

11-1-1989

## Avion 1989-11-01

Embry-Riddle Aeronautical University

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# AVION

An Award-Winning Newspaper by Students for Students

Volume 63, Issue 8

Embry-Riddle Aeronautical University, Daytona Beach, Florida

November 1, 1989

## Campus News



The Computer Department changes its curriculum for 1990. Changes involve de-emphasizing Pascal language. **Page 4**

## Aeronautica



Boeing's 737-400s sport glass cockpits being offered in most new jetliners. These new systems reduce pilot work load. **Page 9**

## Space Technology



The Atlantis returns home to the dry lake bed runway of Edwards Air Force Base after a successful mission. **Page 14**

## Diversions



Disney continues its expansion with plans to open several new hotels. The Contemporary was one of the park's first hotels. **Page 17**

## Clubs



Embry-Riddle students form the Riddle Riders Club. Motorcyclists from the club attended recent local races. **Page 7**

## Sports



Daytona Beach recently hosted the American Motorcycle Championship Cup Series at Daytona International Speedway. **Page 11**

# Flight Dept. updates program

## Enhanced curriculum emphasizes advanced flight skills

by Brian Cerni  
Campus News Reporter

As the trend continues for airlines to emphasize the importance of advanced flight skills, especially in the areas of cockpit resource management and crew coordination, many training institutions are being forced to take notice and react.

In an attempt to address current airline needs, the Embry-Riddle Flight Department has had to re-assess the goals of their program and restructure accordingly.

Beginning next fall, Embry-Riddle will offer an "enhanced" flight program which will stress the following features:

- Incorporation of FAA required ground training into the flight syllabus.
- Significant expansion of IFR operations training, particularly in the enroute environment.
- Completion of the Commercial Pilot certification by the end of the fifth semester.
- The elimination of multiengine training within the commercial pilot syllabus in favor of extensive multiengine exposure following commercial pilot certification.

Expansion of the multiengine transition course so that it has the capacity to include post-certification proficiency as well as enable development to ATP standards.

- The development of a required ad-

vanced flight course providing exposure to cockpit resource management, crew coordination, severe weather avoidance, turbine aircraft operations, and flight crew training techniques.

Development of an elective CFI course leading to both airplane single-engine and instrument airplane ratings.

that the current goal of the Embry-Riddle flight program is limited in that it is designed to train students only up to the commercial/instrument level. Because it is recognized that the commercial/instrument rating is just one step on the way to becoming a professional pilot, Embry-Riddle needs to train pilots beyond this



### Evolution...

As the school's fleet of aircraft becomes more modern, so does its flight program.

Expansion of the multiengine instructor course to include much needed advanced crew training concepts and techniques.

John Phipps, Associate Chair of the Flight Technology Department explained

stage. "We want to put the student in a position where he is able if not to go directly to a major carrier, certainly to get into the right seat of a commuter," Phipps said.

The revised program will begin with FA 110 titled Commercial Pilot Flight

Operations I. As a five credit course, it will take one from primary training through private pilot certification, including the FAA required ground school and written exam. Flight is intentionally left out of the second semester syllabus because the expected length of FA 110 will be approximately five months.

Following FA 110 will be FA 200 - Commercial Pilot Flight Operations II. Similar to the current FA 205, the three credit course will cover basic attitude instrument flying, introduction to commercial pilot maneuvers, and cross-country navigation.

Students will complete their instrument training in FA 250, also a three credit course. IFR Terminal and enroute operations will be covered in both the fixed pitch and complex aircraft. Phipps said that specific hour requirements have yet to be determined, but the Mooney 201's

were purchased with IFR training in mind and expects students to receive between 15-20 hours of instrument training in them.

In the fifth semester, the student will receive their FAA Commercial Pilot Certificate with Instrument Airplane and Single-Engine Land ratings after completing FA 300. Again, ground instruction and the written will be included in the course along with 20 to 25 hours of commercial maneuvers in the Mooney to satisfy the complex aircraft operations re-

see FLIGHT, page 8

## Presidential Air filing a petition for bankruptcy

by Joe Cambron  
Diversions Editor

Presidential Airways, known as United Express to most flyers, filed for bankruptcy last Thursday in an attempt to escape the debt created by years of losses. Immediate service suspensions were announced at eight of its destinations. Included in the service suspensions were Daytona Beach, Melbourne, and Columbia, South Carolina which previously had jet service. Flights to Salisbury, Maryland; Clarksburg, Morgantown, and Elkins, West Virginia; and Hot Springs, Virginia which had been served by nineteen passenger British Aerospace Jetstream 31 aircraft were also terminated.

Presidential Airways operates what is known as a "code-share" agreement with United Airlines. This agreement allows the carrier to be submerged under the corporate veil of the much larger United, thus providing greater name recognition and passenger convenience. A United spokesman commented that the carrier "will attempt to reroute United Express passengers where possible." The spokesman further suggested that those holding tickets on United Express flights from Daytona and Melbourne should consider changing their departure point to Orlando where United Airlines operates.

Marsha Stirewalt, a spokeswoman for Presidential, confirmed that reported service reductions have taken place. Ms. Stirewalt was quick to say, however, that flight cut-backs effected while the company reorganizes do not necessarily represent permanent layoffs and may only represent temporarily ended services.

Presidential Airways was conceived in January 1985 by Harold J. Pareti, only eight days after he departed from People Express airlines. In 1981, he had helped found People Express with long time partner Donald Burr. Mr. Pareti was able to raise \$110 million from investors enthusiastic about the opportunities of deregulation, only to see the equity depleted by nagging losses caused by start-up expenses and an expensive fare war with Texas Air Corporation's New York Air at the airline's Washington-Dulles hub.

As the airline's fleet grew from five to twelve 737s, losses grew worse. Soon, Presidential was caught in the middle of one of the country's only three way hub wars. With Presidential, New York Air (later Continental), and United all fighting for sparse passengers, Presidential management soon took a new look at an old adage, "if you can't beat them, join them."

The company joined with Continental in an attempt to shield it from at least one of its competitors. Its 737s, however, were larger than many of Continental's jets, and it was decided to replace them with a new fleet of ultra-quiet BAe-146s. As Continental reduced the number of flights it flew from Washington by more than 100, however, Presidential again hemorrhaged cash. Continental even began to

see PETITION, page 8

## Bandits play University Center

by Greg Naccarato  
Campus News Reporter

If you were in the U.C. Friday night at 5:30 p.m. you would have seen a group reminiscent of the Drifters. The set of four performers were aged only in their early twenties. "J.Q. and the Bandits" performed at Friday night's attitude adjustment, to an audience of about 250 students.

The performance was sponsored by the SGA, Entertainment Committee and the Student Activities Department. Morrison's provided beer to those over 21. This was the second musical performance given here at ERAU this semester. It provided students, faculty

and friends with a chance to engage in a casual atmosphere free from academic pressures.

Before the show started some announcements were made pertaining to the upcoming Halloween Dance in the

### Often during the performance, Mike Toronto, the lead singer, came into the audience singing to ladies...

U.C. as well as the Homecoming Finale with "REO Speedwagon" performing on Saturday, November 11.

Michael Toronto, Christopher May, David Montgomery, and Steven Peck



### Harmonious...

J.Q. and the Bandits harmonize in the University Center last Friday evening to a group of 250 students.

## Last pre-season basketball game yields loss

by John Strelecky  
Sports Writer

The Embry-Riddle Eagles lost their last exhibition game of the season to St. Petersburg A.A.U. on Saturday at Mainland H.S. by a score of 117-99.

The Eagle's played a tough game considering that St. Petersburg A.A.U. is not a college team, but a team comprised of former NCAA division I and professional basketball players. Also consider that St. Petersburg had a front line of 6'11", 6'7", and 6'4" with the 6'11" player a former member of the NBA's Seattle SuperSonics, the fact that the Eagles were able to play so strong against St. Petersburg is an impressive victory in itself.

The game started with both teams showing a little nervousness as the ball was exchanged five times before anyone took a shot. Things heated up quickly though as senior point guard Al Jackson scored the first 6 of his 24 points to give the Eagles a 6-5 lead 4 minutes into the con-

test. However, the size of the opposing team proved to be a problem in the early goings as they went to their big man time and time again and built a 25-14 advantage with 11 minutes left in the first half. A short jumper by Rob McCabe and strong defensive rebound by Trent Kowalski (11 rebounds) seemed to get the Eagles back into the flow of things, but they were unable to shift the momentum in their favor as St. Petersburg reeled off 3 straight fast break baskets to give them a 33-16 lead with 8:42 left in the half. Thanks to the shooting of Hermann Bauer who came in off the bench to knock in 11 first half points the Eagles were able to play St. Petersburg about even the rest of the half and went into the locker room down 58-41.

As the second half opened it was obvious that the Eagles were not going to lay down and die for the rest of the game. The Eagles were fired up, intense, and seemingly not intimidated at all. Mark Ingemi got things moving by driving

see GAME, page 8

Editorial

Athletics do not lend credibility

There is talk of initiating a full athletic program at Embry-Riddle. The justification behind this decision is that it would bring the school that much closer to resembling a regular four year university. If we are so concerned about adding elements that are considered the norm at other schools, then perhaps there are programs we should start before considering athletics. Maybe we should start the Liberal program.

The Liberal's position would be full time, he or she would receive full academic compensation, but would be expected to perform those chores that are so lacking on our campus. Of course, you can find these creatures heavily proliferating other campuses, yet they are strangely absent at E-RAU.

The duties of the Liberal would be rooted in appearance, long hair a must, unless female, then it could be any length. The primary goals of the Liberal would be numerous, but all aimed at generally stirring the students to action. The Liberal would have his/her own office, complete with the mandatory poster of John Lennon and the scrawled quotes of Dr. Martin Luther King Jr. adorning the walls. We must not forget the "No Nukes" bumper sticker, nor the Greenpeace patch stuck to the dashboard of the Liberal's token Volkswagon.

The Liberal would maintain a highly visible presence on campus, attempting to ignite interest on hot, pressing issues. The Liberal would be required to picket something at least twice a week, and encourage the other students to take up the cry. We would be solicited by the Liberal often for our signatures, and our consent to wear black arm bands for whatever protest was in vogue that week. Soon, if all went according to plan, Embry-Riddle would be a thriving politically and socially active University, and could finally compete with all of the other big league schools for that coveted "four-year image" title that some of our SGA representatives are so eager to acquire.

Unfortunately, the Liberal's task would not be as easy as that. Sure he might find a few students interested in something besides the speed bumps, but their initial enthusiasm would wain. In the face of the bitter controversy surrounding the flight line, the Liberal would soon be confronted by the blind apathy of the pilots intent on getting hours and getting out. While trying to protest the rising tuition costs, the Liberal would be jeered by the machismo studs that would rather see more girls on campus.

Alas, after a year or so, the Liberal would begin to lose interest in his job. The steady decline into conformity might be accentuated by the purchase of a pair of Ray-Bans, maybe even one those neat brief-cases that have the gold trim combination latches. Yes, the job would seem lackluster, not holding the promise of untold reforms that could have taken place had the students any compulsion to strive for fairness on the campus. Soon, the Liberal would sneak an ALPA sticker on his car. The Lennon poster soon to be covered by a nifty picture of the cockpit of a 747. Eventually, the administration would terminate the Liberal's contract, forcing him to leave the school in a sadly anti-climactic manner, thundering over the speed bumps in his IROC Camaro.



Letters to the Editor

Behind the times

To the Editor:

This letter is in response to President Tallman's State of the University Address. I can only go by what was reported in the Avion since we were not informed that there was going to be such an address. President Tallman claims that the school is "far too dependent on tuition dollars." No kidding. We are a private school, we help ourselves. What I don't understand is why then do major public universities accept airline offers to donate facilities when they get outside funding already? I'll tell you why: it's smart. By lowering costs in the aviation department you then lower costs in the other departments. So, if we are too "dependent on student dollars" then why don't we accept outside help? Because Embry-Riddle is still trying to catch up with the times. Picture yourself being offered help by a

friend and you say no. Now, some-time later, you need that friend's help. What would you say if you were that friend? I think it's obvious.

A bit of digression, we need new classrooms more than anything. There's nothing like cramming desks into a room on the day of a test.

Please don't let the same people who designed the classrooms design a new gym.

Glenn A. Coughler  
Box 5465

Wake up!

To the Editor:

This letter is directed to students as well as faculty members that are part of the Embry-Riddle community. As I and a few others at Riddle have observed, an organization on

campus is making an effort to recycle the hundreds of aluminum cans that are emptied each day on this campus. A dozen or so steel drums have been placed around campus to serve as receptacles for this project. These barrels are painted silver and clearly marked "ALUMINUM CANS ONLY." I am aware of the decay of this country's educational system and the far reaching effects that are associated with it. However, I was under the impression that students at Embry-Riddle had set themselves apart and were immune to this decay. Apparently this is not the case, as evidenced by their obvious lack of reading skills. In the past weeks I have seen these aluminum receptacles used for anything but aluminum. I even observed one barrel being used explicitly for trash by faculty and students during the recent "PC Fair" held in front of C Building. It is disgusting. Not only is it a display of sloth and ignorance,

it also show a great deal of disregard for our environment and the preservation of our resources. Wake up people! Put your trash where it belongs and put the aluminum where it belongs. Send a positive message for a change and let people know that Embry-Riddle students give a damn.

Raymond M. Baesler  
Box 8039



Student Forum

The Avion asks: What are your thoughts on the possibility of the University offering full athletics scholarships?



Zak Rizvi

I think it would make the school more athletic. It would bring more kids to Embry-Riddle. It would be good for the school.



Kim Davenport

I don't know if it would be fair. A lot of the kids who come here do so to study and those kids with athletic scholarships would just be here to play.



Brad DeMay

It's kind of stupid. We're not here for the school's athletic reputation. Use the money for something good like a gym or something.



Ron Huss

I don't think they need any more people in athletics. I'd rather the money go somewhere else. Regular students should be involved in sports, not just athletic students.



Luis Santana

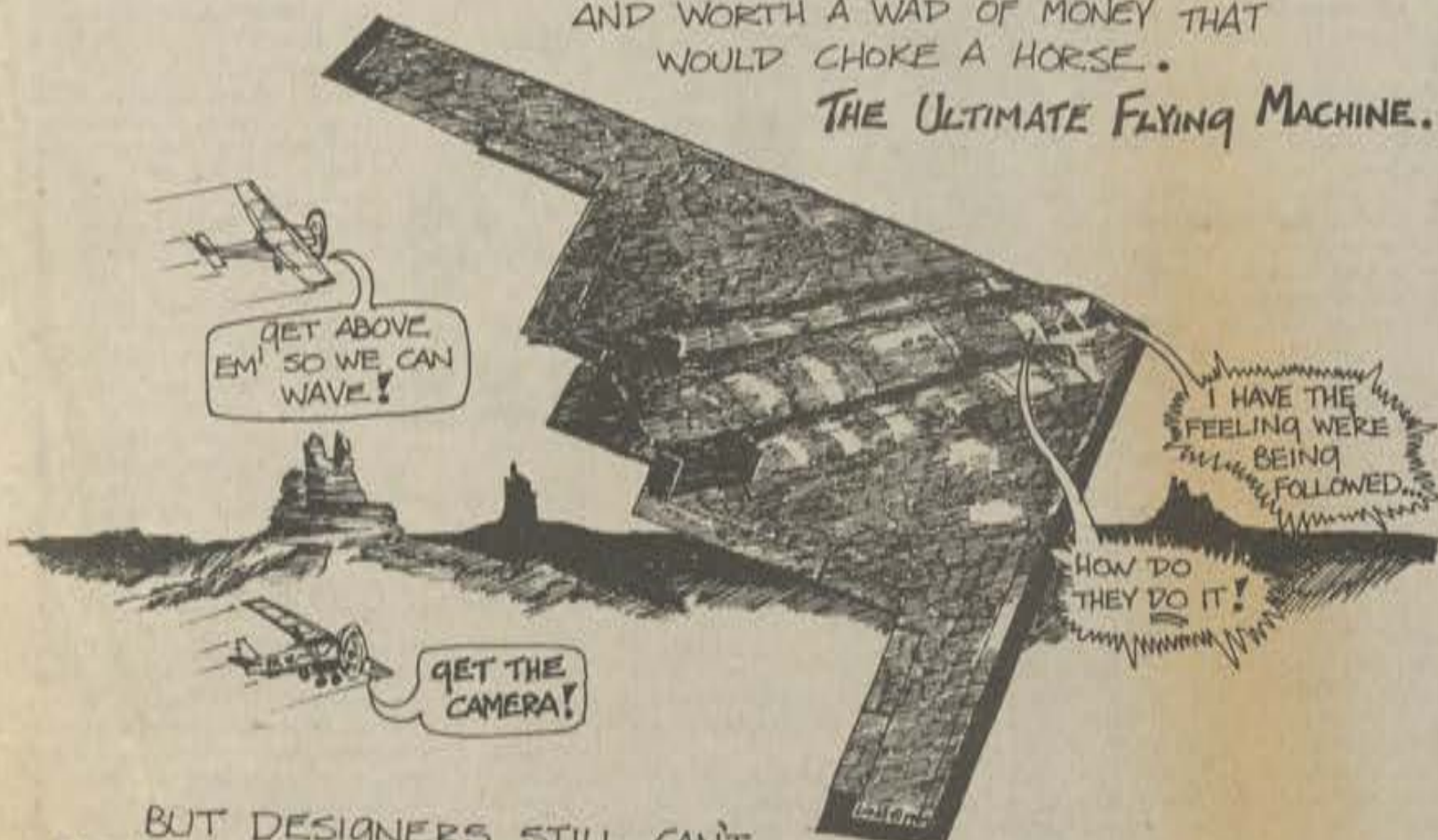
I'm pro-athletics, definitely. It would give the students a sense of motivation towards the athletics programs.



