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Avion 1989-11-15

Embry-Riddle Aeronautical University

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AVION

An Award-Winning College Newspaper

By Students, For Students

Volume 63, Issue 10

Embry-Riddle Aeronautical University, Daytona Beach, Florida

November 15, 1989

Campus News



James Doohan of Star Trek fame charms a U.C. crowd. Mr. Doohan also told of his career as a military pilot. **Page 6**

Aeronautica



New single engine TBM achieves performance levels that place it in competition with most modern twins. **Page 13**

Space Technology



NASA pursues plans for inter-planetary exploration. New spacecraft will provide more details about nearby planets. **Page 15**

Diversions



"Body Wars" takes passengers to before unbelievable destinations aboard a flight simulator. **Page 16**

Clubs



The Riddle Riders who held their semiannual campout this past weekend at Lake Dorr are preparing for the Poker Run. **Page 9**

Sports



The Lacrosse Club hosted the Florida State University Seminoles in Saturday's Homecoming game. **Page 11**

Concert completes Homecoming

REO Speedwagon plays to an enthusiastic crowd

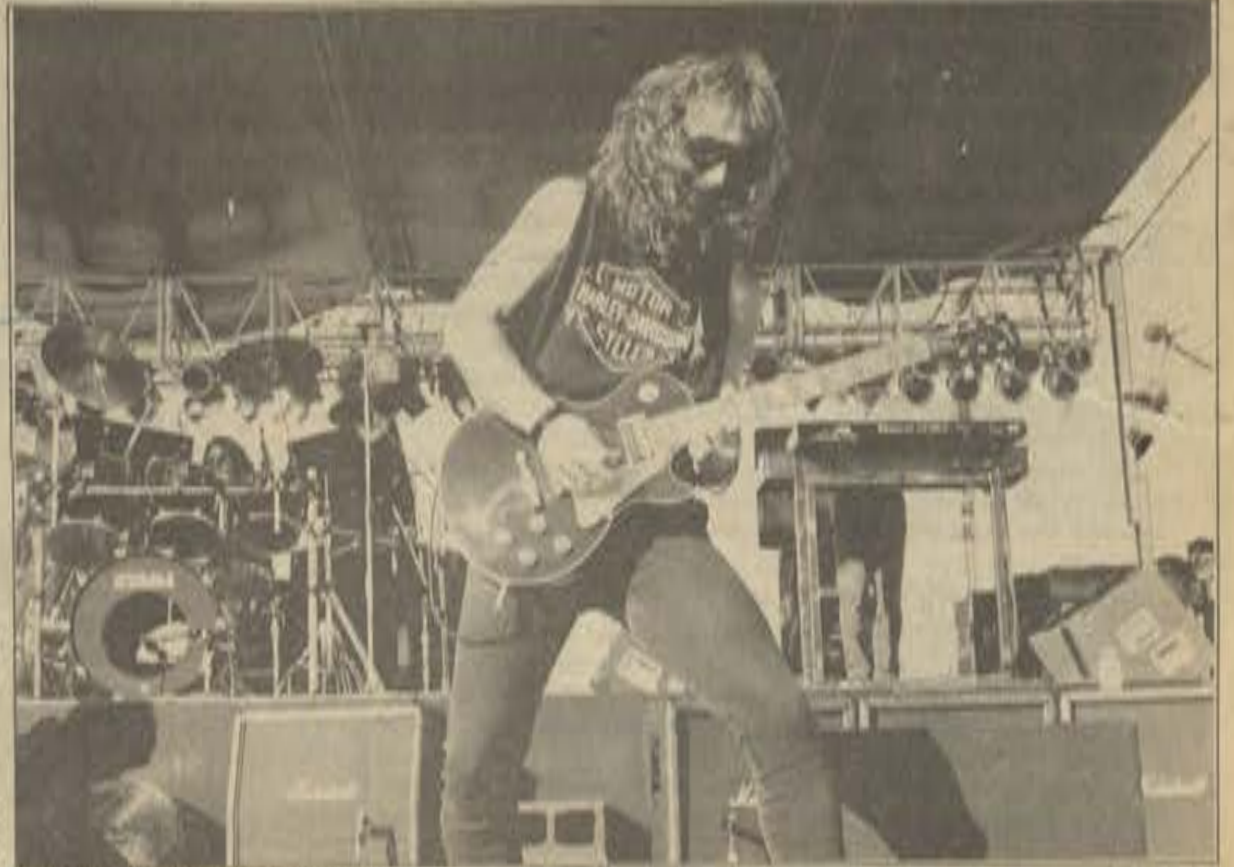
by Matt Frideres
Staff Writer

One of the highlights of each year's Homecoming events, is the live outdoor concert that takes place on Saturday during Homecoming week. This year's agenda included performances by Tangier and REO Speedwagon.

