary transfer orbits.

Frederic d'Allest, president of Arianeespace, the European Space Agency's commercial arm, immediately announced plans for launches on May 11 and at the end of May. One would be a demonstration of the more powerful Ariane 4 rocket, described by ESA as "the new generation of the European launcher."

"This success enables us to envision the ambitious program of eight launches a year," d'Allest said after the launch. "For that, vigilance and rigor are needed."

Some experts estimate the commercial space market will be worth more than \$1 billion per year after 1991. Including Friday's payload, Arianeespace has 43 satel-

lites on its order books worth \$2.36 billion, according to the company.

To keep up with the orders, the Kourou space center has made two launch pads available.

The launch Friday was first scheduled for December but was delayed for extra tests after abnormalities were detected in the oxygen and liquid hydrogen third-stage engine.

"We preferred to take the time to understand the problem," said d'Allest.

Third-stage engine failure was the cause of failed Ariane launches in September 1982, September 1985 and May 1986. The last failure, the 16th launch, left the rocket grounded for more than a year.

Another failed launch occurred in May 1980 because of a problem with the first-stage engine.

The 21st launch thrust into orbit the American GTE Spacenet Corp.'s fifth satellite, Spacenet III R-Geststar R01. The satellite is aimed at increasing the company's telecommunications services in the United States and helping set up a system of satellite communication with mobile units such as trucks, cars and trains.

The satellite, with an expected lifetime of 10 years, weighed 2,674 pounds before lift-off and 1,562 pounds in orbit.

GTE Spacenet lost a satellite in the 1985 failed launch.

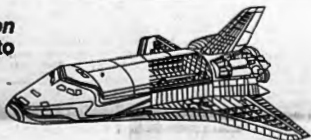
Two transponders on Spacenet III purchased by the AP are to provide the New York-based news cooperative with domestic satellite delivery services over the next 10 years.

A satellite being used is nearing the end of its operational service.

The French Telecom 1C, the third in a series of satellites owned by France Telecom, the state-owned telecommunications system. It is to replace Telecom 1-B, which broke down Jan. 15.

With the U.S. space shuttle grounded and America's Titan 4 and Delta rockets not yet competitive, Ariane remains the only active launcher for commercial satellites in the West.

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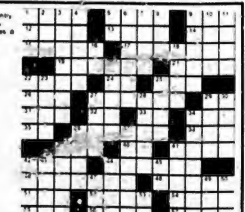
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The Puzzle

See SOLUTION, page 11

- ACROSS
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 - 3 Former Russian ruler
 - 5 Son of Adam
 - 12 Local furniture
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"Listen, Mom... I just wanted you to know I'm OK and the stampee seams 'bout okay - although everyone's still a little spooked. Yeah, I know... I miss the coral!"

Shoe Jeff MacNelly



ERAU defeats Ohio 9-5

By Mike Hotaling
Sports Editor

The ERAU baseball team defeated Ohio Valley Community College 9-5 Thursday night at City Island baseball park.

Winning pitcher Jeff Hosker led the Eagles with a strong performance, tossing 4 strikeouts, and allowing only 4 walks and 7 hits.

Outstanding offensive play was turned in by Brian Callahan with a double, a triple and 2 RBI's. Chris Rossi also had a double despite playing with a bad ankle.

Al Jackson went 2 for 3 and had 2 RBI's, and Tim Waagman chalked

up 2 strikeouts.

Team captain Ray Luciano started the Eagles off in the first inning with a walk and advanced to second on a stolen base, and to third on a sacrifice by Jeff Hosler.

Brian Callahan drove home Luciano with a triple, and scored on a sacrifice fly by Chuck Smith.

Ohio Valley was held scoreless for the first two innings, and finally managed a run in the third inning, and wasn't able to score again until the sixth inning.

ERAU's next game is Tuesday March 22, at Derbyshire. Come out and support the team.



ERAU's Brian Callahan in Action Against Ohio Valley

Golf tourney to benefit Conklin Center

ERAU Press Release

The 60 Brothers of Lambda Chi Alpha Fraternity at Embury-Riddle Aeronautical University are sponsoring a Par 3 golf tournament to raise funds for The Conklin Center for Multi-handicapped Blind on April 1, 1988.