James Sallis

Due to the cost of the school, the scholarship would aid in the tuition costs of athletic students. I would like to see a football team.

THE B-2: INVISIBLE TO RADAR; HIGH-TECH, AND WORTH A WAD OF MONEY THAT WOULD CHOKE A HORSE. THE ULTIMATE FLYING MACHINE.



BUT DESIGNERS STILL CAN'T FIGURE OUT HOW RIDDLE PILOTS KEEP FINDING IT.

Avion logo and staff list including Editor in Chief Michael D. Hotaling, Managing Editor Benjamin W. Brennan, and various other roles.

**Associated Press**

**Computers may endanger nation's air traffic control system**

DALLAS, TX (AP) Aging, slow computer equipment may reduce the margin of safety within the 4,900-square-mile air space controlled from the Dallas-Fort Worth International Airport tower, some controllers' representatives say.

"Federal Aviation Administration officials acknowledged a rash of computer glitches and overloads in recent years, but said safety at DFW and elsewhere has not been compromised."

"In response to a computer glitch two weeks ago at the airport, the FAA agreed to improve the tower's computer and make DFW a high priority for receiving new software, solid state memory and other improvements during the next 18 months."

"The equipment, which has been patched and upgraded since the airport's opening in 1974, may have to be replaced after the FAA's enhancement to accommodate the doubling of air traffic forecast for DFW in the next decade."

"You're looking at machinery being pushed to the red line at just about any peak you got," Edward Mullin, a representative of the National Air Traffic Controllers Association's southwest region and a Love Field controller.

"There's no question that things need to be done," Norm Scroggins, the DFW tower manager, told the Dallas Times Herald. But "I'd say the system is still very safe." Though air traffic is growing every year, "we will keep the system managed at a level where it can be accommodated."

"The problem has drawn media and political attention." On Oct. 14, vital numbers and letters disappeared for a short period from radar scopes at the DFW tower. A computer had been shut down for a restarting to eliminate garbled data, official said. But that left controllers unable to read planes' altitudes, airspeeds and other data.

"One controller, in the confusion, misidentified a blip on the screen as it came from the southeast at 11,000 feet for an approach to the airport. He called out what he thought was the flight number for the first plane in line, but the number belonged to the third plane."

"An American Airlines jet that was the third plane swerved to the right and descended to 5,000 feet altitude as instructed, but it entered space reserved for departing flights, officials said."

"Shocked controllers caught the error seconds later. Luckily, there were no planes in the jet's path, though it was unusual for that time of day, said officials."

"The air traffic gods were with us this time," said Milton Scheroter, president of the NATCA local branch. "What about next time? Are they still going to be there?"

**GAO reports that most FAA flight inspectors not qualified**

WASHINGTON (AP) Most federal inspectors who check airline pilots aren't qualified to fly and many who monitor airliner safety are under-trained, a congressional study found.

"Airlines may be fined or denied certificates to fly if their pilots fail to update their training, but the Federal Aviation Administration often waives the training requirements for its own inspectors, the General Accounting Office report said."

"The study released Wednesday by the congressional investigative agency said only 291 of 786, or 37 percent, of FAA inspectors who made pilot flight checks in the last half of 1988 had up-to-date flying credentials."

"Federal rules require that both pilots and flight inspectors undergo semiannual flight training to operate airliners."

"The report, requested by the House Committee on Public Works and

Transportation's aviation subcommittee, said FAA airworthiness inspectors took only about half the training classes for which they were scheduled in fiscal 1988 because so many were canceled.

"Inspectors accompany pilots on flights to determine their ability to operate assigned aircraft, while airworthiness inspectors check airliners to see if they are fit to fly."

"FAA inspectors are not receiving the training that FAA's managers say they need to effectively perform their assigned jobs," the report said. "Although FAA has several initiatives under way, further improvements are needed in the aviation safety inspector training program."

"The study praised a program in the FAA's Southwest Region to reassign flight inspectors so that training needs were reduced, and said it should be adopted agency-wide."

"Many inspectors are trained for planes they rarely see while others are assigned to planes they aren't qualified to fly, the report said, recommending the FAA order a re-evaluation of the roles and responsibilities of flight inspectors."

"The report said FAA officials contacted for the study generally agreed with its findings and recommendations."

"The study said that although student enrollment at the government's academy for airworthiness inspectors had increased from 2,968 in 1984 to 4,322 in 1988, the number of instructors had fallen from 82 to 77."

"That has resulted in several classes being canceled and the inability to develop classes to detail new aviation technology, it said."

**Congress cuts air subsidies in as many as nineteen small towns**

(AP) Commercial air passengers boarding at the Nebraska cities of Columbus and Sidney may have their wings clipped.

"Congress holds the shears that would reduce federal subsidies for air service to rural America and probably would halt commercial service to the two Nebraska cities."

"Sidney, Columbus and 19 cities in other states are among the likely victims in the \$30.7 million Essential Air Service program approved recently by a House-Senate conference committee. The compromise measure is expected to come to a vote soon in both houses of Congress."

"It now appears the federal government is beginning to treat the indigenous population like the Indians," said Ed Nelson, manager of the Sidney airport. "It's kind of a bitter pill for folks here to swallow because they're going to be left without service."

"Eleven Nebraska cities now receive subsidized air service. In fiscal 1989, which ended Sept. 30, the federal government paid about \$2.7 million to the two air carriers that serve those cities, making Nebraska second only to Alaska in amount of air subsidies."

"Nelson's reaction is typical of others in small cities that are likely to lose their federal subsidies under the congressional compromise. The measure would trim \$900,000 off the previous year's funding level, cutting air service to 21 cities by raising the eligibility requirements."

"Deregulation of the airline industry since 1978 has brought lower fares at the bigger airports, prompting more rural Nebraska passengers to drive to Omaha or Denver to board a plane, said Chuck Berlin, vice president of sales and marketing for Midcontinent Express Inc., which serves Columbus."

"In 1988, the year the Transportation Department used in calculating per-passenger subsidies, Sidney averaged 1.6 passengers a day and Columbus 1.4."

"Passenger traffic in Columbus has fallen even more since Braniff Inc.'s decision last month to file for bankruptcy protection, a move that sharply curtailed its service in Kansas City, Berlin said."

"When you fly airplanes daily into cities like Columbus and you pick up nobody, you need to ask, 'Does the government really need to pay to pick up nobody?'" Berlin told the Omaha World-Herald.

**Career Corner**

**"I want to be a manager"**

We hear this statement daily in the Career Center. However, some who want to "manage" are making a career decision on the basis of limited or faulty self-analysis. This discussion is not intended to tell you what job to seek; rather, it is to help give you a longer-term perspective on your career. Should you pursue a career as a manager?

In a managerial role, you must like handling administrative matters (paperwork at a desk) and want to be the person in charge. You are responsible for the performance of those you supervise—responsible not only for what they do but also for what they fail to do. You must want to control the process and to get things done through others, guiding and directing their activities. This means setting clearly-defined parameters for your subordinates, being ready to assist them and deal with their problems, and being able to confront them when they overstep their boundaries. The role of the first-line and intermediate-level manager is one of daily, continuous involvement in the activities and problems of others. This means being politically savvy. It also means worrying about budgets and other administrative matters. It means working more than 40 hours a week, but not receiving overtime pay.

Even if you are very young, you have had plenty of opportunity to manage or lead. You have some idea of whether or not you are comfortable in leadership positions. When you get together with family or friends, what do you do? If people look to you to lead or for ideas, decisions, or encouragement in any kind of activity (such as sports, at school, at church, or at home), then you may fit the managerial pattern. On the other hand, if you are the type who is more individualistic, who goes along and plays within the rules set by someone else, or who likes being a member of the team and doesn't like delegating (telling others what to do, how to do it, or when to do it), then your role is more of "contributor" than manager. You will probably find that positions in professional fields like design engineering, flying, insurance underwriting, or air traffic control, sales, marketing, or education will be more satisfying to you.

There's nothing wrong with not wanting to be a manager or not wanting to move up into a managerial role. Although the salary might be higher, money can't buy happiness if you hate what you are doing. Focus on those job targets that are in line with who and what you are.



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# Board of Trustees approves new role for President Tallman

by Martin Kammerman  
Campus News Editor

A major shakeup regarding the job of University President Tallman has been approved by the Board of Trustees of Embry-Riddle Aeronautical University. The Board has redefined the responsibilities of President Kenneth L. Tallman so that he will be better able to concentrate on fund-raising activities. These activities will, for the most part, take him off campus on a regular basis.

Dr. Jeffrey H. Ledewitz, executive vice-president, has been given the job of day-to-day operations, as well as earning the designation of chief operating officer.

Tallman said, "Commitment 2000 is a University-wide program designed to strengthen our foundation in aviation education into the 21st Century. The first step in that campaign is a \$10 million project that extends through 1993 and represents our most

crucial needs. To succeed in this campaign and especially get the first phase off to a fast start will require an all-out effort by a lot of people. I realize that the majority of my time must be devoted to achieving the financial goals."



Kenneth Tallman  
University President

At a dinner on October 20, Tallman announced that \$10 million would be used for the construction of a science and engineer center and an interfaith chapel on the Daytona Beach campus. The Prescott campus will be getting a new avionics engineering center. A center for aviation safety is also planned.

"The board has agreed to President Tallman's request so that he will have more freedom to deal with the largest fund-raising effort in the history of the University," said the chairman of the Board of Trustees, Edward W. Stimpson.

The job of chief executive officer will continue to be held by General Tallman.

# Prof to fight charge

by Martin Kammerman  
Campus News Editor

Last week, in front of an abandoned Sunbank at 540 South Ridgewood Avenue, an ERAU instructor, Leonard Guida was arrested on the charge of soliciting a prostitute.

A sting operation conducted by the Daytona Beach Police Department netted several persons on the same charge.

According to Guida, he was driving home from a friend's house along Ridgewood Avenue. While driving, Guida recounts, "I saw a pretty girl on the street." The girl he saw happened to be standing by a bus stop. Guida went on to tell the Avion that he thought the girl at the bus stop was a hitchhiker.

Next he pulled over to "talk" to the girl, and after a few moments of conversation, Guida claims that the girl opened the door to his car and got in. At this point, the police came and surrounded his vehicle.

Guida specifically mentioned that he asked the girl if she was a police officer, to which the girl replied in a negative fashion. Guida was arrested, frisked, stripped of his valuables and

belt and put into a "paddy wagon" behind an old Sunbank.

He was held there for approximately two to three hours, where he was then transferred to Volusia County Jail, where he spent the night.

A witness and a former student of Guida, who wished to remain anonymous said, "I saw his car pulled

seen the prostitution sting operation several times a week for the past month or so and that they usually pick up 15 to 20 cars in a night.

Guida says that he was jailed in a cell with about ten or eleven other prisoners.

When he was released the next day he had to take a bus to the Daytona Beach Police Department on Nova road to enquire about his impounded vehicle.

He then went to the place where his car was, and had it returned to him after paying a towing charge of \$50.

**"I recommend never stopping for anybody at a bus stop...it's a bitter lesson to be learned."**

Leonard Guida

over, but at the time I didn't know it was him." He claims to have observed Guida and the undercover policewoman in a conversation, but he was not able to hear them.

Next he saw police cars engage Guida's car. After that they took him out of his car and walked him over to an R.V. "I recognized him as they were walking him to the R.V."

I was kinda surprised that he was actually arrested," continued the unnamed witness "because he didn't seem like that kind of person that would pick up a prostitute." The witness continued by saying that he has

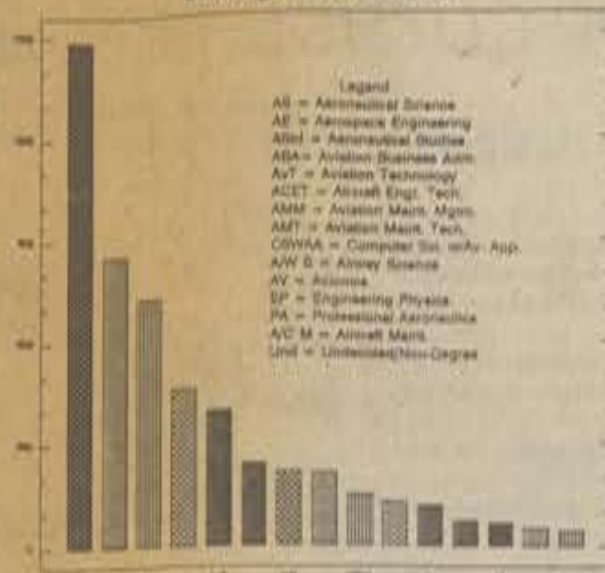
"I'm working on having the charges dropped," said Guida.

He plans to plead "not guilty" if he does have to go to court. "It was a foolish mistake on my part," he continued. Guida did mention that his colleagues "...have been very helpful".

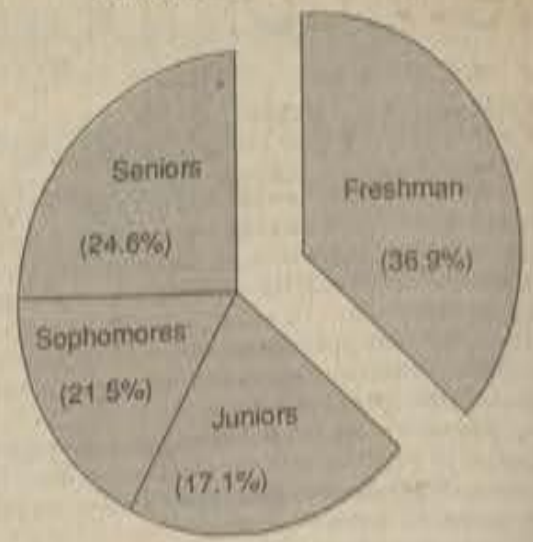
"I recommend never stopping for anybody at a bus stop," cites Guida. "It's a bitter lesson to be learned."

When asked for a final comment Guida summed up his experience by saying, "I give myself an 'F' for foolishness."

Undergraduate majors



Undergraduate student level



# Student majors profiled

by Deborah Osborne

Director of Institutional Research  
Note: This is the fourth and final installment of the student body assessment.

This fall, 5,240 undergraduate students are in attendance at Embry-Riddle. These students represent all 50 states and over 80 foreign countries. Florida continues to be the number one admission state with 805 of our students, followed by New York with 619, Pennsylvania with 266, New Jersey with 340 and Virginia with 214. All other states provide fewer than 200 of our students.

The top foreign country in terms of student populations is the United Arab Emirates which boasts 19 students, followed by Canada with 15

students, India with 13 students, Malaysia with 12 students, and Jordan with 10 students. All other countries have fewer than ten student representatives. There are 322 international students in attendance this fall.

Our undergraduate students range in age from 16 through 54 years of age with a modal (most frequent) age of 18 years. Over 83% of the student body is between 18 and 24 years of age.

As shown in the accompanying graph, Aeronautical Science continues to be the most popular major with 1,489 students, followed by Aeronautical/Aerospace Engineering with 857 students and Aeronautical Studies with 728 students. All other majors have fewer than 500 stu-

dents. The proportion of female students has increased to 10.7 percent. While 81 percent of the student body is white, minority representation includes 239 black students, 215 Hispanic students, 259 non-resident alien students, 131 Asian students, and 22 American Indian students.

While there continues to be more students at the freshman level than any other level, the proportion of the undergraduate student body at the freshman level has decreased to 37 percent. The accompanying pie chart depicts the proportion of students at each level.