Tangier opened the concert, and played a large selection. During their portion of the program, they covered all of their songs but three. Tangier is a fairly new band, but they are quickly becoming popular, although they have never played with REO before they felt it was a pretty successful combination. Most of Tangier's music is hard rock, but the band members are pretty well rounded. The lead singer expressed that he himself liked blues-jazz. Most of the band members like Daytona, and they recently opened for Cinderella, and White Lion at the ocean center. They felt that the crowd was pretty mellow, but blamed themselves for that somewhat. All in all they put on a really good show, and they liked playing for ERAU.

One of the most well known bands of this decade is REO Speedwagon. They were very popular during the early to middle 80's, the time when most students currently enrolled were in high school. The band had technical difficulties with their guitar amps, and sound mixture early on, but the crowd didn't seem to mind at all. They played three songs, and paused to try to fix the problems they were having. They returned to their instruments with the band screaming for a drum solo during the intermission. The lead singer Kevin Cronin was visibly angry at the problems they were having, but the band managed to play a set afterward that had the crowd cheering for an encore. The band members were pretty

see CONCERT, page 10



Sound entertainment...

REO Speedwagon and opening act Tangier played for Embry Riddle's Homecoming celebration last Saturday afternoon. Last year's Homecoming concert featured Bad Company and the Romantics.

Kissimmee attracts warbirds

Berlin Wall falls as E. Germans gain freedom

by Joe Cambron
Diversions Editor

The Kissimmee Airshow 1989 was held over the weekend at the city's downtown airport, twenty minutes south of Orlando. The appearance mentioned in television advertising by the Air Force Thunderbirds was apparently cancelled as their speedy craft were nowhere to be found.

Bob Hoover was on hand, however, to steer his Rockwell Aero Commander through inhuman paces, before rolling to an unpowered stop before the crowd. The standard gang of wingwalkers, biplane aerobatic teams, and sunburned-crane necked spectators covered the ramp of the airport.

The aircraft dotting the ramp included a pair of P-51 Mustangs, a Stearman, a B-24 Liberator and B-25 Marauder, an A-10 Thunderbolt, and the obligatory gaggle of C-130 Hercules.

An A-10 even performed aerial maneuvers, as the anti-tank aircraft simulated its bomb run. Air National Guard C-130s performed maneuverability demonstrations at both low and high speeds for the eager crowd. The Coors Silver Bullet was also in attendance for high speed crowd passes in the world's smallest manned jet aircraft.

Other varieties of both common and uncommon aircraft were sta-



'Stang...

A P-51D Mustang sits on the ramp at Kissimmee Airport. Also in attendance was a B-25, a B-24 along with a more modern A-10.

tioned at the airport. All in all, however, the airshow was not one of the best Central Florida has seen. The \$10 admission, combined with the lack of jet demonstration team, however, was a definite negative. Despite Channel 6 WCPX sponsoring the event, the crowd was relatively sparse, even compared to Daytona's annual show. Even with the small crowd, it still seemed that cars outnumbered aircraft by at least 1000 to 1 on the spacious ramp. Two rows of

aircraft on parallel taxiways were the extent of the show's static displays.

For the avid airshow fan, a jet demonstration team is a must, particularly if advertising tends to lead the crowd to expect either the Blue Angels or the Thunderbirds.

Therefore, probably the ninety minute drive was unwarranted, except for those needing a transfusion of radial engine growls. Maybe next year will bring improvement to the Kissimmee event.

Eagles fall short of Nova Univ.



Jumper...

Eagles guard, Aaron Williams, takes a shot from the corner against Nova University.

by John Strelecky
Sports Writer

The Embry-Riddle Eagles basketball team opened up the season against the Nova Knights on Friday night at the Ocean Center. Despite the frenzied activities of close to 2,500 fans and the hard fighting attitude of the team, the Eagles suffered their first loss of the season as a late

second half rally fell short in the closing minutes. The final score was E.R.A.U. 74, Nova 85 but the 11 point difference is a poor indication of how close the game actually was.

Nova jumped out to an early 11 to 2 lead at the 17:34 mark in the first half with Al Jackson scoring the Eagles only field goal thus far. This prompted coach Ridder to call a time out and try to settle the team down. After the time out the Eagles went on a 10 to score 8 straight points including 6 straight by freshman Aaron Williams and a basket by Mark Ingemi off a Rob McCabe block. This pulled them within one at 10 to 11 with just 4 minutes gone, but 2 straight turnovers led to easy baskets for the Knights, and after trading baskets on their next three possessions, the Eagles found themselves down 25 to 18 at 8:06 left in the half.

