

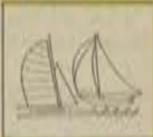
10-5-1988

Avion 1988-10-05

Embry-Riddle Aeronautical University

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The 16th annual Riddle Regatta will take place on Saturday, Oct. 8, organized by the Vet's Club and sponsored by Spanky's Pub and Club.

INSIDE:

- Dukakis's plan for college student loans gets mixed reviews page 7
- NTSB releases report on Northwest airlines' DC9 crash page 22

Avion

An Award-Winning College Newspaper

Volume 60, Issue 3

Embry-Riddle Aeronautical University, Daytona Beach, Florida

October 5, 1988

AMERICA'S BACK IN SPACE

by Chip Zadrow
Space Technology Editor

Kennedy Space Center -- The Space Shuttle *Discovery* was launched from the Kennedy Space Center at 11:37 a.m. last Thurs. carrying five veteran astronauts and a communication satellite. The launch occurred 32 months and 1 day after the *Challenger* accident, and was the first time American astronauts had flown into space since then.

After the launch of STS-26 had been delayed for months it was not quite definite if all was going to be well on the eve prior to liftoff. A problem with an O-ring on the rocket motor used to boost the satellite into a higher orbit was found on the day before launch. The anomaly was found on a sister rocket motor and was determined to be a one-time manufacturing problem. After tests and confirmation with the documents for the motor on board *Discovery*, it was determined that the problem would not occur on this motor.

The next problem appeared to be the weather. At first, the surface winds were not forecasted to be acceptable for an emergency landing at the Space Center, but as launch drew closer, the winds died to acceptable levels.

A little later the winds played havoc again. The upper level winds were found to be too calm. The computers on board the shuttle are programmed for strong westerly winds aloft. The shuttle would have overcompensated for the lack of winds up there. This led to an extended hold at T-3 hours. The computer could have been reprogrammed, but that would have taken longer than the launch window extended for.

After receiving weather information from balloons it was determined that the astronauts should suit up and move out to Pad 39-B.

At 8:09 a.m. the astronauts began to climb into the orbiter on the pad. As the clock ticked away, there was a delay in closing the hatch. Cooling fans on the astronauts' suits were not operating, and it took several minutes to determine that their fuses had blown.

During a planned 10 minute hold at the T-9 minute mark, top NASA and contractor managers and veteran astronaut Robert Crippen got together to give the final "go."

The countdown clock began to run again at 11:28 while along the space coast over one quarter of a million people, including the ERAU Aerospace Society and over 4,500 media personnel cheered, cried and prayed for the astronauts and America's once troubled space program.

Within the T-1 minute mark, mission control stated that there would be a hold at T-31 seconds due to a computer determining that the oxygen content in the cabin

see LAUNCH, page 11



Avion photo by Chris Leggett

We have lift-off...

The Space Shuttle *Discovery* lifts-off from pad 39-B at Kennedy Space Center on Thursday, Sept. 29, in the first manned space flight since the *Challenger* disaster 32 months previous. After an

initial 1 hour and 38 minute delay, *Discovery* cleared the pad at 11:37 a.m. EDT to the cheers of hundreds of thousands of spectators witnessing the event live on Florida's east coast.

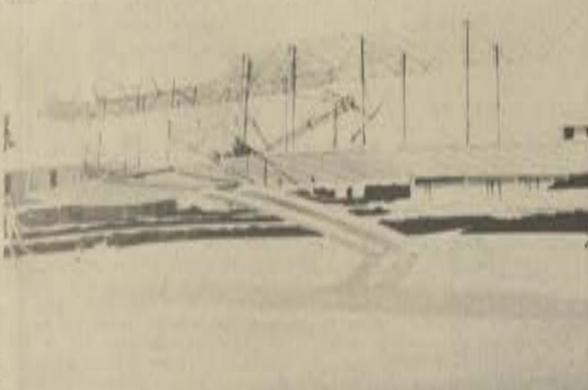
ERAU launches "Wright" stuff

First flight scene at Kittyhawk to be duplicated in full-scale model

by Ray Natic and Phyllis Salmons
Avion Editor-in-Chief and News Editor

A project originally envisioned by two Embry-Riddle students is soon to become a reality. The famous photograph of the Wright Brother's first flight will be duplicated here in a full-scale diorama. The 5,000 pound stylized replica will be installed in the center of the university complex in front of the Jack R. Hunt Memorial Library.