The vast preponderance of our students continue to be full-time with 4,783 full-time students and only 457 students attending part-time.

# ERAU President Tallman gives State of the University address

by Greg Naccarato

Campus News Reporter

Do you know what direction Embry-Riddle plans to take in the future? Well according to University President Kenneth Tallman, that only direction can be up. In an interview with President Tallman on October 16, 1989, he related his thoughts and ideas presented during a "State of the University" address given earlier on October 9.

Embry-Riddle Aeronautical University has been able to keep the excellence of education at a premier level through the attraction of higher quality faculty. Some of the efforts made to recruit these staff members include enhanced

salaries, the new found ability to publish documents and do research which is so pertinent to faculty development and retention.

This level has also been kept through greater faculty and staff interaction with the students, which has an impact on the attrition of students for academic reasons.

Embry-Riddle has its problems though. One being the University is "far to dependent on tuition dollars," claims Tallman. The school has an annual budget of \$75 million, and 95 percent of it comes from tuition money. This accounts for the annual tuition increases. The adjustments

See ADDRESS, page 8

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# New computer curriculum on horizon An alumni Airline executive visits ERAU campus

by Dr. Iraj Hirmanpour  
Chairman, Aviation Computer Science

Faced with rapid advances in computer and information systems technology, educators are challenged to devise and revise curriculum to meet the educational needs of young men and women entering the high tech job market.

The past decade witnessed rapid advances in computer technology which have had significant impacts in our lifestyles, on our jobs and the way we do things. These changes call for new and innovative approaches to computer science education. Curricula of the early 80s will not meet the requirements of the 90s. Ten years of computer advances seem like a century of progress.

The Aviation Computer Science Department of Embry-Riddle Aeronautical University has been planning for the future and is ready to meet future needs. The department has charted a new course to prepare our graduates for new challenges.

A new curriculum has been devised and has received University approval. Fundamental changes in the new curriculum include: a new focus on application of computer science to aviation and aerospace systems; turning to Ada, replacing PASCAL as the primary programming language; and integration of software engineering principles and concepts throughout the curriculum beginning with the first programming course.

Ada has evolved as the language of choice for major software development, particularly in aviation and aerospace industries. The Department of Defense

(DOD) has adopted Ada as the official language and has issued a policy that states "all mission critical software must be written in Ada." Given that DOD see COMPUTER, page 8



Computer aided curriculum... Future computer science majors enter a new curriculum.

by Martin Kammerman  
Campus News Editor

With the excitement of the upcoming Annual Homecoming events, a few Embry-Riddle Alumni have made their way to the University. One example is Rick Larson. He revisited the campus on October 27.

Larson graduated from ERAU 10 years ago with a Bachelor in Science in Air Studies Management, and a Masters in Aviation Business Administration. Right after graduating from ERAU he obtained a job with McDonnell Douglas Aircraft as a reliability and safety engineer. He continued at Douglas for about one and a half years. After Douglas he went to work for Midway Airlines where he was liability and planning manager. He was later promoted to manager of pricing. After a few years he left Midway to work for Ozark Airlines, but left Ozark just before TWA took Ozark over. Next, Larson became director of marketing for AAR Co. While with AAR Co. he frequently visited airlines. One day, while at one of those airlines, he said "It would be nice to be back in the airline industry."

About two years ago his former employer, Midway Airlines, called him to offer him a job again, which he promptly took. Larson is currently employed there. When asked what his motivation for getting back into the aviation industry was Larson replied, "Once you're out there, it really does get in your blood."

Larson, while visiting campus made a trip to Dr. O'Brien's MS 311 Marketing class. While there he related some of his experiences to the class. He showed some marketing presentations to the class on videotape.

Larson is currently director of market planning for Midway Airlines. He was asked what he looks for in perspective employees. Larson looks for, "Someone who's got a good baseline interest." He went on to say that his company was looking for motivated people who would "be dedicated in what they were doing."

Larson will be back in Chicago in a few days, missing the Homecoming events in the next weeks. In a last comment to the school, Larson says "Don't be afraid to try new things."

## SGA opens forum to students

by Washy Tolani  
Foreign Students Representative

A Student Government Association (SGA) Forum was held on October 25, 1989 at the University Center Conference room. The purpose of the forum was for the student body to voice their issues and complaints and bring in their suggestions for improvement in the student government. The highlight of the meeting was a discussion on the parking situation on campus.

One of the issues that was discussed was the total redesigning of parking spaces set up so that straight parking would be replaced by the slant parking that is presently used in certain areas on the campus. A student pointed out that this would remove the empty spaces on corners that are not defined to be "designated parking spaces." Jim Tyson, Director of Campus Safety, replied by saying that this would not be considered a priority because re-surfacing and repainting the spaces would cost thousands of dollars and this would only provide a few more parking spaces. Furthermore, this cannot be done until summer because the parking lots would have to be closed to traffic to do this. However, he noted that the matter could be raised.

The second issue was raised when a student suggested shortening the length of the parking spaces to create an extra row because he felt it was too long. Tyson replied by saying that the length of the spaces are defined by regulated government standards that have to be adhered to.

The third issue was raised by a student who pointed out that the handicapped parking around campus is underutilized and therefore either some should be removed or displaced from their present locations so as to provide students with additional 10-minute parking or regular parking space closer

to buildings. Being a voting member of the Parking and Traffic Committee, I stated that the number of handicapped parking spaces is regulated by Federal Standards to be a percentage of the total number of available parking spaces. Furthermore, it was the view of S.G.A. president Mary Heitger and myself that displacing handicapped parking from its present location would defeat the purpose because the



Washy Tolani  
SGA Representative

set up would inconvenience the handicapped. It was pointed out that students as well as faculty/staff often use those spaces when they have been physically injured by obtaining temporary handicapped parking permits. I stated that I would prefer that a student to walk an extra fifty feet than risk a handicapped student having to walk and cross the road to reach his destination because the argument is that of convenience. Tyson also pointed out that this would increase University's risks for possible lawsuits in case of accidents. According to Tyson, the

Federal Law implies that the parking space be located at a convenient location and may even require it.

As for the speed bumps on campus I will recommend that they be redesigned so that it punishes the fast driver and allows the slow driver to ride smoothly over it.

On another issue, Tyson assured me that students who park illegally but do not block traffic or park in handicapped parking will not be ticketed if all parking spaces including Auxiliary parking 2 (next to Catalina) are filled to capacity. Presently at least 50% of Auxiliary 2 is always empty so that the argument of illegal parking is based on convenience rather than availability. Also, Auxiliary parking 2 will be changed from a "Student parking only" facility to "open parking for ERAU-registered vehicles" so that faculty/staff are given a chance to follow regulations on campus when parking is not available in designated faculty/staff spaces. A serious attempt is being made to enforce rules and regulations for staff/faculty so that there is a consistent standard implemented throughout the University. An administrator in a letter stated "it seems we expect higher standards from the students than we do of ourselves."

In the last fifteen minutes of the open forum, I asked for feedback about what other student felt about the \$15 sports fee increase that is being proposed by the administration. A copy of the proposal will be made available in the SGA office to those who are interested in providing the feedback. Please let us know where you the student stands on this issue so that we can serve you better.

The SGA plans to hold another Parking and Traffic Forum in November.



A success story... Rick Larson, an Embry-Riddle Alumni now works as director of market planning for Midway Airlines.

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On April 15, 1990, we'll award prizes based on appropriateness, thoroughness, and originality of the solution. First prize is \$1,000, second prize is \$500, third prize is \$250, and honorable mentions are \$100. Call 1-800-MATHCAD (617-577-1017 in MA) for your complete "Math Is Radical" contest kit, including full contest rules, and get started right away. Enter independently, or make it part of a class project or paper. But just make sure you get involved. Because our planet can use all the help it can get.

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# AAAE

*by Erinn Moore*  
*Club Writer*

Friday, we will be heading to Orlando for a tour of the airport. Hopefully, we will meet with many professionals at work and we will be able to observe the day to day operation of the airport. By observing this, we will be able to further our knowledge of airport operations and be able to decide what field of airport operations suits us best. This is an essential part of choosing a career. It allows you to see

for yourself what college graduates do in the real world.

Please try to attend, if you don't you will be missing out on a good thing. A prime example of this was the Piper aircraft tour in Vero Beach last fall. A good number of people turned out for the trip, and we learned quite a bit about aircraft manufacturing and sales. The exact time of the trip will be revealed on Thursday, November 2nd's meeting in E-613 at 7:30; don't miss it.

# AAS

*by Michael Faldley*  
*Club Reporter*

Just a little note to tell you what AAS has been up to. One of our meetings was washed away by the torrential downpour, but we recovered Thursday and gave our pledges an extra week to study for their pledge test. They used the time well because they all did fantastic. We pressured them and looked for mistakes. Good job guys! Our baseball team is formed and raring to go, plus the Riddle Regatta is in our sights. See you around.

# Brothers of the Wind

*by Delannor Mance*  
*Club Correspondent*

The club would once again like to congratulate the following members for receiving Standing Ovation Awards from Student Activities: Detrus Janifer for outstanding contributions to the club, Donovan Muschette for excellence as Educational Committee Chairperson, Juliet Oliver for contributions above and beyond a person of member status, and Joseph Martin for his contributions to the Welcome Back Barbecue. We also thank two new members, John Eubanks and Michelle Jordan for accepting the positions of Alumni Ambassadors during this year's Homecoming. Also, a reminder to all those who wish to attend the Christmas Banquet and Dance. You are encouraged to purchase your tickets in advance to limit confusion. To pay, please see Leroy Young or Courtney Crockett.

Don't forget about Commander David L. Brewer, III's (U.S.N.) lecture titled "Goals Plus Good Work Habits Equal Success." Commander Brewer is on the Admirals List, is up for promotion to Captain and is Black. His lecture is Friday, November 10, 1989 in A-111 from 1:30 to 2:30. Please attend.

As always, our meetings are held in E-611 from 1:30 to 2:30 every Thursday. Come by and feel the power of unity.

# Flight Team

*by Michelle M. Boullianne*  
*PFDT Representative*

Congratulations to all of our new members and welcome to the team! We look forward to your dedication to the team. An official list of new members will be published in next weeks Avion.

Our competition team for Regionals has been selected. The members are: Hector Arencibia, David Arribas, Steven Brazao, Lance Coleman, Bryan Ivey, Thomas Jordan, Erik Keifer, Tom Klemmer, Kirk Sheppard, Scott Tarves, Doug Whiston, and Kirk Williams. Our co-captains are Kris Nicholson and Scott Tarves. Congratulations to all, now all you have to do is go the Tuscaloosa and WIN!

Members--our general meeting has been moved to today, Wednesday, November 1 at 18:30 due to Halloween festivities.

Adrian Haddad arranged some volunteer work for the team. Two members on Saturdays and Sundays will help interview persons requesting financial aid from Halifax Urban Ministries. The team will also be helping to distribute food for Thanksgiving on November 20 through 22.

On November 4, Dave Farman and Matt Byrne will be going with Admissions to the Ocala Airshow. Four members will be going to the Kissimmee Airshow with Admissions. Team members will also be going to the Volusia Elementary School's career day to lecture. A trip to the Piper plant is planned for November 18. If you are

interested in going get in touch with Jay Maiato.

Tom Klemmer announced that the team will start to sell donuts for charity and everyone must participate. When it all will start will be announced.

On October 28 about fifteen members visited the Daytona Beach airport fire station. Members received first-hand experience of putting out fires and witnessed other demonstrations. Dr. Reinhart will be arriving to lecture on the medical aspects of aviation on Friday, November 3, in the new Conference room at 13:00 and in G112 at 18:30. He will lecture again on Saturday at 16:00 in G112.

On Saturday private appointments can be made with Dr. Reinhart between 09:00 and 15:30. To schedule an appointment call Lori of Dr. Gruber's office at 239-6852. This seminar is open to the ERAU campus, so please attend if you are interested. On November 14 at 20:00, some personnel from the PSS will present a lecture in the U.C.

Our safety briefing was given by head coach Mike Wiggins on the chain of events that lead to accidents. Mr. Wiggins discussed how pilots must be able to understand the evolution of the cycle, recognize it, and then break it. He told them that it is important to be able to decide if we are capable of flying. And that each person should research past accidents so we may better analyze ourselves before we or anyone ends up in a fatal situation.

# Riddle Riders

*by Tad Bridges*  
*Club Reporter*

This weekend the Riddle Riders were treated to the Motorcycle Safety Foundation Experienced Rider Course (ERS). This is just one of the many free benefits of Riddle Rider membership. To members or others who were unable to attend this course it will be available in the future at a discount. Florida law requires either the MSF ERC or the Riding and Street Skills course to be taken by all first time applicants for motorcycle licenses. And to all of those who don't think they need a license just remember that unlicensed riders are grossly over-represented in accident statistics. The same is true of untrained riders. So it puts you at relatively less risk in a risky sport.

The course begins with an evaluation that is almost identical to the motorcycle license test previously given by the DMV. It is given to demonstrate weak points of the student's riding to the instructors and upon repetition to show progress. It is not meant to be intimidating, but in the cold morning nerves tense as it becomes your turn to perform, Vibrator's nerves were too tense as he sailed into the first turn hot and demonstrated a classic low side.

We began exercises to learn to negotiate tight 90 degree turns better and use of countersteering to turn the motorcycle. By making riders aware of countersteering they can use it to make abrupt direction changes, such as avoiding obstacles (old people).

For lunch we went to Port Orange's Jamboree to demonstrate the positive aspects of riding and grab a bit. It was here that our instructor, Chuck Speiser, demonstrated crashing. Oh well, he always says there is no perfect bike or rider. He can still do incredible things with heavy motorcycles. After lunch we watched some films and rode a few more exercises. Overall it was a fun day. Hey riders! Don't forget about the campout this weekend!

### CLUBS POLICY

- + All articles must either be type-written, double-spaced or on disk (unformatted in Word Star or Microsoft Word).
- + Deadlines for submission of all club material is Wed., 5 p.m., one week prior to publication.
- + Photos may be submitted with club articles.
- + All submitted material becomes the property of the Avion with the exception of disks.
- + The Avion reserves the right to edit all submitted copy.
- + For more information, stop by or call the Avion office at (904) 239-6049

# Alpha Eta Rho

*by Dean Zacherl*  
*Club Historian*

Another week of pledging has come and gone. Time is ticking fellows. Seconds is just around the corner. The pledges seem like they know the meaning of brotherhood. I hope they can keep it up. Welcome back to town Stan. It's time to hit Carmicheals for some extra hot wings and two dollar pitchers.

The feedback by Alumni is excellent, they are showing great interest in what is happening with the fraternity. You are doing a great job Brad. The Halloween party turned out excellent. We all had a good time. What a way to say goo-bye to the hole. On to bigger and better things. Right Scott?

With Halloween gone, Thanksgiving plans should be started. Whose place are we going to this year? Will it be a road trip to Georgia perhaps?

# Screaming Eagles

*by Thad Tivin*  
*Public Affairs Officer*

Sorry to say but there is nothing going on this weekend. However next week during our Aviation Homecoming Festival our club will be having its annual Flying Model Aircraft Show and Contest in the University Center.

This is open to anyone who would like to enter; you do not have to be a member to participate. The only requirements are that the aircraft must

be capable of flight. It can be a free flight, control line, glider, sport, scale, pattern, and even helicopter. Prizes will be awarded for first, second, and third place.

Last year we had a terrific turnout of various aircraft, let's see if we can top it. If you are interested in entering please contact our President, Rob Takacs, at 788-2481 during evening hours or leave a note in our box at the Student Activities Office.

# Sigma Chi

*by Fawaz Atchoo*  
*Chapter Reporter*

The pledge class is still going strong--they successfully completed their school project last weekend by cleaning up the tennis, basketball and volleyball courts. In the future, they may help lay new dirt on the softball field. They netted over \$200 from their car wash and now have t-shirts for sale to boost their treasury balance. Soon they will all get certified in C.P.R. for their community project.

They and the Little Sisters are doing well with their assignments about Sigma Chi and are learning a lot about the Fraternity. The Zeta Tau Alpha sorority was in attendance and had a great time while the Brothers went all out to dress the part. We are still hearing about it now. This weekend is the Kongo Krash, which should prove to be a wild time as this party has a jungle theme. The house is still under full-time construction for renovation of rooms, but should be done soon hopefully. Brothers (and others), remember to keep up the grades and the spirits and keep going.