E.R.A.U. put together a run at the 5:03 mark as 2 Nova turnovers combined with a steal by Richie Helton and two baskets by Trent Kowalski closed the deficit to 27-24. The momentum carried with the Eagles as Richie Helton scored off an offensive rebound to make it 32-30 in Nova's favor with just two minutes left in the half, but Nova regained their composure and outscored the Eagles 8 to 2 as the half came to an end, giving Nova a 42 to 32 halftime

see EAGLES, page 10

by Joe Cambron
Diversions Editor

Last weekend forty years of history were irreversibly changed by the opening up of the flood gates between the Communist East and the Democratic West. Tens of millions of oppressed were given the right to emigrate as they desired. The wall that separated two worlds "like an Iron Curtain" as Churchill said in a speech following World War II had dissolved.

East Germany's decision to allow its people freedom of movement between East and West marks an even more significant change than that of Poland's recent decision to move towards democracy and capitalism. East Germany has not been faced with the likes of Solidarity and Lec Wolensa as Poland has for the last decade. Long known for its militancy, it took less than a few months for cracks in East Germany's governmental facade to evolve into a dam-break.

Compounding the astonishment caused by the fall of the wall is the fact that it occurred in a country with a relatively high standard of living, at least for a Communist country. The changes in East Germany seem to preclude the total destruction of the Soviet Empire.

Last Saturday morning found Germans dancing atop the Berlin Wall in an all night party that began early the day before. A bloody death would befall anyone attempting to cross "Checkpoint Charlie" unannounced from East to West only a few days earlier.

The "crumbling of Communism" as Eastern analysts call it has accelerated into high gear. In Europe, memories of Communism's bloody repression of Democracy in China earlier this year seem to still haunt West Germans, however. Talk of a German reunification has even been discussed, an unthinkable topic to those who remember the "Berlin Airlift" and the building of "the wall."

The literal crumbling is obvious. Eager Germans picked and hacked at their accursed divider in personal attempts to remove the powerful symbol of a government which must keep its people from escaping.

Sightseers poured into Frankfurt and West Berlin looking at the fruits of capitalism: greeting cards, supermarkets, Mac Nuggets, Walgreens, and Western homes. All these things that are taken for granted make the glint in the envious eyes of those imprisoned behind a wall. Most of the simple tourists returned home when they exhausted their money or petrol, perhaps.

Those who study such things believe that the ultimate Glasnost may simply be a last ditch effort to prevent underground defections by offering the only thing that the East German government can afford to offer, freedom.

The only thing stopping a new world economy is the currency problem. The Russian Ruble is really a simple rationing tool, hardly a basis for calculating wealth. Therefore, it is worthless in the free world.

see WALL, page 10

Editorial

Scholarships or no scholarships?

Truly, the question of the greatest controversy now facing the students of Embry-Riddle concerns whether the school should be allowed to financially support students simply because they are gifted athletes.

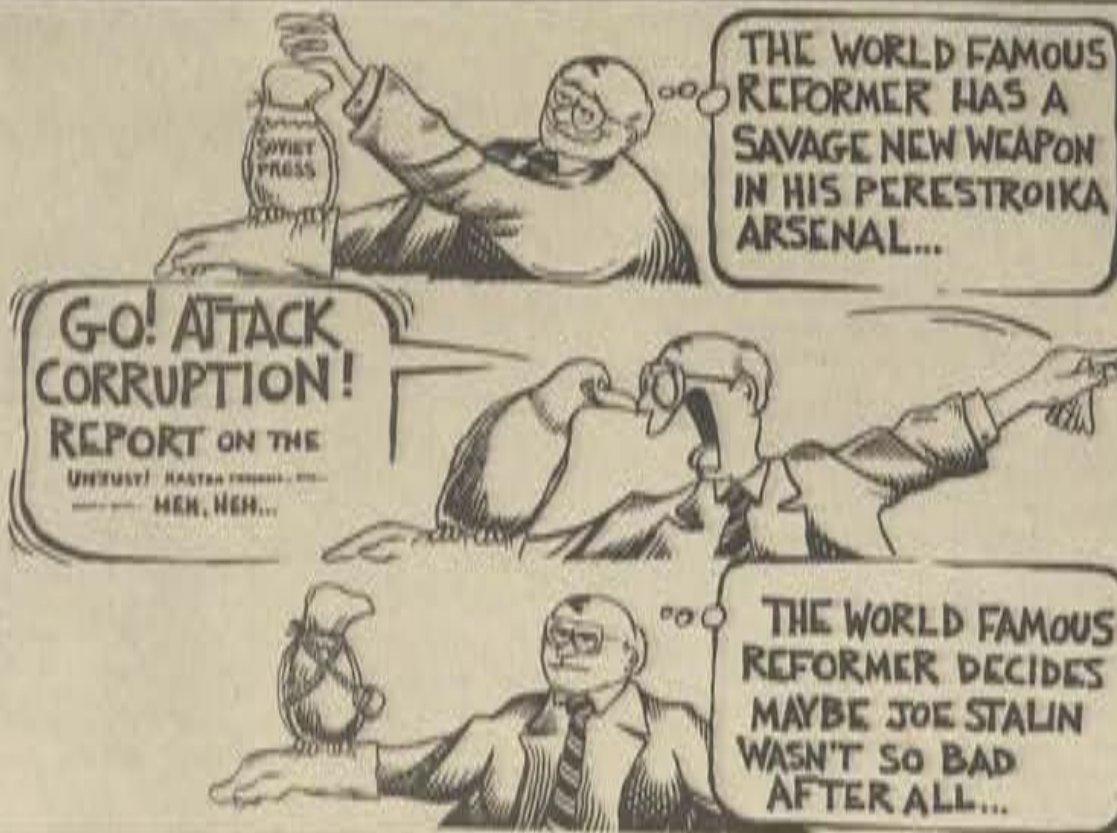
Perhaps a better question is "will gifted engineers or pilots be given the same financial considerations." The answer to this question is quite probably no, and the answer is simple, though sad. Colleges need good athletes more than they need good students.