A \$10 entry fee per person is needed to enter the 18 hole, par 3 scratch tournament, which will be held at the Volusia Par 3 Golf Club located at 2500 Volusia Ave. Refreshments will be furnished and trophies will be awarded for lowest scores.

closest to the pin and longest putt. Registration forms will be accepted until March 25 and are available through the Student Activities Office in the University Center at Embury-Riddle, 600 N. Clyde Morris Boulevard. Tee times are available between 3 and 6:16 p.m., however, registration is limited to the first 100 paid registrants. Non-pollers can make tax deductible contributions by contacting the Conklin Center at 258-3441 or Lambda Chi Alpha Tournament Chairman Adam Rose at 239-6039.

ERAS

By Chip Zadrow

Space Technology Editor

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

Anyone interested in joining the club is more than welcome to attend the meeting at 7:00 p.m. in the CPR this evening.

The club had an awesome time at Mr. Gatti's last Weds. Not only did we all stuff our faces, but we chatted a little on space and then watched Star Trek IV. We will be going to Kennedy Space Center's Spaceport USA on March 26. Come to the meeting on Weds. to register for the trip. While there, we will probably be taking the "Blue" tour. This tour will take us around the Cape Canaveral Air Force facilities. On my last assignment there, I saw a Titan IV on the pad. With a little luck everyone should be able to see it.

ERAS is still working out the plans for forming a speaker's bureau. Club members will be going to local schools and other community organizations to educate the community on the space program.

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

HELP PUT THE USA ON TOP!

Without need of government funds let help us...
Attend tonight's meeting and find out what we are all about.

HELP PUT THE USA ON TOP!

IN WORLD AEROBATICS

Without need of government funds let help us...
Attend tonight's meeting and find out what we are all about.

Without need of government funds let help us...
Attend tonight's meeting and find out what we are all about.

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C 152 IFR (3)	\$35.00
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Valiant Air Command's Titusville Airshow featured props to jets, dogfights to battles ERAU

By Robert Hofer

The eleventh annual TICO airshow in Titusville was held this past weekend with the American Volunteer Group or better known as the "Flying Tigers" as their special guest. There were over 130 aircraft on display with three rare aircraft in attendance: the Grumman J2F-6 Duck Down by Kermit Weeks of the Weeks air museum, the only known Grumman Guardian, and one of the only two flying P-38 Lightnings flown by Jayko Hlynyk.

The airshow started on Friday and lasted until Sunday. The shows open with ten sky divers jumping out of two C-47's owned by the Valiant Air Command (VAC). After the sky divers landed, two P-51's flown by Peter McManus in "Pete's old" and Art Rose in "Old Crow" put on a formation and aerobatic display. Howard Pardue followed in his F4U-Corsair.



Aerobatics by Bob Stern-Hempsey

Friday, a pair of F-4 Phantoms made their appearance known by beating up the field with low and fast fly-by's followed by a F-14 Tomcat, which performed the usual Naval maneuvers. Saturday, following the F-4's, were two P-3 Ori-

ons, in a rare tight formation.

After the modern aircraft finished their part of the show the field came under attack by a VAC-owned F-1 Fugies, two Tora Zeros, a pair of Tora Vals, and a Tora Kaaz. This was the staged Pearl Harbor attack

where the Japanese aircraft were intercepted by two P-40's after the Pearl Harbor attack. Following the attack, the trainers took to the air ranging from PT-22's to T-28's.

The next to take the air were the fighters and bombers, ranging from 14 P-51's, the P-38, an AD-4N Skyraider, three B-25's and the Grumman Guardian who re-enacted the "Bridges Over the River Kwai" attack.

One of the highlights of the show was the performance of the A-10 simulating ground attacks. The airshow finished the way the last ten shows had with the missing man formation. However, this year it was even more meaningful than the past because the VAC paid tribute to two of their own pilots - Bill Clark and Keith Brady who died in early January flying his T-28.