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## GAME

(continued from page 1)

strong to the basket early for 2 quick scores. Things looked good as the gap was slowly being closed, and after a 6 point run which was capped by an Al Jackson basket, St. Petersburg called time out leading just 72-59 with 14:55 to play. The Eagles kept the momentum in their favor though, and with the help of some hot shooting by Richie Helton (11 second half points) they were able to pull within 9 at 90-81 with just under 8 minutes left in the game. This was the closest they could come however, and after trading baskets during the next 6 minute stretch the Eagles were forced to hurry their shots which gave St. Petersburg the opportunity for a number of easy fast break baskets.

After the game head coach Steve Ridder had the following comments: "I don't leave the gym today feeling good about losing, but I do feel good about our teams progress, I was very impressed and satisfied with our intensity level". Coach Ridder and the team deserve a lot of credit, not once during the whole game did the Eagles ever seem out of it. The players were diving for loose balls and fighting for rebounds just as much in the last five minutes of the game as they did in the first five.

## ADDRESS

(continued from page 4)

have been kept small due to efficient spending on the part of the administration.

The academic trend has also turned toward the better quality of the student and not necessarily the increase in quantity of students at ERAU. Approximately 5200 students at Daytona Beach and 2000 students at Prescott seem "right for the campuses and facilities," replies Tallman.

More attention is being placed on the quality of student activities and larger faculty involvement in applied research. "Under scoring an emphasis on student progress and well being," says Tallman.

Another desire of the university is to attract outside "streams of revenue" for a total amount of \$50 million from individuals, corporations, friends of the university, parents, and alumnae. With these financial resources capital facilities would be constructed and maintained. Here at Daytona Beach a five to six million dollar "aerospace engineering and science" center of 60,000 square feet is planned to be constructed probably in back of the library.

The center would be three to four stories tall and house an auditorium, laboratories, classrooms, and office space. Improvement in the student environment with the building of an inter-faith chapel in the area of the dormitories is also under consideration.

The chapel would "provide a place for meditation and religious development on the spiritual side of the house," relates Tallman. He continued, "There are four different religious faiths represented here at ERAU and the inter-faith chapel would be small, but tailored to the needs of the student body."

A part of the \$50 million would be used to establish an endowment fund to add to the university's scholarship programs. This would help students offset costs, for ERAU is almost "totally dependent upon financial aid the government is able to provide, which could become fragile in years ahead," relates Tallman.

Tallman says that the endowment is "for not only needy, but students that also merit financial assistance." One item in favor at ERAU is the schools mission to train responsible aviation and aerospace professionals. The students here are more focused and know what they want to do. Thus the students are more enthusiastic and disciplined which the aviation industry requires. Tallman states "If we are ever going to maintain our uniqueness and take advantage of our uniqueness, we have to keep that aviation identity."

"All told, the state of the university I think is good today. Its something I think we can be proud of the heritage that we have. Proud of the past. And we can look forward with optimism toward the future," says Tallman. Concluding with "as long as I am President, I will always say that we should not lose our aviation identity. That's how we became a University."

## PETITION

(continued from page 1)

compete with Presidential through its newly acquired ex-People Express hub in Newark, New Jersey.

Mr. Pareti and his management team came to the same conclusion that they had only a few years before, the company must be aligned with the largest airline at its hub of Washington Dulles which was now United. As United Express, Presidential seemed to flourish. Passenger counts doubled from the abysmal 33% loads of the Continental days, and new 146s and Boeing Dash-8-300s allowed the company to expand into Tennessee and Alabama. Company officials say, however, that the losses of the Continental days were never put behind the company, and instead of ending those debts continued to haunt them.

Nevertheless, Presidential's problems affect Embry-Riddle students in ways other than that of an airline and its passengers. Embry-Riddle alumni dot its corporate ladder. A liquidation by Presidential would close the door to many future Embry-Riddle students. A Presidential employee contacted at their Washington headquarters seemed quiescent about the situation, saying that on the day of the filing there was "not a sense of devastation" around the offices.

Although most of Presidential's employees seem optimistic about the company's future, those stationed in Daytona are a little more cautious. Several contacted by this newspaper were updating their resumes in preparation for future work.

Presidential's problems apparently run relatively deep. According to a local aircraft fueler for Daytona Beach Aviation, the company had been filling its planes with fuel in Daytona rather than Melbourne because Fixed Base Operators there terminated the company's credit line.

Presidential's future is unclear at this time. Meetings between senior management and a bankruptcy judge will most likely chart the company's future, although United Airlines also has the option of terminating its

## COMPUTER

(continued from page 5)

spends over \$8 billion annually on software, the impact is enormous. Major aviation and aerospace projects such as the FAA's Advanced Automation System and NASA's space station project are being developed in Ada.

Integration of software engineering across the curriculum is a natural follow-up to Ada adoption, as this language provides facilities that make it easy to implement modern software engineering principles.

The new curriculum involves the most useful programming languages, new laboratories, equipment with the latest capabilities, advanced student projects in simulations and artificial intelligence, student competence in disciplines they may automate, and the most effective instructional techniques.

Intelligent simulations, written in the Ada programming language beginning with the Spring 1990 semester, will be one product of the new curriculum in the Aviation Computer Science Department. The new curriculum involves innovative and effective methods of instruction in creating programs to simulate the processes of a particular field as well as programs that include intelligent simulations.

With the new demands in computer science for programmers with intimate knowledge of the fields

they work in, students must be masters of at least two houses to program intelligent simulations successfully.

For our graduates, that especially means competence in Aeronautical Science (flight), meteorology, and aviation business management. Students learn these fields by studying many advanced courses in other departments.

The Aviation Computer Science Department is designing an Advanced Computer Science Laboratory, which, when completed, will enable advanced students to work on the most demanding and state-of-the-art projects. The lab will permit work in C, LISP, and Ada languages, with UNIX as the standard operating system. Students will also have available the most advanced and detailed graphics and windowing capabilities. Windowing enables a computer user to view various systems and operating procedures through "pull down" menus that make their application easier.

The advanced computer science discipline will include computer-aided software designs, expert system development, shells (programs that actually do programming), and relational data base management systems.

The research dimension of the Aviation Computer Science Department is growing providing better educational opportunities for our students. Advanced computer science students have the oppor-

## FLIGHT

(continued from page 1)

quirement. Phipps stated that the FA 300 check ride will be strictly VFR, and will be much less of an ordeal compared to the current FA 302 and FA 315 phase checks, which are both IFR and VFR, and often lasting up to three hours.

The sixth semester begins to offer students some options which are quite attractive; FA courses are being added to the current AS/SP 300-400 level Aeronautical Science elective requirement. Therefore, one can either opt to go for their CFI and CFI-I in FA 417, a three credit elective, or begin their multi-engine training. "We're going to encourage them to take the CFI course to satisfy that particular requirement," Phipps said. "Stay in the single engine airplane and get your CFI and CFI-I out of the way before you get into the twins." The combination of FA 400 and 409 into FA 417 not only generates some cost savings, but gives students the opportunity, if qualified, to earn money instructing their senior year either at Embry-Riddle or a local FBO.

The final subject students will be required to take is FA 453 - High Performance Aircraft Flight Crew Techniques and Procedures. Designed to parallel programs like the TWA/FlightSafety Advanced Flight Crew Training, the course is the existing FA 416 expanded into four phases: Cockpit Resource Management/Flight Crew Coordination, Flight Crew Training Techniques, Turbine Powered Aircraft Operations, and Severe Weather Encounters & Avoidance Techniques will all be covered. "We're not going to teach you how to do Eastern Airlines procedures, and we're not going to teach you 727 specific procedures, but in a generic sense, we're going to teach you how to fly an airline type of operation," Phipps explained.

Because of the great expense, most of the turbine experience will be limited to simulators. "What we would like to see is to have turbine simulator and a turbine aircraft," said Phipps. "Something like a King Air," although he admitted that it could be a few years before the University acquires the aircraft, and students may only receive three to five hours actual flying time.

tunity to work on aviation research projects in the Airway Science Simulation Laboratory (ASSL). A major project in this laboratory is the development of an integrated intelligent simulation system of the National Airspace System. Flight simulators, air traffic control terminals and weather information are linked via computers and used to train pilots, air traffic controllers and weather specialists. Advanced aviation computer science students are playing a major role in the crafting of the required technology.

Among the department's future plans are the formation of a department specific Industrial Advisory Board (IAB). A laboratory modernization concept is being developed, based on a network of high power work stations in a UNIX environment equipped with window, Ada, Expert system development and Computer-Aided Software Engineering tools. The department is seeking external funds for this project.

The redesigned Aviation Computer Science curriculum and future plans highlight the creativity which be necessary to move forth into the 90s. These innovative plans help give the new curriculum the useful aviation context, effective instruction in the latest techniques and languages, software engineering principles integrated throughout the program, and creative student projects.

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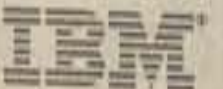
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Micro Channel <sup>™</sup> architecture	-	-	Yes	Yes	Yes
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Mouse	Yes	Yes	Yes	Yes	Yes
Software	DOS 4.0 Microsoft <sup>®</sup> Windows/286 hDC Windows Express <sup>™</sup>	DOS 4.0 Microsoft Windows/286 Word 5.0 <sup>®</sup> hDC Windows Express hDC Windows Manager <sup>™</sup> hDC Windows Color <sup>™</sup>	DOS 4.0 Microsoft Windows/286 Word 5.0 <sup>®</sup> Excel <sup>™</sup> hDC Windows Express hDC Windows Manager hDC Windows Color	DOS 4.0 Microsoft Windows/386 Word 5.0 <sup>®</sup> Excel <sup>™</sup> hDC Windows Express hDC Windows Manager hDC Windows Color	DOS 4.0 Microsoft Windows/286 Word 5.0 <sup>®</sup> Excel <sup>™</sup> hDC Windows Express hDC Windows Manager hDC Windows Color
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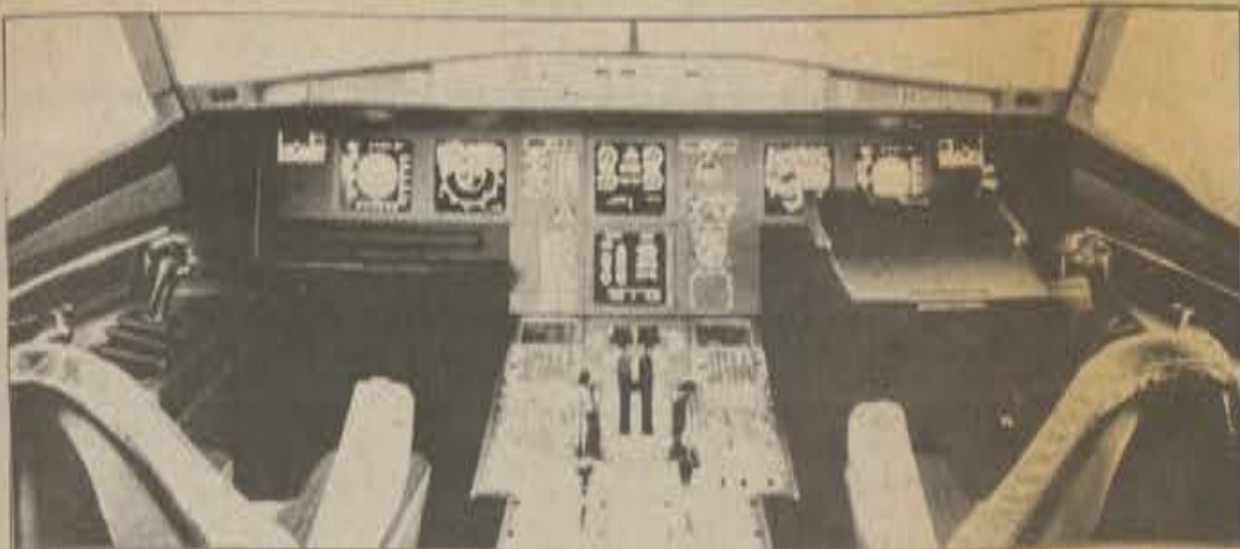
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**Avionics...**  
Futuristic glass cockpits like this, bear a sharp contrast to the analogue panels of old. Easy to see CRT screens and the automated functions of flight management computers serve to reduce pilot workload.

## Man and machine share cockpits

by Brett Messimer  
Aeronautica Writer

Over the past few years, many advances in cockpit displays and automation systems have been made. Many of these changes have brought about a reduced work load for the pilots.

New instrument systems that display a large amount of information on cathode ray tubes have been replacing the aging, analogue-type instruments. These new systems called Electronic Flight Instrumentation Systems (EFIS) have changed the way that instrument panels are being designed.

EFIS systems have three basic types of displays. One tube is usually reserved for displaying information from the six basic instruments: altitude, attitude, heading, vertical speed, airspeed, and turn and slip indicator, along with the ability to display glide slope information during instrument approaches. The second displays navigation information such as heading, waypoints, and airspace minimums. The third screen displays engine and systems information, including checklists.

Along with EFIS systems, modern airliners have a flight management computer. This computer flies the airplane most of the time when it is in the air. The pilots enter the flight information into the computer before

take off and then the computer flies the rest. If there are any unscheduled changes in the flight, the crew must reprogram the computer.

Since these systems can reduce the amount of instruments that the instrument panel contains, new cockpit designs that use EFIS systems cannot leave large amounts of blank space between display screens. The new

**Boeing Commercial Airplanes used thousands of hours of simulator time and 100 human resource experts to come up with cockpits of the 757, 767, and 747-400.**

panels must also place the back-up instruments in an easy to use position in case of system failure. The designers must also take into consideration the human factor; how the pilots who use the systems interact with it.

Some aircraft manufacturers who are building new jets have used simulation time and human factors experts to determine the best possible layout for the panel.

Boeing Commercial Airplanes used thousands of hours of simulator time and 100 human resource experts to come up with cockpits of the 757, 767, and 747-400.

Boeing used thousands of hours of simulator time to simulate all aspects

of commercial flying to come up with the ideal size, location, and information each display should contain. Boeing also used human resource experts to help design the cockpits, to make the cockpit compatible with all pilots.

Instrument designers have also started to use human resource experts to aid in designing their EFIS displays and designing cockpits around those displays.

Some pilots have expressed concern over the high levels of automation in new airliners. They are afraid that after a certain amount of time, they will lose their ability to fly the aircraft proficiently.

They are also concerned about the amount of heads-down time during the take off/climb stage and decent/landing stages. The pilots feel that if a change in their flight plan is made during these stages, too much time is spent reprogramming the computer when they should be looking outside the cockpit for other traffic.

New airliners are using more automation and at the same time taking the pilot's concerns into mind when choosing instrument and management systems. Instrument designers are also using the pilot's complaints when designing new systems. In the future, automation will be better suited to work with the pilots who fly the airliners.

## Navy gets an eye in the sky

by Ron Young  
Aeronautica writer

The initial flight testing of the Navy's newest electronic reconnaissance aircraft, the ES-3A, has begun with the first flight taking place over Lockheed's Palmdale facility.

The prototype ES-3A is one of 16 aircraft currently scheduled to be modified and converted to the electronic version. Its function will be to provide the Navy with the ability to expand on its existing threat identification and detection capabilities.

These aircraft will replace the venerable EA-3B "Whale", which has exceeded structural limitations and therefore has been restricted from operating aboard aircraft carriers.

The conversion is to be accomplished by using current S-3A airframes selected from within the existing ASW community. These modifications will remove nearly 3,000 Lbs of ASW equipment and replace it with over 6,000 Lbs of electronic detection equipment.

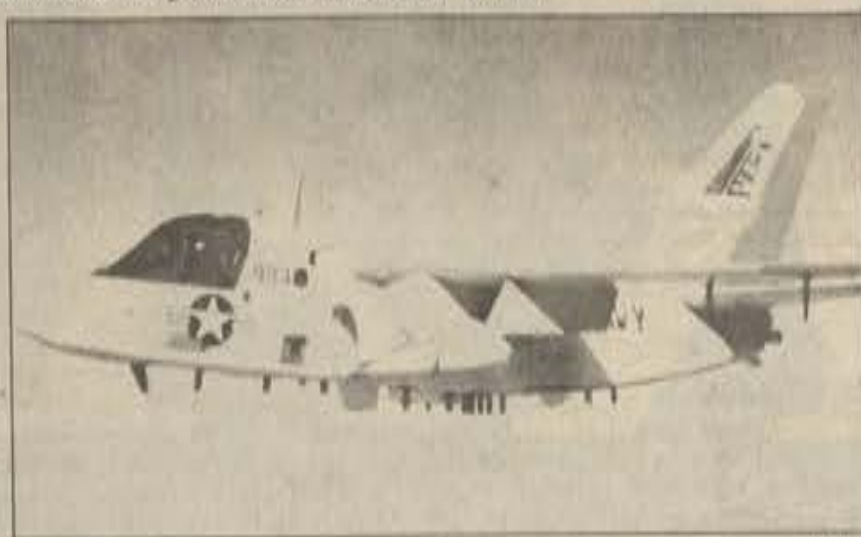
Other significant changes include converting the two weapons bays into dedicated avionics compartments and

removing all of the 61 sonobouy from the lower fuselage. A global positioning satellite system capability will also be implemented aboard the aircraft.