Repeated querying of an SGA Representative on the above question repeatedly received the same answer. "More scholarships for students is a separate issue from that of having more sports." Though obviously a different issue, it is one that apparently is considered less important because it is proportionally barely being discussed. In clumsy attempts to skirt the issue we have seen certain members of the SGA attempt to justify a pro-athletics stance without committing to a pro-athletic scholarships platform. It is this hedging that must be so heartily condemned.

A recent SGA meeting attended by the school's new Athletic Director, new Basketball Coach, and new Trainer seemed to seal the school's fate on the topic of athletics. The administration of the school is no longer content to be leading the way for the World's Finest Aviation University. Now, they seem to feel that winning sports teams must be maintained as well. One of the key points emphasized by Dean Rocket and the school's Basketball Coach was the one of "maintaining a winning sports team." They seem to feel that school spirit suffers without a winning team supplemented by scholarship players. Conceding to the realization that Embry-Riddle's most close twins in the collegiate world are technical schools and the military academies, the future is relatively bleak for competing on a very high level in sports such as basketball and football. Even the military academies, which have their pick of almost limitless applicants, do not produce consistently winning teams. Their basketball teams are, by the way, virtually unknown.

All of our discussion may be granted irrelevant by what could be an administrative mandate to continue a brisk expansion of the school's athletic program, if needed, against the students collective will. A quick decision in administrative circles could cinch the noose that we have been desperately trying to squirm out of. Whether there would be a demonstrable increase in our tuition or not, we want no part of it.

Students who do not wish to pay for a "sports welfare tax" on their tuition should consider showing up for meetings of the SGA board as concerned students. If the SGA is out of touch with the students, then it is our fault for not making our opinions known.



Student Forum

The Avion asks: How do you feel about the University administering mandatory drug testing for all students, faculty and staff?



Michael Breton

I think it's an unrealistic idea.



Anders Hedblom

I think it's an excellent idea for everyone. This is an aviation school and you need a drug-free aviation community.



Joe Tortora

To begin with, drug testing is against our constitution, but drug-testing should be mandatory for anyone whose job involves other people's safety.



Darren Embree

I think it's a good idea for those in flight and those teaching flight because it involves safety.



Bryan Ivey

Everyone is entitled to their own privacy and has rights; but if you have nothing to hide, why oppose it?