(Continued from page 3)

credit observers. When you had a few hours between classes, or if you were done for the day you tried for a back seat -- any excuse just to get off the ground. Heaven help you when it came to no-shows. Not only did you suffer from the Flight Department, but you were also racked over by your fellow pilots. To no-show made you the lowest form of life on the line, regardless of the reason, and everyone knew who you were because it was announced on the p.a. That sent you left no-showed could have been used by one of us who was not on the schedule.

Today students no-show on the schedule from FA 104 to 400 should work for a commutator or corporate operation and no-show just one flight then see what happens. All of us flight students from FA 104 to 400 should get together and start giving these boro students a collective swat-in-the-ass for that stuff. Let's tell them if they didn't come here to become professional aviators, they should just go home and leave the flying to those of us who want to work at it.

The worst part is that only we students can correct this kind of crap. Remember that when some popcorn-head wastes a spot on the flight schedule, he's wasting your airspace. Of course there's always some real excuse as to why some slob no-shows a half dozen times before the middle of the course, but to those of you who are real pilots at heart no excuses are valid. After all, you work for a commutator or corporate operation and no-show just one flight then see what happens. All of us flight students from FA 104 to 400 should get together and start giving these boro students a collective swat-in-the-ass for that stuff. Let's tell them if they didn't come here to become professional aviators, they should just go home and leave the flying to those of us who want to work at it.



Aerobatics by Bob Stern-Hempsey

Classic nose art...

Aviolf is coming!
Beware...

FORUM

(Continued from page 3)

then there's Jack Kemp. I had something to say about this guy, but I can't seem to remember what it was. But I'm sure he's making a big impression on the rest of the voters. The only compliment I can pay the Republican candidates is that they are all more capable than the current Republican president. But that's like telling the cook his soup is better than mud.

Why is it that Americans are unable to select solid presidential nominees and therefore elect a strong capable president? In my opinion, there hasn't been a worthy nominee since McGovern in '72. And he was demolished by Nixon that year. Maybe it's because Americans want to be sweet-talked. We want a candidate who tells us what we want to hear, not what has to be said. We want someone Ron-

wherever he finds them and flexing the muscles of America for our Central American neighbor to see. The truth is, Reagan has been an embarrassment for the past eight years. He is absent minded, has no grasp of complicated situations and is unable to make critical decisions. And yet he remains popular. America wants a president who promises not to raise taxes, despite a trillion dollar deficit. We want a guy who's on our side, a guy who understands, a guy who makes us proud to be Americans. We want a winner.

This year's bunch of presidential candidates promises to produce yet another such winner to follow in Reagan's footsteps. America will choose the guy who tells us what we want to hear. And we'll get exactly what we deserve.

Open Forum will be a weekly column in the Avion, dedicated to printing opinions by students on a.o. topics. Students wishing to express themselves in this column are urged to contact the Writing Center.

LETTERS

(Continued from page 2)

trying his best to push the ACET program within the aircraft industry as a respectable and marketable engineering degree. In my opinion, this degree has a very bright future with Pete Hellman in charge, and I wish that he had been here four years ago when I entered this degree. I envy the students enrolled in the program now and those in the future.

Because of what he has done for me, I will be more than happy to help him out in any way in the future. Thank you, congratulations and good luck.

The ACET graduating class

RIDDLE'S NEW HOME

Classic nose art...

Aerobatics by Bob Stern-Hempsey

ture. Thank you, congratulations and good luck.

The ACET graduating class

what has to be said. We want someone Ron-

dedicated to printing opinions by students on all topics. Students wishing to express themselves in this column are urged to contact the Writing Center.

RIDDLE'S NEW HOME



ON THE MAINLAND
1108 BEVILLE ROAD
Nova Village Plaza
(near Pic N Save)
252-9759

Happy Hour
4-7 p.m.

Fri & Sat
11:30 a.m. to 3 a.m.

SUPPORTERS OF THE ERAU SOCCER TEAM &
THE ERAU LACROSSE TEAM

Sun - Thurs
11:30 a.m. to 2 a.m.

SPANKY'S SPECIALS

TUESDAY \$1.00 BOTTLED BEER
WEDNESDAY ERAU NITE
GREEK NITE \$2.50 PITCHERS
1.00 DRAFTS

THURSDAY 99¢ Well Drinks
8 - 11 p.m.