Major external changes include the upper antennae canoe located on top of the fuselage and the vast antennae farms located throughout the aircraft. A total of 35 new antennae locations are to be included. These, along with additional structural changes are expected to increase drag and further reduce the operational range of the aircraft.

The testing program, slated for completion in mid 1991, will focus on proving the capability of the ES-3A in its new electronic reconnaissance configuration.

Tests will be conducted with Lockheed, the Naval Air Test Center (NATC) and Operational Test and Evaluation Squadron One (VX-1); each playing a part in the full-system testing of this ad-






### Watchdog...

Over 6,000 lbs of electronics are carried aboard the Navy's new carrier based ES-3A for use in long-range reconnaissance.

vanced breed of reconnaissance aircraft. Fleet service will follow immediately after program testing and verification.

All 16 aircraft are expected to be converted by the latter part of 1992. The cost to complete this program is expected to reach \$500 million.

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# Riddle student races at Daytona

by Mike Gomm  
Sports Editor

Motorcycle racing is quickly becoming one of the more popular racing trends. One of Embry Riddle's more outstanding students, Jerry Szulinski, has been participating in this exciting sport since early May. Jerry, known as "Ski" to most of his close friends, balances his schedule of Aeronautical Engineering, and being the President of the Riddle Riders, a club devoted to the love of motorcycle racing.

Ski sports a Hurricane 600, and races in the novice class, having only six major races under his belt. Last weekend he ran at Daytona International Speedway in two races. He faced in the GTU endurance on Friday, starting in position 43 out of 82 total riders in the race and gained 7 places, and also in the supersport middleweight where he started 64 out of 82, and gained 23 places, which is excellent for the respective races that he ran. Jerry is sponsored by MRE automotive, and the Motorcycle Safety Advisory Council, but most of the funding for his hobby comes out

of his own pocket, and his pit crew consists of friends who want to help him out. He started mainly out of enjoyment of motorcycle riding. The

(American Motorcycle Association Champion Cup Series). The class consisted of training on the different flag meanings, and racing courtesy to

\$200, assuming no major complications or accidents. It is fortunate that Ski hasn't had any major problems because in many cases, a new rider cannot afford them.

Cycle racing has only two driving classes: novice, which Ski runs, and expert. A certain number of points must be obtained before racing expert. The other classifications are determined by the modifications to the bike, and the size of the engine in cubic centimeters. Motorcycle racing is an exciting sport to watch. Bikes accelerate faster than cars, take turns faster, and are considerably more dangerous to ride. One wrong turn of the handlebars, bumping tires with another bike, taking a corner without enough lean, or hundreds of other possible miscalculations doesn't mean spinning out, as in car racing. It means hitting the pavement, and hitting it hard, sometimes in excess of one hundred sixty miles per hour, with no roll cage or seat belt to protect you.



photo by Steve Gask

## Movin'...

E-RAU's Jerry Szulinski fires into turn one of the GTU endurance race at Daytona last Friday.

three main places he runs are Sarasota, GA, West Palm Beach, and Daytona. To get started, Ski had to take a class from the AMACCS

other riders. The entrance fee for a race is usually around \$40, but with racing fuel, tires, and other expenses, a weekend of racing could easily cost

Only helmet, knee pads, protective boots, and a pad placed over the lower spine comes between the rider and disaster in event of a wreck.

## MIKE'S FOOTBALL POOL

### Mike's Choice

Indianapolis	at	Miami
Cleveland	at	Tampa Bay
Buffalo	at	Atlanta
Chicago	at	Green Bay
Detroit	at	Houston
Seattle	at	Kansas City
L.A. Rams	at	Minnesota
N.Y. Jets	at	New England
Dallas	at	Washington
N.Y. Giants	at	Phoenix
Cincinnati	at	L.A. Raiders
Pittsburgh	at	Denver
Philadelphia	at	San Diego

**TIEBREAKER:** Predict the score of one game. List team with scores.

**Rules of the contest:** Circle the team that will win the game. Return the game card to the Avion or drop in Campus mail by the Friday before the games. Only one entry per person. The winner will be posted and will receive a free pitcher of beer or soft drink at Kokomo's, the Monday Night Football Place.

Last week's winner was Andrew Cahill who correctly picked 11 of 13 games.

Mike's record.....Last Week: 8-13.....Season: 55-90

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## Embry-Riddle Lacrosse

November			
4th	Saturday	1:00PM	at University of Florida
11th	Saturday	11:00AM	Florida State (Homecoming)
December			
3rd	Sunday	1:00PM	at University of N. Florida
January			
20th	Saturday	1:00PM	at Jacksonville University
February			
2nd	Friday	4:00PM	University of Florida
9th	Friday	4:00PM	University of Miami
16th	Friday	4:00PM	College of Boca Raton
March			
2nd	Friday	4:00PM	University of N. Florida

## Sports Reporters Wanted!

If you are a varsity athlete, a club or intramural sport participant, or you just like sports, you are encouraged to write about it for the Avion. If you have wondered why your sport isn't covered, it is due to a lack of proper coverage. All sports participants are encouraged to write or call in scores and highlights of the many sports activities taking place. Help make your sports page a good one!

Contact Michael Gomm, Sports Editor

## Associated Press Top 25

1. Notre Dame vs. Navy
2. Colorado vs. #3 Nebraska
3. Nebraska at #2 Colorado
4. Michigan vs. Purdue
5. Alabama at Mississippi State
6. Florida State vs. South Carolina
7. Miami vs. East Carolina
8. Illinois at Iowa
9. Southern Cal. vs. Oregon State
10. Tennessee vs. Akron (11/11)
11. Arkansas at Rice
12. Auburn vs. #19 Florida
13. W. Virginia at #16 Penn State
14. Pittsburgh vs. #7 Miami (11/11)
15. Arizona at California
16. Penn State vs. #13 W. Virginia
17. Houston at TCU
18. N.C. State vs. #24 Virginia
19. Florida at #12 Auburn
20. Texas A&M vs. SMU
21. Clemson at North Carolina
22. Texas vs. Texas Tech
23. Brigham Young vs. Oregon
24. Virginia at #18 N.C. State
25. Fresno State vs. San Jose State



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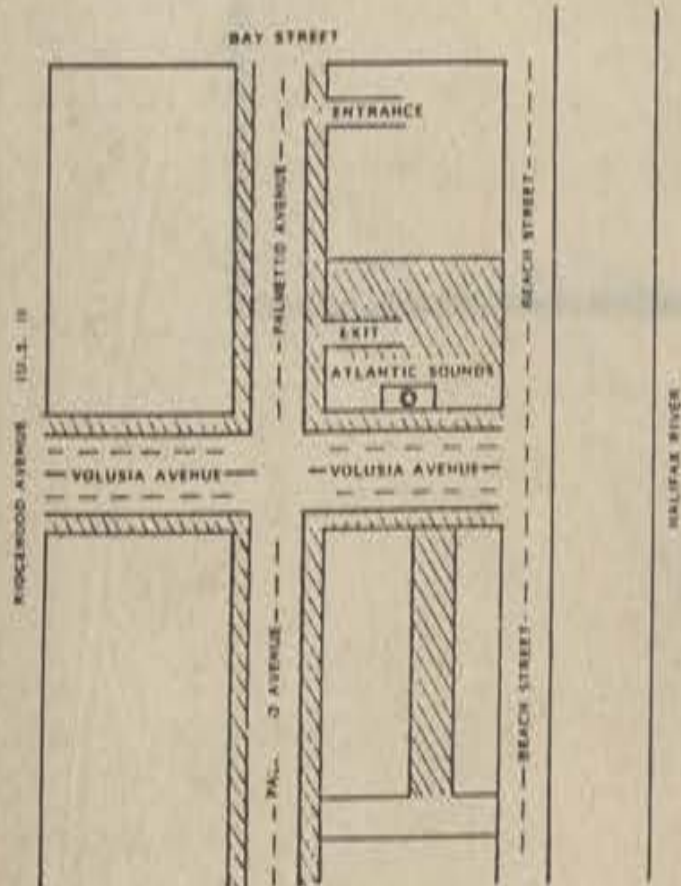
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# EMBRY-RIDDLE HOMECOMING SCHEDULE:

**November 1**

Deadline for the "FLIGHTS OF FANCY" Photo/Art Contest entries. Please submit to Student Activities.

Entries will be judged between the 1st - 6th, and displayed Nov. 6 - 9 in Student Activities.

Winners to be displayed Nov. 10th in Spruance Hall Atrium.

**Nov. 4 - 5**

OLYMPICS for Residence Life. 36 teams are competing in 10 events on Saturday with the finals played on Sunday with fun, competitive sporting events, beginning 10a.m. Saturday.

**November 6**

The N.A.S.A. Aero Van (informational van) will be located in front of the Library through Thursday, Nov. 8. A N.A.S.A. information specialist will be on board to answer your questions.

**Nov. 6 - 8**

SPORTS COMPETITION - The Recreation Department will sponsor Homecoming intramural competition. Volleyball is set for Monday - Wednesday (Finals). Walleyball will be held Tuesday. Basketball is set for Tuesday and Softball will be held Monday - Thursday. All games begin at 5 p.m. See Recreation for details.

**November 7**

The COORS LIGHT COMEDY COMMANDOS Show featuring comedians: David Naster and Mary Wong will be in the University Center at 9 p.m.

**November 8**

Screaming Eagles Model Airplane Club will hold a Static Model Airplane Contest from 10 a.m. - 4 p.m. in the Flight Deck.

**UNIVERSITY WIDE PEP RALLY**

- 8:00 p.m. will include introduction of Basketball team, cheerleaders and pep squad in the University Center.

Official Pep Rally BONFIRE set for: 8:30 p.m., between softball field and University Center.

(Sponsored by the Student Alumni Association. Cheerleaders and music! CATCH THE EAGLE FEVER!

**November 9**

Welcome Back Reception - 5 - 7 p.m. Wine and cheese social. Free to alumni and guest. Spruance Hall Board Room.

**JAMES DOOHAN SHOW**

(Doohan plays "Scotty" on Star Trek.) - 9 p.m., University Center.

**November 10**

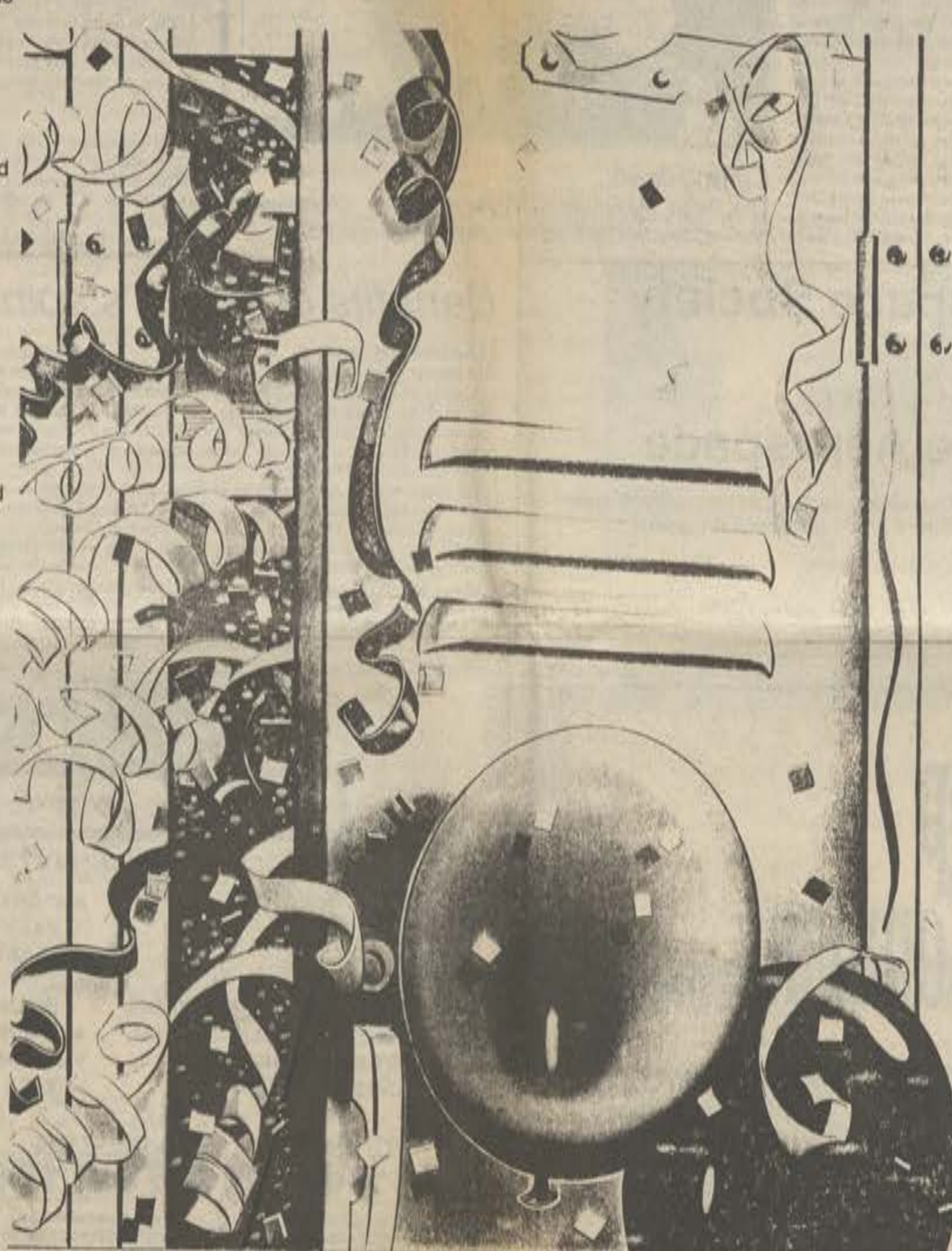
Golf Tournament (contact Alumni Relations office) - Pelican Bay, 8:30 a.m.

**SPIRIT DAY - Wear your Blue & Gold!**

Photo and Art Winners Display, Spruance Hall. Throughout the week contest entries will be on display in Student Activities.

Hot Air Balloon - 11 a.m., in front of the Jack Hunt Memorial Library.

This is your HOMECOMING for 1989, a time to see old friends, to compete athletically, or aesthetically, to spirit on your varsity Basketball team - THE EAGLES, to enjoy some excellent entertainment, to be TRUE TO YOUR SCHOOL! EMBRY-RIDDLE -- THIS IS YOUR HOMECOMING!



**November 10 con't**

The University Center is being Rededicated to commemorate our co-founder John Paul Riddle at 11:30 a.m. The program will be conducted at the front entrance of the U.C.

Edible Model Airplane Contest & Display - 12:15 p.m. in flight Deck.

Festival Luncheon - open to alumni, faculty, and staff. Cost is \$5.00. Deadline to RSVP - Tuesday, Nov. 7. Call Alumni Relations for details. Location: Alumni Tent outside west side of University Center.

Alumni Meeting, 2:30 p.m. - in Alumni Tent on west side of University Center.

Academic Department Receptions for Alumni - 4 p.m., various locations.

Alumni Barbecue - 6 p.m. - at Alumni Tent outside west side of University Center. (entitled: John Paul Riddle Founders Day Memorial Dinner) - cost is \$5.00. Deadline to RSVP, Tues. Nov. 7 to Alumni Relations.

Faculty/staff vs. Students Basketball Game, 6 p.m., Mainland High School Gym. Contact J.B. Caldwell, Recreation Dept. for details. EMBRY-RIDDLE vs. NOVA UNIVERSITY BASKETBALL GAME 7:30 p.m. - Ocean Center

**November 11**

Alumni vs. Faculty/Staff Student Softball Game, 10 a.m., Softball Field. Contact Recreation for details.

Embry-Riddle vs. Florida State LaCrosse Game - 11 a.m., Field behind library.

Alumni Speaker Panel, 11 a.m., Spruance Hall Atrium. Sponsored by the Student Alumni Association.