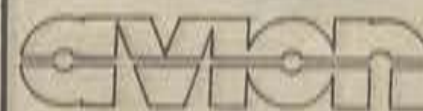
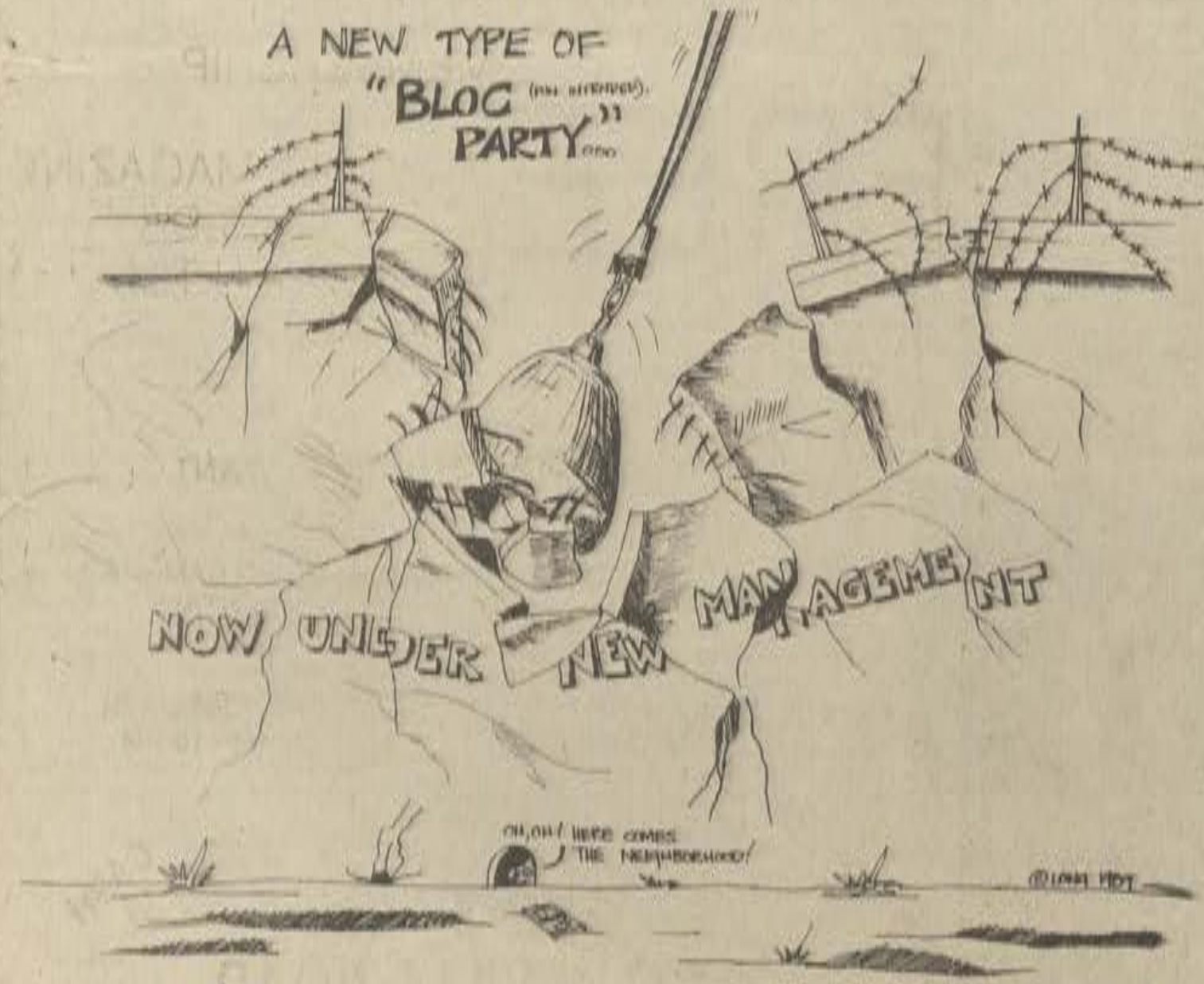


David Schweighofer

I don't think everyone should be tested. Everyone who flies a plane should be tested.

Photos by Matt Fickens

A NEW TYPE OF "BLOC PARTY"



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Associated Press

Texas Air reports 38.5 percent plunge in quarterly earnings

HOUSTON (AP) Texas Air Corp., parent company of Continental Airlines and Eastern Air Lines, reported a 38.5 percent plunge in earnings for the third quarter, in part because of large losses from Eastern's reorganization and its striking workers.

Texas Air said Thursday it had \$158 million, or \$4.09 per share, in losses for the quarter ending Sept. 30, compared to \$114.1 million, or \$3.05 per share, in losses for the same period a year ago.

For the nine-month period, Texas Air reported a 5.45 percent drop in earnings compared to the same period of 1988. The current nine-month period showed a \$522.8 million loss, while in 1988, there was a \$494.3 million loss for the period.

While Continental Airlines earnings were up for the quarter, Texas Air officials said Eastern's losses took their toll on the corporation's quarterly earnings. Also included in the earnings are Texas Air itself and System One Corporation.

Eastern Air Lines recorded losses of \$185.2 million for the quarter, reflecting the impact of the strike by its unions on March 4, and Eastern's subsequent filing for reorganization on March 9. Officials said reorganization costs of \$13.5 million and a \$34.1 million pension curtailment charge were reflected during the third quarter.

"Eastern continued to successfully rebuild its operations during the third quarter at a rate well beyond expectations," said Eastern president Phil Bakes. "While losses were substantial, they were well within projections, and reflect the costs of building back our operations."

Continental Airlines reported Monday it had more than doubled its earnings for the third quarter, partly because of the sale of some assets.