Parachute Jump, Hot Air Balloon Display & Concessions Open 1 p.m. in Field behind U.C. Opening Act for Concert - Tangier,

3 p.m. REO SPEEDWAGON Concert sponsored by Entertainment, a Division of the Student Government Association

Gala Banquet, Daytona Beach Marriott. 6 p.m. Cocktails. Dinner at 7:30 p.m. Cost \$25.00. RSVP to Alumni Relations by Tuesday, Nov. 7.

**November 12**

Mass will be conducted at 10 a.m. and Protestant Services will then be held at 11:15 a.m. in the Spruance Hall Atrium.

# Solar Maximum satellite raises concern with its debris re-entry

Chunks of the satellite weighing 200-400 pounds are expected to hit the Earth

by Chip Zodrow  
Space Technology Writer

The satellite that NASA astronauts spent so much time repairing in orbit, Solar Max, is about to come crashing down to earth and is expected to drop 200-400 pound pieces of debris in its flight path.

The three ton Solar Maximum satellite has been studying the sun for the past nine and a half years. It was saved once by the STS-41C crew in April, 1984. That mission was the first time shuttle astronauts captured and repaired a satellite in orbit.

The satellite gave scientists numerous amounts of valuable data on the sun and its activities. Ironically the satellite is falling faster due to the sun itself. With the peak of the eleven year sun spot cycle nearing, solar storms have increased and sent additional surges of solar particles streaming to Earth causing satellites to slow down and lose altitude faster than expected.

Presently Solar Max is at about 350 km and is descending at a rate of about 1.2 km per day. Solar Max is expected to begin tumbling in mid-December and to re-enter the Earth's atmosphere around late December. The exact time of re-entry cannot be determined until just before re-entry. Uneven levels in the Earth's atmosphere and fluctua-

tions in the satellite's orientation cause re-entry estimations to be easily subject to deviation.

Tracking of the falling satellite is conducted by the U.S. Air Force Space Command and the North American Aerospace Defense Command. NASA contracted out to General Dynamics Lockheed and General Electric to estimate expected debris sizes. Tests have shown that numerous pieces weighing 10-25 pounds will come crashing down along with a few 200-400 pound pieces.

When Solar Max comes back to Earth, it will be between latitudes of 28 degrees north and south of the equator. These areas are mostly covered by ocean and chances are very slight that impact will be in a populated area. But NASA is still somewhat nervous, especially with all the recent publicity over the anti-nuclear protests concerning the latest shuttle mission.

Solar Max was launched from Cape Canaveral in February 1980, and later that November the satellite's attitude control system failed. Astronauts George (Pinky) Nelson and James (Ox) Van Hoften along with the shuttle, rescued and repaired Solar Max in 1984 and extended its life by more than five years. A completely booked

up space shuttle manifest has prevented a second repair mission and has left the satellite to come crashing down in a fiery death.



Coming down... The Solar Maximum satellite, shown in Challenger's payload bay, will re-enter the atmosphere next month.

# US Department of Defense satellite tumbles in orbit

by Chip Zodrow  
Space Technology Writer

A top secret spy satellite for the United State's Central Intelligence Agency was reported to malfunction in orbit after deployment on STS-28 last August.

The reconnaissance satellite was deployed by shuttle astronauts after the August 8 launch of Columbia. Eight days after deployment, the rockets on board the satellite were to carry the satellite 90 miles higher.

According to Aviation Week and Space Technology it is not known whether the satellite malfunctioned before or after the ascent boost. The satellite had to be lofted up to higher orbit than the shuttle can achieve, therefore it carries its own booster. This booster could have the cause in the malfunction.

Astronomers in seven countries have reported that they have been observing the satellite tumbling in orbit.

Observers, using time exposures, say they can tell it is tumbling by the reflected flashes produced from the sun shining on it. By counting the number of flashes per minute, observers have determined that it is

rotating at approximately 30 revolutions per minute.

Sources have told Aviation Week and Space Technology that although observed to be tumbling, in contrary, the satellite is operating normally. The magazine also has photos of the satellite tumbling in orbit.

The North American Aerospace Defense Command has reported that Columbia actually deployed two satellites during its four day secret mission. One is believed to be an upgraded version of the KH-11 digital imaging reconnaissance satellites. The other satellite's type is unknown.

The next shuttle mission, due to lift off on November 20, will be another Department of Defense (DOD) dedicated mission. There are only four dedicated Department of Defense missions left for the shuttle program.

The U.S. government has re-assigned most DOD flights to the newer Titan IV launch vehicle.

The Titan IV has only made one flight as of this date and successfully deployed a secret military spy satellite. It is built by Martin Marietta and can carry a payload comparable to the Space Shuttle.

## The Aerospace Society

presents

Kent Cooper  
of E'Prime Aerospace

He will speak on the technical and marketing aspects of commercial space launch vehicles and their future in the US space program.

Wednesday in E-611 at 7:00pm

Discussion is open to all students and faculty refreshments will be served

## Benefits of NASA's spinoffs evaluated

by National Aeronautics and Space Administration

A study examining in detail some 250 commercial uses of NASA furnished technology has identified estimated economic benefits totalling nearly \$22 billion in sale revenues and cost savings and an employment impact of more than 350,000 jobs.

The study, entitled An Exploration of Benefits From NASA "Spinoff," was conducted for NASA by the Chapman Research Group Inc., under contract to NERAC Inc., a NASA Industrial Application Center located in Tolland, Connecticut.

More than 400 companies were contacted to research the economic benefits from NASA developed or provided technology in terms of sales revenues and cost savings, generation of jobs and contributions in federal

corporate income taxes. NASA's annual Spinoffs report, first published in 1976, provided the source of the cases studied.

Based on the discussions with the firms that used the NASA technology, researchers identified 259 cases where the contribution of the technology to the sales or cost savings was quantifiable. In these cases, the technology spinoff resulted in or contributed to sales of \$21.3 billion and realized savings of more than \$31.5 million.

The cases, all reported between 1976 and 1986, studied in this research represent only a small portion of the thousands of applications of NASA technology. A follow-on study, currently in progress, will attempt to estimate the full impact of the estimated 20,000 to 30,000 NASA technology applications.

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# Discovery is poised for launch

by Derrick Seys  
Space Technology Editor

Only nine days after *Atlantis* had cleared launch pad 39-B, *Discovery* was positioned upon the pad and sits poised for launch.

The workers at the Kennedy Space Center (KSC) are aggressively working on the preparation of *Discovery* for its anticipated November 20 launch.

The crawler transporter carried the Space Shuttle and the mobile launcher platform to pad 39-B last Thursday night. The slow journey started at 11:31pm and final positioning occurred early Friday morning. Wind and rain, present Friday morning, will be kept from the orbiter once the rotating service structure is placed into position.

The rollout had been delayed two previous times due to the forecast of thunderstorm activity. The rollout was performed near midnight to avoid any daytime thunderstorms. Thursday night's weather appeared to be within the constraints and the slow journey began.

Another delay would have created problems for the Terminal Countdown Demonstration Test (TCDDT) that started Sunday. The five astronauts arrived on Saturday for the test. The test simulates the actual countdown scenario up to T zero.

This dress rehearsal is a part of all missions and designed to give the KSC launch team and the flight crew

a chance to work together before launch. Many of the actual events will be shortened or abbreviated. The objectives of the TCDDT are to familiarize everyone involved with the timelines and validating sequences involved. The crew was also briefed on the status of the external tank and the solid rocket boosters.

Test day began just the way the launch day will be treated. The crew was awakened and ate breakfast. Donning of the partial pressure suits followed and the crew departed for Launch Complex 39. At the pad, the crew entered the orbiter and began the countdown tests.

These tests include emergency escape procedures, voice communication checks, configuring the cockpit for launch, and coordinating the ingress/egress with personnel. If any problems or questions arise, solutions sought or discussed so as not to hinder a lift off on launch day.

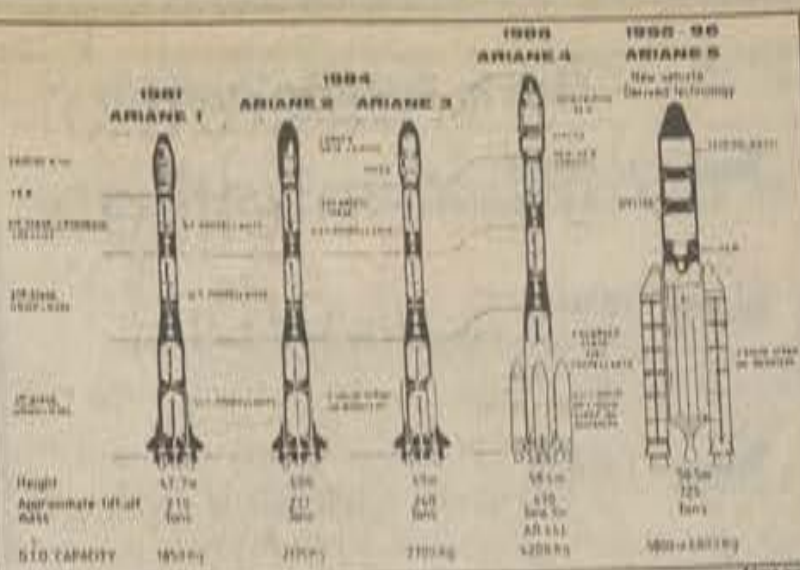
The crew of STS-33 consists of Commander Frederick Gregory, Pilot John Blaha, and Mission Specialist Manley "Sonny" Carter, Story Musgrave, and Kathryn Thornton. After the completion of TCDDT, they will return to Houston for final mission preparations.

STS-33 is scheduled to lift off on November 20 with a classified payload for the Department of Defense. The official date will be announced after the Flight Readiness Review scheduled for November 6-7.



Awaiting...

The Space Shuttle *Discovery* was transported to the launch pad 39-B last week. The crew arrived last Saturday to conduct the Terminal Countdown Demonstration Test.



The Ariane launch system has expanded and provides an alternative to the US launch vehicles.

## Ariane deploys INTELSAT VI

by Michael Fried  
Space Technology Writer

An Ariane 44L rocket carrying an INTELSAT satellite lifted off last Friday at 7:05pm EDT from Guiana Space Center in French Guiana, marking the 34th Ariane mission.

The Ariane, produced by Arianespace, rocket has been on the pad since September 15 undergoing preparation for the flight.

In late September, the launch was delayed when an electrical component tested faulty. An electromagnetic relay, used in the Ariane vehicle's equipment bay command unit, failed to pass an acceptance test. The relay was replaced and its operation verified in mid-October.

The launch sequence is similar to NASA's. Arianespace conducts a launch rehearsal and launch readiness review and finally the launch countdown. The final countdown starts at the T-16 hour point and ends at the 5 second point when arms retract releasing the rocket.

The flight phase lasts for about 24 minutes culminating with the separation of the satellite from the third stage. From then on, the satellite conducts its own maneuvers to place it in proper

position.

Arianespace sources said Monday that the satellite has been placed in its geosynchronous transfer orbit and will reach its final orbit this week. The satellite appeared to be performing nominally at this time.

The total mass of the rocket at lift off was 480,320 kilograms and ended with a mass of 6,260 kg, when the three stages separated. The satellite is now independent of the rocket booster.

Today, the International Telecommunications Satellite Organization (INTELSAT) owns and operates a communication network that has 13 satellites in geosynchronous orbit. This system links over 170 countries, territories and dependencies around the globe. The satellite launched last week is expected to be in operational for at least 13 years.

Arianespace currently has two launches scheduled in the near future. The next Ariane lift off will carry a Superbird satellite and is scheduled to occur December 13. The 36th flight is going to place a French SPOT-2 satellite. This is a high resolution observation satellite similar to the US Landsat. It is scheduled for launch January 19, 1990.

## Payload canister damaged by concrete weight

by Derrick Seys  
Space Technology Editor

On Saturday October 21, a concrete weight, used to simulate a shuttle payload, was accidentally released from its support crane and caused damage to a payload canister.

The mishap occurred just as the simulated payload was about to clear the canister doors. A mobile crane was being used to move the concrete mass out of the container. The crane released the weight and it struck the bottom of the canister.

No injuries were reported and an investigation board was appointed by Kennedy Space Center Director Forrest S. McCartney. The board is investigating the extent and cause of the damage.

To understand the cause of the mishap, the board is examining several documents. These documents include crew training records, crane operational history, crane maintenance, and the task procedures.



Payload canister

Interviews with the personnel are also being conducted to aid in determining the cause.

The investigation has assessed most of the damage and come to the conclusion that the canister will be down two months at most. The repairs will be performed by NASA personnel and McDonnell Douglas, the Payload Ground Operations contractor. Together, they will estimate the cost of the repair.

The damage noticed was to the canister's lower interior wall, underlying internal electrical, environmental, and pneumatic systems, port side canister door, and the retention fittings which the weight rested upon. The test weight sustained minimal damage.

Early this week, the board recreated the incident from their findings. The final report detailing the incident and its solution is expected to be complete late this week.

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# Solo in Gerk Movie casts Bruce Willis as a baby

**Solo in Gerk**  
**Editor**  
*Who's Talking* is a surprisingly witty film that resisted the temptation into campy humor. Given the premise, a baby who's thoughts are audibly conveyed to the audience, it would be easy to see this film degenerate into either talking horse/robot farce. Instead, through the strong performances by Kirstie Alley and (amazingly) John Travolta, we are treated to a skewed sense of reality Bruce Willis style. Casting Willis as the child's voice was a stroke of imaginative genius. His gregarious attitude and playfulness lend a great deal of credibility to an otherwise incredible plot.

The movie begins with accountant Kirstie Alley rebuffing the advances of her client played by George Segal. Segal attempts to seduce her on his desk and apparently succeeds. The audience is suddenly watching hundreds of sperm traversing the vast void of space towards, you guessed it, the ovum.

casual glimpse of her talking fetus complete with yearnings for milkshakes and sweets. Alley decides that Segal, though he is married, will make the ideal husband for her child, and she strives to bring this goal to fruition. Segal is obviously a flake, but it takes a complete affront to her sensibilities for her to realize this.

After Segal announces his plans to leave his wife, but not for Alley, for another woman, she goes into labor and is picked up by an outspoken caddy played by Travolta. Travolta is the antithesis of Segal. He plays the easygoing, brash, less than educated guy from Brooklyn (much like the character he played in *Welcome Back Kotter*). Through the course of the movie we find that Travolta has finer qualities hidden beneath his rough exterior, particularly his fondness for Mikey, the new baby who

**Casting Willis as the child's voice was a stroke of imaginative genius. His gregarious attitude and playfulness lend a great deal of credibility to an otherwise incredible plot.**

was forcefully brought into this world. "Put me back!" screams Willis "Its cold out here! I want to go back!" Mikey takes a liking to Travolta, and before long he is scheming to find ways to permanently unite his mother and Travolta. Alley will have none of it though, envisioning a squalid existence with Travolta at the head of the household.

At films end, Alley realizes (with much cajoling on Mikey's part) that Travolta is indeed the one for her. Despite the predictability of the plot, and the disconcertingly hodgepodge of editing, *Look Who's Talking* is an engaging comedy. It is cute, without being too cute. It managed to avoid many pitfalls that a movie like this can fall into, except the token chase scene that is quite anti-climactic in nature.

The sperm have voices, reminiscent of Woody Allen's *Everything You Ever Wanted to Know About Sex*. They urge each other on, shouting optimistic victory yells. One hardy sperm finally makes it to the egg and we witness the genesis of life. This blatant style of film making may surprise and possibly offend some movie-goers, but the inherent innocence of the film itself tends to defuse any potentially offensive scenes.

We witness Alley's pregnancy in a cliché whirlwind of edits and music that seem more at home on an Afterschool Special. Nevertheless, we get the oc-

### Movie Rating System

- In Flight**  
An Excellent Movie, Worth Seeing Twice
- Takeoff**  
A Good Movie, Worth the Money.
- Taxiing**  
A Fair Movie, Worth Seeing.
- At the Gate**  
Wait For the Videotape.
- In the Ground**  
Not Worth Your Time or Money.

# Matthew Modine learns *Gross Anatomy* in new flick

**by Tina Matila**  
**Copy Editor**

*Gross Anatomy* is the culmination of every single movie ever made. It is the bastard child of the fertile fields of college related films and the character types and classic study scenes which accompany them. The fabric is sewn with old yarn and follows familiar patterns with very few breaks.

The course after which the movie is named is Gross Anatomy, the toughest course in medical school. It is this course, in which groups of students are provided with a cadaver which they will dissect methodically throughout their first two semesters in medical school, which acts as the focal point of the movie.

*Gross Anatomy* charts Joseph Slovak's life (played by Matthew Modine) in medical school, from his first day of orientation to the last day of the second semester, with special emphasis on his *Gross Anatomy* class and his relationship with his lab mates.