For the quarter, Continental had earnings of \$43.5 million on revenues of \$1.34 billion, compared to earnings of \$15.2 million on revenues of \$1.26 billion for the same quarter a year ago.

"Continental's record revenues and near-record third quarter income are positive indicators that the company continues to make strong progress from the difficult merger integrations of two years ago," said Continental President Mickey Forest.

Other airline executives, such as Texas Air Corp. Chairman Frank Lorenzo, have recently advocated cabotage for U.S. and European carriers to help cope with the growing globalization of world air travel.

Jeannot, speaking to a small group of reporters in New York, said the freer U.S.-Canada air ties could become part of a wider liberalization including European and Asian airlines.

"If we (the United States and Canada) can't bring it about, what's the hope for the rest of the world?" he asked.

Jeannot suggested that, to alleviate government fears, the granting of cabotage rights by the two countries could be started on a limited basis, perhaps as an experiment for a year. U.S. and Canadian airlines could start by flying between foreign cities from which they already operate, he said.

"I don't want to be United Airlines; I don't want to fly everywhere in North America," he said.

While the Canadian government has shown itself to be "quite progressive" about the issue of cabotage, the Bush administration appears to be concerned about potential internal competition from low-cost Asian airlines, Jeannot said.

Boeing stands to lose \$385 million on new Air Force One aircraft

WICHITA, Kan. (AP) The Boeing Co. stands to lose \$385 million on its contract to build and equip two 747 jetliners for presidential use, according to Air Force documents submitted to Congress.

The Wichita Eagle obtained copies of the Air Force documents provided to the House Appropriations Committee.

Work on the two Air Force One planes, being modified and outfitted at Boeing Military Airplanes in Wichita, is more than a year behind schedule.

A Boeing spokesman said new delivery dates for the craft are under negotiation.

Pete Dakan, chief Boeing spokesman in Wichita, said the company doesn't discuss the financial status of individual programs, so he couldn't comment on the Air Force estimate.

Delivery of the first plane was set for November 1988. That was changed to January 1989 and later to this month. The second plane is supposed to be delivered six months after the first.

Boeing beat McDonnell Douglas and its DC-10 in bidding for the \$266 million contract.

The Air Force estimate submitted to Congress said the program likely will cost Boeing \$650 million, with the company absorbing any costs greater than the contract amount.

Air Force analysts told Congress Boeing underestimated the scope and complexity of modifying the planes and didn't have the right engineering expertise available.

Boeing's costs have been significantly increased because it hired additional workers, and until the October fourth Machinists union strike was running three Air Force One shifts a day seven days a week and most holidays.

An industry analyst said Boeing probably already has written off much of the loss expected.

Air Canada president urges more open U.S. air travel

NEW YORK (AP) Air Canada's president on Thursday argued for freer airline travel in Canada and the United States, saying it should be liberalized in the same way as trade between the two nations.

"We'd like to have a greater presence here in North America," said Pierre Jeannot, president and chief executive officer of Canada's largest airline. "Let's not exclude air travel out of free trade. We should work towards integrating this air market."

Air travel was excluded from the historic free-trade agreement between the United States and Canada which took effect at the beginning of this year.

Jeannot said Canadian airlines should be given rights of cabotage in the United States, and U.S. carriers should be accorded the same rights in Canada. Under cabotage, which is not currently allowed, airlines would be permitted to carry passengers between two cities within a foreign country.

Air Canada would be able to fly, for example, between Boston and Chicago or Atlanta and San Francisco, while now it can only operate between those cities and Canadian destinations. Likewise, a U.S. carrier such as American Airlines or USAir could carry Canadian passengers between Montreal and Toronto.

Mesa and Air Midwest terminate recent acquisition talks

FARMINGTON, N.M. (AP) Mesa Airlines Inc. and Air Midwest Inc. Wednesday announced they have called off negotiations on Mesa's possible takeover of Air Midwest, a carrier that has lost business due to the problems at Braniff Inc.

Gary Risley, Mesa's vice president for corporate affairs, said the companies mutually decided to end negotiations Tuesday and that Mesa has withdrawn its cash plus stock offer for Air Midwest's outstanding shares.

Career Corner

Is your job strategy working?... Are you?

The process of finding a good job in a competitive job market is challenging and difficult. Without an effective, well-organized strategy, job seekers often face many rejections, which lead to discouragement, confusion, and often lengthy unemployment.

If you feel like you are beating your head against a brick wall, it may be helpful to take a time out. Step back and see where the problem is. Is it your overall strategy? Studies have shown that the majority of individuals find new jobs by following leads from family, friends, or associates, or by going from employer to employer looking for openings and applying when opportunities arise. A much smaller number find employment through newspaper ads or employment agencies. Those using college career centers have a somewhat better chance of success, but it is unwise to limit your job search by passively responding to advertised jobs alone.