Joe Slovak is a poor fisherman's son who wants to make lots of money. He chooses medicine, one of the toughest and most profitable professions as the means to his ends. Joe, like many characters in many movies, is the possessor of both unbelievable entrance exam scores and

mediocre grades--diagnosed as brilliant but not willing to apply himself to his studies.

Miraculously, Joe is accepted into medical school where he is paired with his nemesis as a dormitory roommate. But the conflict doesn't stop there--Joe is the nemesis of every student attending medical school. He is the round peg in the square hole.

From the beginning of his med school career, he finds conflicts with those students around him who have never wanted to be anything less than doctors. His off-hand ability to learn as well as his strength and politely insolent manner with his instructors, baffle and astound his lab mates and Rachel Rosendorf, his instructor, critic and greatest admirer.

The movie centers around Joe's original reasons for coming to medical school and the inner and outer forces which change those reasons for him. It is an old theme--someone gets into something for the wrong reasons and in the end changes his or her reasons and "becomes a better person for it." Unfortunately, *Gross Anatomy* does not give new meaning to this old theme. Instead the movie is fraught with the old motifs common to movies set in institutions of higher learning.

These include the poor kid gets in to med school motif, the "fun-loving" guy gets stuck with "book-worm" room-

mate motif, the "happy-go-lucky" guy falls for the "sober and serious" girl motif, the "strict instructor" who sees genius in the "class clown" motif and the list goes on.

All of these regurgitated and recycled subjects add up to a predictability that ruin the movie for all intensive purposes. The familiarity of the tools used in the construction of the film leave its thematic structure weak and ineffective.

The entire film leaves the audience with the sense of having seen the movie before in a Shirley McClain experience.

The movie's strongest asset was the relationship between Joe Slovak and Rachel Rosendorf. The challenges raised by Rosendorf and met by Slovak seem more than the reiteration of the overused teacher-class clown theme. The relationship is very real and deep. Joe's respect for and disapproval of Rachel and her hard-nosed methods are perfect backgrounds for Rachel's admiration of and disappointment with Joe and his great, unused ability.

They share the only solid piece of footing in a movie that stands on shaky ground. Christine Lathi's performance as Rachel Rosendorf is impeccable and convincing. She plays the part with a conviction and honesty that

are apparent even through the worst of the movie's digressions into predictability. Her's was the only role that survived the onslaught.

Matthew Modine delivers a performance which is unremarkable except for its mediocrity. His character experiences joy, infatuation, defeat, anger, confusion and a host of other emotions, but Modine never seems to identify enough with his character to experience these things with him.

The anger and frustration he shows when he confronts Laurie, his love interest, about the fact that she hasn't got room in her life for anything but her desire to become a doctor seems shallow and half-felt.

His most convincing scenes were those with Rosendorf and were probably inspired by her capacity to perform capably and with true conviction.

*Gross Anatomy* suffers from a severe lack of depth and realism as well as having been administered an overdose of old, familiar motifs done in poor fashion. Had the film been stripped of its used and abused scenes and lines and character types, the film could have held a meaning that was more than skin-deep.

**Joe Slovak is a poor fisherman's son who wants to make lots of money. He chooses medicine, one of the toughest and most profitable professions as the means to his ends...**



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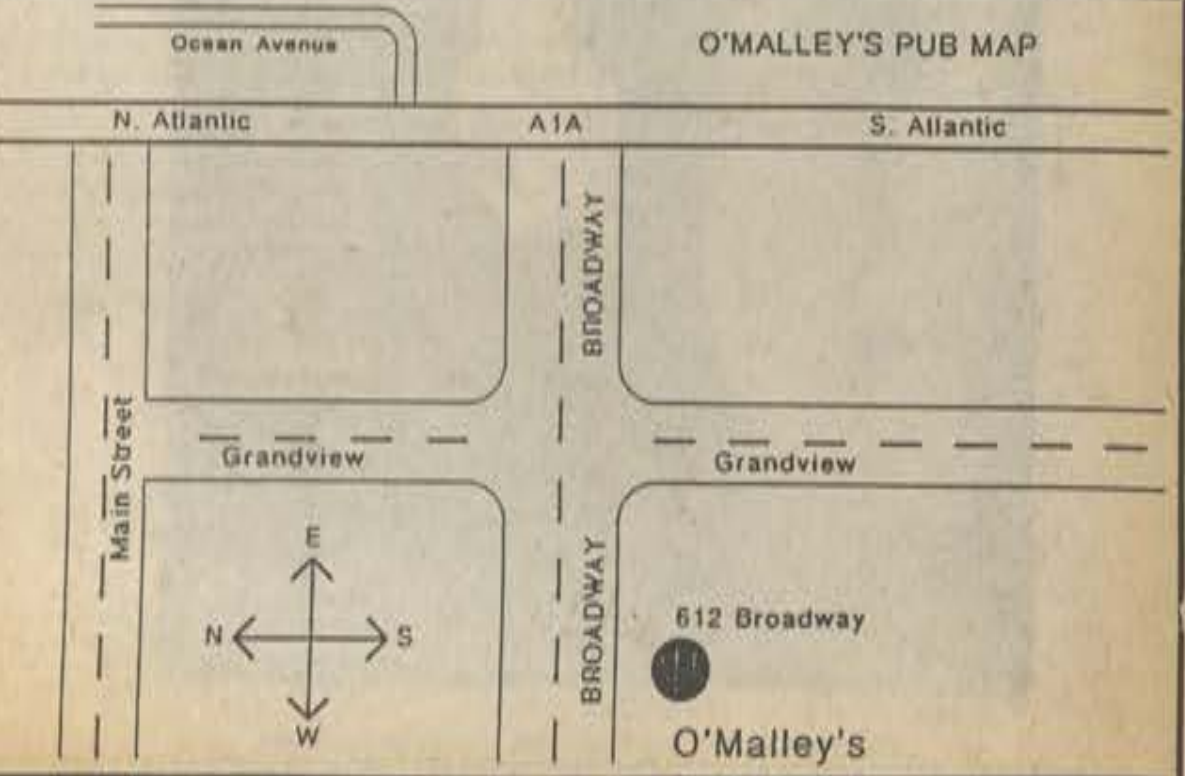
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P185SR13	P185TOR13	P185TOR13

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# Etheridge drives home rural values

by Tina Matilla  
Staff Writer

Melissa Etheridge's new album, *Brave and Crazy*, burns with sensational and stirring lyrics whose sexual and philosophic messages emanate from a gypsy's soul and a woman's desire. She fills her songs with impassioned vocal performances as well as beautifully rousing and intensely moving acoustic guitar rhythms.

The album almost seems to ramble on through its contents with a nonchalant, but focused intensity that varies in the method of delivery from song to song. "No Souvenirs," the album's first release, begins with an acapella greeting and moves into an almost reluctant mixture of simple, unpretentious guitar and laid back bass with an inherently linear drum beat that softly underscores the song. The next song, "Brave and Crazy," relies on it's hard drum beat and bluesy bass to hit its stony, searing ups and downs. The song is almost devoid of instrumental melody. Melissa Etheridge's voice creates any melody the song itself lacks. Also thrown in is the soft, sultry single "You Can Sleep While I Drive" in which Etheridge's voice serves as the main instrument while a somehow undetectable acoustic guitar serves as the compliment and not the focus.

Throughout the album, the strongest element is the intensity with which Etheridge performs each song.

She sings from personal experience and brings the listener closer to the meaning of each note with her searing and heart-felt vocal performance. Her voice is the measure of the musical conviction.

As with her first album, Melissa Etheridge turns her attention to matters of simple desire, lust and compromises of the soul. She sings of Romeo, angels, Jim Bean and forsaken dreams all in the same breath.

Her lyrics seem sometimes mournful and intensely sexual and somehow unrelated, but the variety of thematic focus seems to keep the album consistent and flowing. There is no simple rhyme scheme and no pattern to her lyrics except the pattern lent to them by her strong, purposeful and clear voice. Overall, the album burns with a lyrical clarity and intensity that is unmatched. The vocal performance and the instrumental originality are the signature marks of *Brave and Crazy*. The entire album is an exercise in musical integrity and unrivaled honesty.

by Matt Frideres  
Diversions Writer

Students may have noticed that the Daytona Beach area has a definite lack of quality oriental food. Although many people don't find they have a palette for this kind of food, it provides a good alternative to the greasy soyburgers offered at some of the more well known fast food dives.

Having visited Sapparo's with a group of friends, I got a chance to experience one of the nicer Japanese restaurants that this area has to offer. The reception at the front door was pleasant, and with the help of advanced reservations it took only a few minutes to be seated. The atmosphere was one of a quiet dining area, and I felt comfortable in blue jeans and a t-shirt. We were presented with a wine list immediately, and most of the ser-

vice by the waitress was equally as prompt, and although on occasion I did find my wine glass empty for a few minutes, the overall service was good.

In the center of the tables were frying plates on which each person's food for that table was cooked. Each table had its own cook, all of whom, according to the manager, had trained in Japan. Our cook was talented in

cooking, as well as keeping utensils. The meal consisted of traditional bread and onion soup for everyone, and your own personal choice for the main course. Our group's choices included a wide variety of the courses on the menu. Everyone enjoyed their meal immensely, and the evening overall was a rewarding experience.

# Disney adds new hotels to Epcot

LAKE BUENA VISTA, Fla. -- A striking new resort complex featuring four hotels and spacious meeting rooms debuts this fall when the Walt Disney World Swan opens its elegant doors to guests of the Vacation Kingdom.

Linked by Disney's transportation system to a new entrance at Epcot Center's World Showcase, the complex will offer more than 3,500 guest rooms and 305,000 square feet of convention space when it's completed in the fall of 1990.

The 12-story Swan resort, designed by architect Michael Graves and operated by Westin Hotels & Resorts, features 758 guest rooms to open in November. Located on the edge of a tranquil lake and topped by two giant swan statues, the Swan will be paired with a second Graves-designed hotel, the 27-story Walt Disney World Dolphin hotel, to open July 4, 1990 with 1,509 rooms. The Dolphin, with its signature pair of 6-story tall Dolphins, will be operated by Sheraton Corporation.

The Swan opening follows the October premiere of Wonders of Life -- a gold-domed pavilion at Epcot Center's Future World which allows guests

architect Robert A.M. Stern, recreate the atmosphere of relaxed summer days at the turn of the century.

Disney's Yacht Club Resort, to open in summer 1990, exudes the clapboard charm of New England summer cottages. The Beach Club, to open early fall 1990, brings the mood of a hotel by the sea to the resort complex.

"The Beach Club and Yacht Club will be to New England what the Grand Floridian is to turn-of-the-century Florida," said Bob Small, Walt Disney World executive vice president of Resorts, referring to Disney's opulent Grand Floridian Beach Resort, which opened in June 1988.

Combined, the four new resort hotels offer a comfortable new retreat for guests planning to stay and play in the Walt Disney World Resort.

"Disney is taking every step to ensure that anyone who wants to... enjoy the complete Disney fantasy has the opportunity to do so," Paul Astleford vice president of Resort Sales and Marketing.

**"Disney is taking every step to ensure that anyone who wants to... enjoy the complete Disney fantasy has the opportunity to do so."**

Paul Astleford

to explore both familiar and uncharted territories of life and health. "Body Wars," a thrill ride through the human body, is one of many exciting attractions on the Wonders of Life entertainment menu.

Summer and fall 1990 also mark the debut of Disney's Beach Club and Yacht Club resorts, with 1,214 luxurious guest rooms and 52,000 square feet of meeting space operated by Walt Disney World Resorts.

The two vacation hotels, designed by noted ar-

1	2	3	4	5	6	7	8	9	10	11
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15										
21	22									
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47										
51										
55										

- ACROSS**
- 1 Vessel
  - 4 Dim
  - 9 Mohammedan leader
  - 12 Period of time
  - 13 Bury
  - 14 Large tub
  - 15 Occupant
  - 17 Broadest
  - 19 Alcoholic beverage
  - 20 Chemical compound
  - 21 Hairless
  - 23 Article
  - 24 Artist's stand
  - 27 Before
  - 28 Opera by Verdi
  - 30 Roman tyrant
  - 31 Diphthong
  - 32 Is present
  - 34 Equally

- 35 Walk
  - 37 Surfeit
  - 38 Employ
  - 39 Lure
  - 41 King: Ital.
  - 42 Roman road
  - 43 Conspiracies
  - 45 Torrid
  - 46 Carpenter's tool
  - 48 Most rational
  - 51 Organ of hearing
  - 52 Sword
  - 54 Greek letter
  - 55 Veneration
  - 56 Mountain nymph
  - 57 Declare
- DOWN**
- 1 Fondle
  - 2 Native metal
  - 3 Ensnare
  - 4 European

- 5 Emmet
- 6 Kind of type: abbr.
- 7 Tiding
- 8 commonplace
- 9 Disinclined
- 10 Aeriform fluid
- 11 Unit of Siamese currency
- 16 Succor
- 18 College officials
- 20 Holds in affection
- 21 Animal
- 22 Rugged mountain crest
- 23 River islands
- 25 Wipe out
- 26 One defeated
- 28 Near
- 29 Poker stake
- 32 Fruit
- 33 Prefix: down
- 36 Realm

see SOLUTION, page 8

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DO YOU HAVE WHAT IT TAKES ?



## MONDAY:

LADIES NIGHT  
FREE DRINKS 9-11  
LADIES CHECK OUT OUR MALE  
BARTENDERS, THEY WILL  
TAKE IT OFF FOR YOU  
MONDAY NIGHT FOOTBALL  
\$.75 DRAFT, \$1.00 WELL DRINKS  
HOT DOGS, PIZZA, WINGS, SANDWICHES

## TUESDAY:

MARGARITAVILLE MANIA  
\$1.50 MARGARITAS 10-12  
\$.25 TACO'S  
\$1.50 CORONNAS

## WEDNESDAY:

\$.25 BEER NIGHT  
\$.25 BEER 10-12  
\$.15 WINGS  
12-CLOSE \$1.00 FOSTERS BEER

## THURSDAY:

LADIES NIGHT  
FREE DRINKS 9-11  
LADIES CHECK OUT OUR MALE  
BARTENDERS, THEY WILL  
TAKE IT OFF FOR YOU  
ULTIMATE BEACH PARTY

## FRIDAY:

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5-7 HAPPY HOUR  
(HOT & COLD HORS D' OEUUVRES)  
PLAYBOY \$100.00 BIKINI CONTEST  
5-8 HAPPY HOUR DRINK SPECIAL

## SATURDAY:

PLAYBOY \$100.00 BIKINI CONTEST  
8-10 FREE DRINKS (WELL, CALL, DRAFT)  
10-CLOSE NIGHTLY DRINK SPECIALS

## SUNDAY:

9-? BEER BUST  
FREE BEER TIL YOU BUST  
FOOTBALL ALL GAMES SHOWN ON  
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\$600.00 CASH MEN/WOMEN 11 PM

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Calvin and Hobbes

by Bill Waterson



Far Side

by Gary Larson



Animals and their mating songs.



"What did I say, Boris? ... These new uniforms are a crock!"



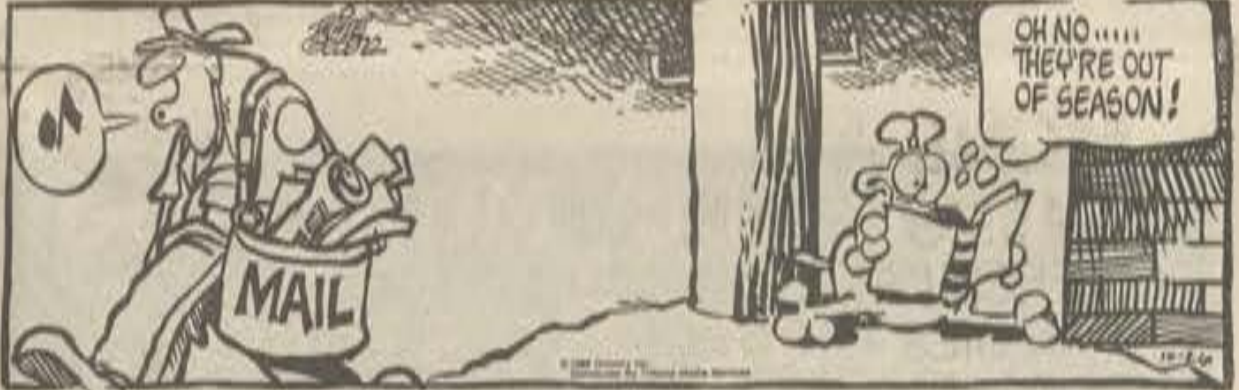
"Chief say, 'Oh, yeah? ... YOUR horse ugly.'"