Employers usually place ads only when positions are particularly hard to fill. Advertised jobs are the leftovers when other methods have failed. Employers prefer to hire from within, hire people they know, or hire those who come to them recommended by employees or friends. Mass mailings are ineffective, usually producing a standard reply that your resume has been received and will be placed on file, or more often producing no response at all.

Candidates often send only one resume to the personnel office at a large company's headquarters, expecting that it will filter down to the company's branch locations, and to the departments which have openings. In actuality, this is highly. Therefore, an effective job search strategy requires a considerable amount of research, information gathering, networking, and organized effort to tap into the "hidden" job market.

If your general strategy appears solid, check your goals and expectations. Are your goals realistic, or are you applying for jobs that are above your head? Is your job objective clear and concrete? Are you able to show employers a sense of direction and purpose? Examine your qualifications from an employer's point of view. If a low GPA is stigmatizing you, find an effective way to persuade employers that your grades aren't an accurate reflection of your abilities. Emphasize your skills and experiences. If you lack career-related work experience, emphasize functional transferable skills, and past record of successful performance. Realize that each hiring decision made is a risk taken by the employer. Address their concerns in order to minimize their fears that their hiring decision will turn out badly.

Examine the main tools you are using in your contact with employers... your resume and cover letter. Are they attractive, well written and free of spelling or grammatical errors? Do they support your objective? If you have not had your resume critiqued by the Career Center, do so. A third party is often able to spot problems you may have overlooked.

If you are getting interviews, but no offers, you may need to improve your interviewing skills. The impression you make is based on many factors including dress, poise, sociability, interest and enthusiasm, ability to communicate yourself verbally in a clear and concise way, and skill at responding to employer cues.

Close the interview by asking for the job. If faced with a flat no, attempt to learn why the job was not offered. This will help in handling future interviews, or even give you the opportunity to provide further information leading to a reversal of the decision. If there is no immediate response, be sure to follow up with a thank you letter and a phone call.

Until you have accepted a definite job offer, don't let up on your search. Never burn your bridges behind you. If your search method, goals, qualifications, job search tools, and communication skills are all up to par, your search will eventually pay off. With a carefully planned and executed strategy working for you, you will soon be working too!



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Commentary

Communism: on its way out?

by Greg Naccarato

The barriers of Communism are crumbling down around us. As is illustrated by the recent declaration of the ruling party in East Germany to allow free passage to its citizens between the famous Berlin Wall. The Wall was built some 28 years ago to keep the people of East Berlin from fleeing into the Allied controlled West section of the city and towards freedom.

Check Point Charlie or the American controlled point of entry into East Berlin is not as how I envisioned it. I thought Charlie would be a grand avenue with two lanes going each way and much commercial enterprise advertising the check point on the west side. But in reality, Charlie is just a small two way street, typical of most European streets, except for the American military police shack that sits in the middle of the street on the west side. The check point has no loud, eye grabbing signs that mark the entrance, but little information signs directing the adventurer to the place.

We have all heard of the restricted movement of the Warsaw Pact countries, and the oppressed way the people live in these various states. Most of what we know is truthful, yet there are misconceptions about the East's and West's way of life. For instance, many Americans believe the citizens behind the Iron Curtain hate capitalism and are disillusioned by the censoring of information that is available to them. This is part rumor though, for the people of Soviet-bloc countries hear much conflicting reports, even if they don't say anything. They are better at sitting through all the cow dung and acknowledging the facts, than we are in our open society.

Is communism a political theory or an economic theory? What about capitalism? Capitalism is an economic theory we say, well so is communism.

Neither does the United States have a pure capitalistic society, nor does the Soviet Union have a pure communistic society. The United States has a mixture of capitalistic and communistic tendencies. While Russia has more communistic ideas and even less capitalistic ideas. Though, this is changing.

Instead of rewriting history every time a new General-Secretary comes to power, Gorbachev has moved the Party Congress into accepting the clear truth for the first time since the Bolshevik Revolution and he has allowed free elections. This placed Andrei Sakharov as the leader of the dissenting opposition movement in Russia. Now the feelings of freedom are moving within this former closed secret society that we in the West now nothing about, except hearsay.

The idea was certainly started in the center with Gorbachev, but as walls must be broken down, one must start from the outermost boundaries and work inward. This is what has happened with the breaking down of the psychological Berlin Wall now. Followed by the physical Berlin Wall in the future.

We cannot forget Poland's rise to solidarity and Hungary's movement to a free republic from contributing to the holes they have created in the Curtain of Iron. In these holes an opportunity exists to dispel any rumors that exist and a chance to understand these peoples and their ways of life. We really are not so different, whether we live in the Western Hemisphere or in the Eastern Hemisphere. We all want the freedom to decide our own ways of life.