Cow philosophy.

Mother Goose and Grimm

by Mike Peters



Mister Boffo

by Joe Martin



Notices

Mathematics and physical science seminar series

Nov 2 Dr. V. Lakshminathan  
Nov 16 Dr. Zoubir Benzaid  
Nov 30 Dr. Robert Fleck

Reaction-Diffusion Systems  
Perturbed Adiabatic Oscillator  
Native American Astronomy

All seminars are held at 1:30 p.m. in Room W-306. Students are welcome. Refreshments served.

Entertainment announcements

November 2 Licence to Kill  
16 Dead Poet's Society  
30 Field of Dreams  
December 7 Turner and Hooch

Research paper competition

Under a Graduate Research Award Program sponsored by the Federal Aviation Administration and administered by the Transportation Research Board (a unit of the National Research Council), awards of \$5000 for developing a research paper on Public-Sector Aviation Issues will be made to up to five graduate students to be selected by a Transportation Research Board Panel. This is the fourth year of a program that is motivated by the continuing need to attract gifted students to policy and management positions in the public sectors of aviation. Its focus is on the technical and management innovations that will help the public sector provide quality civil aviation services and facilities into the next century. Completed applications must be received by November 13, 1989. For more information and assistance, please contact Dr. George Chang or Mrs. Karen Paris in the School of Graduate Studies and Research. (ext. 6715)

Spring degree completion

Applications are being accepted for those expecting April '90 degree completion. Come to the Registration and Records Office and fill out an application to receive a "Preliminary Evaluation." We will try to have one sent to you before Advanced Registration for Spring '90 later this semester.

Embry-Riddle to host NASA exhibit

Embry-Riddle Aeronautical University will be sponsoring a large traveling exhibit of the National Aeronautics and Space Administration (NASA), Tuesday through Thursday, November 7 - 9. The exhibit will coincide with Embry-Riddle's Homecoming Week.

The NASA exhibit (known as the NASA Aerovan) is a large, walk-through trailer with exhibits focusing on current research in aviation safety, energy efficiency, environmental capacity and improvements in airport passenger comfort and convenience.

Dale C. Christensen of the NASA Langley Visitor Center in Hampton, Virginia, a retired U.S. Air Force pilot with over 4,400 hours of flying time, will be on hand to answer questions from 9 am to 4 pm.

The Aerovan is open to the public free of charge. For more information contact the Public Relations Office at 239-6175.

Embry-Riddle Aeronautical University is a private, independent institution with an enrollment of about 13,000 full-time and part-time students in Daytona, Beach, Florida; Prescott, Arizona; and at 100 College of Continuing Education locations throughout the world.

FAA tests scheduled

Embry-Riddle Aeronautical University will administer FAA Pilot and/or Instructor Written Examinations for the following:

1. (PA) Private Pilot-Airplane
2. (CA) Commercial Pilot-Airplane
3. (FA) Flight Instructor-Airplane
4. (FOI) Fundamentals of Instructing
5. (BGD) Ground Instructor-Basic
6. (AGI) Ground Instructor-Advanced
7. (ATP 121) Airline Transport Pilot-Airplane
8. (AD) Aircraft Dispatcher
9. (ATA 135) Airline Transport Pilot-Airplane
10. (IRA) Instrument Rating-Airplane
11. (FII) Flight Instructor-Instrument-Airplane
12. (IGI) Ground Instructor-Instrument
13. (FEB) Flight Engineer-Basic
14. (PEJ) Flight Engineer-Turbojet-727

Date	Time
November 3	Friday, 0900
November 10	Friday, 0900
November 18	Saturday, 0900

Students intending to take an FAA Pilot Written Examination are required to sign up in Office D-200 or call extension 6800 prior to examination day.

At the time of the examination, each student must PRESENT A RECEIPT for the pilot exam fee, validated by the Cashier's Office; a WRITTEN AUTHORIZATION FORM signed by an appropriate AERONAUTICAL SCIENCE DEPARTMENT GROUND INSTRUCTOR, or the failed results of a PREVIOUS FAA WRITTEN EXAMINATION, and present as PERSONAL IDENTIFICATION an Airman Certificate, driver's license, or other official document.

Explanation of appropriate forms and procedures will be given, immediately thereafter, testing will commence and UNLESS PRIOR ARRANGEMENTS HAVE BEEN MADE, LATE EXAMINEES WILL NOT BE PERMITTED TO ENTER THE EXAMINING AREA WHILE TESTING IS IN PROGRESS.

Traffic appeals

Effective immediately, the period during which traffic and parking citations may be appealed will be extended from four to ten ERAU business days. Appeals may be made at the Traffic Office, located in the southeast corner of the University Center.

Parking

Effective immediately, both auxiliary parking lots located on Catalina Avenue are open for parking to any properly registered vehicle by students, faculty and staff. These lots had previously been restricted to student parking only.

Safety presentations

The Department of Safety will be sponsoring a series of safety programs. The programs will be presented by a national safety awareness organization called Citizens Against Crime. Topics covered will include Personal Safety, Child Safety and Fire Safety.

The Safety Presentation schedule is:

Personal Safety	November 2	1:30 to 2:30 pm	A-109
Personal Safety	November 16	1:30 to 2:30 pm	A-109
Child Safety	December 7	1:30 to 2:30 pm	A-109

Colloquiums

Dr. Upindranath Singh of the department of mathematics and physical sciences will speak on normal mode decomposition of the order parameter fluctuations at the isotropic-blue phase transitions in cholesteric esters. The validity of the present version of the Landau theory and the use of the harmonic approximation were tested by studying pre-transitional effects in cholesteric liquid crystals that form blue phases. The order parameter chosen is the anisotropic part of the dielectric tensor.

The event is scheduled for November 9, 1989.

Dr. Jose Rodriguez of the department of aerospace engineering will speak on expert systems for the symbolic integration of ordinary differential equations using Lie groups.

We present an algorithm for the solution of first order ordinary differential equations using the method of continuous transformation (Lie) groups. The talk is divided into three parts. First, an introduction to the method of Lie groups for the solution of differential equations. Second, an introduction to symbolic manipulation with examples from MACSYMA, REDUCE and MAPLE. Finally, the combination of both techniques to generate the expert system.

The event is scheduled for November 16, 1989.

Dr. Zoubir Benzaid of the department of mathematics will speak on the constrained controllability of perturbed stable linear systems.

We study the constrained controllability of a uniformly controllable linear system  $X'(t) = A(t)X(t) + B(t)u(t)$ . We subsequently perturb the system and obtain various sufficient conditions for constrained controllability. These conditions will naturally depend on the stability class of the unperturbed system and also on the set of admissible controllers.

The event is scheduled for November 30, 1989.

All colloquiums will be held at 3:30 pm at the Davidson Theater, A building #101. For further information on any of the colloquiums listed above, call Wanda at ext. 6709 or Dr. Siva at ext. 6454.

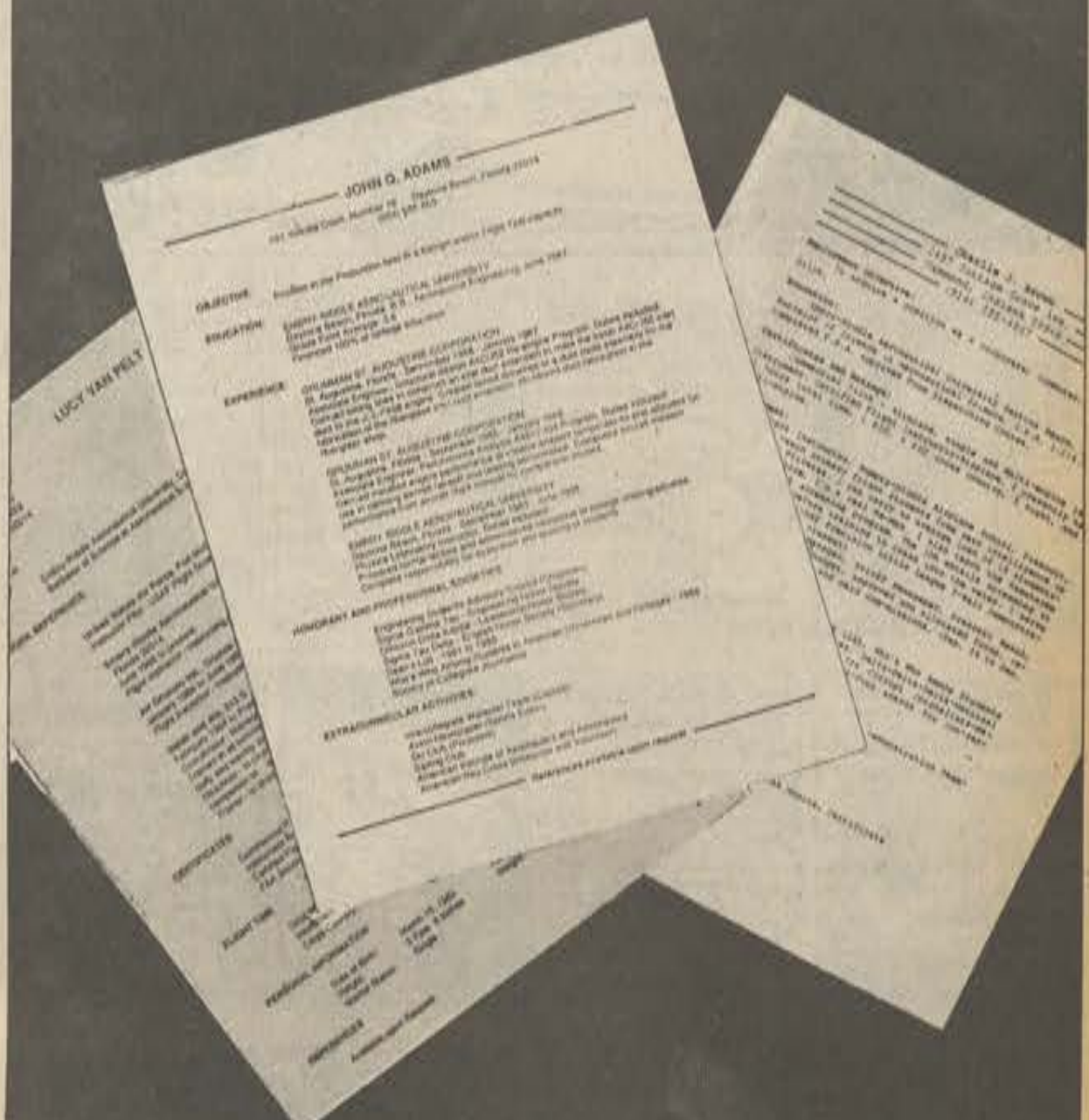
Season tickets on sale

The ERAU basketball season is underway and season tickets to the Eagles' games are now available. They are on sale and available at the Athletic Office in the Tine/Davis Pool building or call ext. 6553.

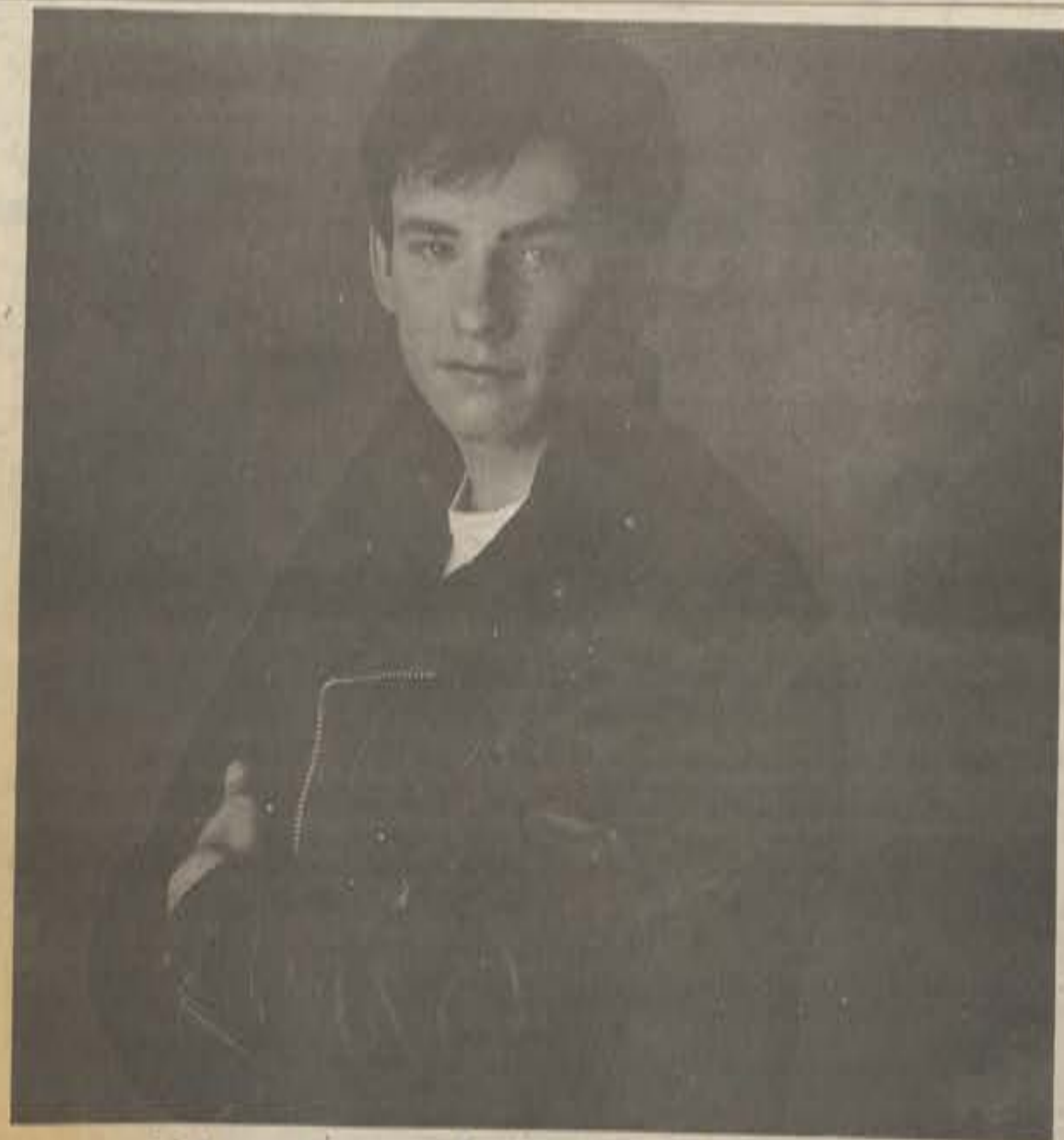
Ticket prices follow:

Season tickets for Basketball (15 home games)	\$20.00
Season tickets for Baseball (29 home games)	\$10.00
Season tickets for both Basketball & Baseball plus an ERAU Seat Back (can be seen in office)	\$45.00
ERAU Seat Back without season tickets	\$30.00

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What A Man's Gotta Do

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It's important for our country, too. Having a complete registration list could save six vital weeks in responding to a national emergency.

So if you know a young man about to turn 18, remind him to register. It's one of those things he's got to do.

Register with Selective Service.  
It's quick. It's easy. And it's the law.

A public service message of this publication and Selective Service System.



# 701 SOUTH, WHERE THE MUSIC IS IMPORTANT, AND EMBRY-RIDDLE STUDENTS NEVER PAY COVER\*

Aviation Administration and administered Board (a unit of the National Research Council) developing a research paper on Public-Sector up to five graduate students to be selected Board Panel. This is the fourth year of a continuing need to attract gifted students to



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## SATURDAY

\$1.00 DRINKS 9-11 pm

**DANCE CONTEST  
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CASH PRIZE!**

## SUNDAY

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MICHELOBS, AND  
MICHELOB DRYs**

**PROGRESSIVE ROCK  
IMPROPER DRESS  
REQUIRED!**

## MONDAY

**MIDNIGHT  
BUFFET**

FREE DRINKS 9-12 pm

**Free Midnight Buffet,  
presented by Hooters**

## THURSDAY

**METROPOLIS!**

FREE DRINKS 9-11 pm  
2 FOR 1 HEINEKENS,  
MICHELOBS, AND  
MICHELOB DRYs  
11 pm UNTIL CLOSE

## FRIDAY

\$1.00 DRINKS 9-11 pm

**MALE & FEMALE  
BEST BUNS CONTEST  
WITH  
\$100.00  
CASH PRIZE!!**

## TUESDAY

**SUNDAY. BLOODY  
TUESDAY!**

**FOR THOSE WHO  
DIDN'T GET ENOUGH  
ON SUNDAY!**