Someone once said democracy would not last for more than 300 years. Democracy as we know it has not yet lasted that long, but this being 1989 marks the 200th anniversary of the United States Constitution. As far as I can tell, we still have 100 years left. Predicting for the future, democracy is strong now and will continue to grow and thrive from the history of today.

Greg Naccarato lived in the Federal Republic of Germany for two years, while his father served with the 8th Infantry Division headquartered in Bad Kreuznach. His senior year of high school was spent attending Bad Kreuznach American High School, and his freshman year of college at the University of Maryland, Munich Campus. He on occasion visited West Berlin with his family, and spent a period of time in East Berlin touring the city.

Bonfire lights way to Homecoming events

by Derrick Seys
Space Technology Editor

Tradition is the key element of all successful homecomings, and Embury-Riddle has hopefully started an event that will provide entertainment and spirit to future Homecoming celebrations, a bonfire.

After Wednesday night's pep-rally, an effigy of a Nova University knight was hung and burned at the first ERAU bonfire. Organized by the Student Alumni Association (SAA), the event was designed to provide another key element to the homecoming celebration.

Shortly after the pep-rally ended, approximately 1500 people gathered around the retention pond and awaited ignition. The final preparations were performed by the SAA and the Daytona Beach Fire Department. Now, the stage was set and the mass-of-pallets ignited.

The mountain billowed dark smoke for several minutes before bursting into flames. The inferno continued to grow and the radiated heat increased every second. Students slowly moved to locations upwind of the heat so they could continue their enjoyment.

The fire grew and some students

looked on in admiration, pondering the concept of fire. Other students were enthusiastic about the event and chanted the calls of ERAU with the aid of the cheerleaders. The inferno made Chernobyl come to the mind of student Donald Pointer.

Most students enjoyed the bonfire and saw only a few things missing. Cliff O'Kelly thought the band, Leading Edge, should have also played outdoors. Others wanted to cook hot dogs and marshmallows. One student, Steve Ludwig, wanted to know where the Estes model rockets were.

The flames continued to roar for well over an hour and on-lookers continued to socialize after the fire had dwindled down. Dan Gaudet, a senior in engineering, found the whole event very impressive. He stated, "It was like dogs and cats sleeping together, total pandemonium." The festive atmosphere could best be summarized by student Tiffany Styles. Her comment on the event was, "a smoking good time."

The event was coordinated by Lou Chavenolo of the SAA. He felt all the paperwork and persistence was well worth it. Lou hopes this will be the beginning of a new ERAU tradition.

At the closing of the event Tom Arnold, Director of Alumni Relations and a 1974 graduate, commented, "I have never seen this much spirit and entertainment at ERAU."

The SAA was worried about problems that may arise at the event. According to Ralph Desantis of Security, the crowd was well mannered and well behaved. The only exception

to this may have been the throwing of glass bottles and debris at the fire. The SAA had not anticipated this to occur with the soda they provided and will plan for it next time.

The Physical Plant assisted in the ground preparations and cleaned up the litter that remained. The SAA said their help was greatly appreciated.



Inferno...

Flames were licking thirty feet into the air last Thursday night to a cheering crowd of students, alumni and faculty.

NASA's Aerovan ignites space interest



Fascinating...

A group of students gather around the Aerovan, a rolling exhibit of aviation history, technology and marvels.

by Derrick Seys
Space Technology Editor

To many people the National Aeronautics and Space Administration is an organization that appears solely devoted to the development of outer space; however, there exists another side to the

agency - aeronautics.

Aeronautics is the second word in NASA and this is the primary theme of NASA's Aerovan. This van is a rolling exhibit of aviation history, technology, and marvels.

The Aerovan was on display last week in the Jack

R. Hunt Memorial Library traffic circle during the homecoming celebration. The walk-thru tour allowed numerous students to get a glimpse of what NASA does in the civilian and defense fields of aeronautics. Over 2500 students and faculty passed through the exhibit before it moved on to Kissimmee.

On display, were several items dating back to the days of NASA's origin. The National Advisory Committee on Aeronautics (NACA) became NASA on October 1, 1958. The name change reflected the position the agency had taken in space. The interests are still tied to the original group of individuals who explored and defined many of the basic aerodynamic concepts we know today.

The first flight recorder was designed in 1926 by NACA and one of the original models is proudly displayed in the van. Data was recorded on a smoked glass plate and not at all similar to today's sophisticated electronics.

Many of the today's current airfoils were designed by individuals working for NACA. One such person was George C. Whitcomb. He created an airfoil that would delay the stall angle, these were called super-critical airfoils and are used ex-

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