The idea for the recreating the famous first flight scene at Kittyhawk was proposed by two students, Phil Delange, currently a senior and Shannon Mur-



With Orville Wright at the controls of the flyer and Wilbur Wright running alongside, this "First Flight" scene will soon be a duplicated in a permanent structure at Embry-Riddle.

phy, now an Embry-Riddle graduate. According to Murphy, "This moment in time represents the very birth of powered flight, and the beginning of the aviation industry that we serve today."

The 60-foot wingspan Wright Flyer will be fabricated of stainless steel by renowned sculptor Larry Godwin of Brundidge, Ala. It will depict the instant the aircraft lifted off its catapult on December 17 at 10:35a.m. with Orville Wright at the controls assisted by his brother Wilbur. The event was frozen forever by witness-photographer John T. Daniels.

Sculptor Godwin has completed numerous metal sculptures internationally, and has been the recipient of many awards.

A committee to formulate and oversee the campaign is in the process of being organized. The proposed cost of the display including the sculpture, lighting, and landscaping, and permanent endowment for perpetual maintenance is \$300,000.

Foundations, corporations and individuals supporting the arts, photography and historical projects are expected to aid in funding the project.

University President Kenneth L. Tallman predicted the sculpture will be "one of the prime attractions for tourists to the Daytona Beach area as well as being a campus focal point and source of pride for students and faculty."

The diorama will be presented in such a fashion that one standing in the proper place would see this event just as the camera that took the infamous picture of the Wright Brother's first flight.

Student clubs and organizations are encouraged to support the project to construct this historical monument on our campus. "We want the students out front," said George Thune, Director of Public Relations. "The idea originated with the students and we want them to have a major part in seeing that idea become a reality."

Ground-breaking for the structure is scheduled for next spring with completion in the late summer. Dedication will be conducted during Florida Aviation Week and Embry-Riddle Homecoming in November 1989.

Prof. Salmons graduates from Space Academy

by Greg Mullin
Avion Staff Reporter

Participants in the U.S. Space Camp Program and Space Academy offered by NASA are allowed to experience a few days of astronaut training first hand. ERAU Associate Professor Phyllis Salmons of the Mathematics and Physical Science Department participated in a three day session of Space Academy Level I at the Space and Rocket Center in Huntsville, Ala. Her training session was held from Sept. 30 to Oct. 2, coinciding with the recent *Discovery* mission. We all are aware of the glamour and excitement surrounding the astronauts and the space program. Few of us are completely aware of the difficulty of the training and the dedication of the astronaut trainees and thousands of people behind the scenes in the space program.

"I've always been an avid follower of the manned space program," said Salmons, "but even though I considered myself somewhat knowledgeable about the program before, I gained a much deeper appreciation for the entire space program."

Space Academy allowed Salmons to participate in Shuttle simulation activities including launch, ex-

travehicular activities, piloting, and mission control duties.

Space Academy participants acted as teams for simulated mission assignments, pointing out the importance of team work, on the ground and in the orbiter. "There is no way one person could do or understand everything going on in the mission. This exercise demonstrates to participants the need for all the members of a team to be knowledgeable, considerate, and dedicated to the goals of the mission."

During one of the simulation exercises, Salmons was acting as a mission specialist, while other team members were manning the on-board and ground based positions. After take-off, Salmons and two other mission specialists had to exit the cockpit (by crawling through a maze of tunnels, don a spacesuit, and simulate a spacewalk to repair and refuel a broken satellite. The simulation was accomplished by using two devices called the "Five Degrees of Freedom" and the "Manned Maneuvering Unit". The Five Degrees of Freedom is a chair which floats on a cushion of air when activated; the Manned Maneuvering Unit is suspended at the end of a long

see ACADEMY, page 5

Inside the Avion this week

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Trivia:
Based on past performance, expert predictions estimate that 15-16 million young people (18-24 age group) will not vote in 1988.

Editorial

The dream is alive!

The successful completion of the recent flight of the Space Shuttle Discovery put America back into space. For the past two-and-one-half years America has been testing and re-testing the different components of the shuttle to find every possible fault and weakness. The "O Ring" problem that led to the Challenger disaster has been corrected as well as other potential weaknesses that could have caused further problems.

When the Discovery lifted off the launch pad last Thursday, thousands of ERAU students rushed out of the classrooms to be a part of this historical event. The genuine excitement felt by all Americans that day was especially intense on the campus.

Excitement mounted again on Monday as everyone stayed near the televisions in anticipation of the safe landing of Discovery. With the Star Spangled Banner playing in the background, the Shuttle Discovery executed a perfect landing and the crew was greeted by Vice President Bush and thousands of proud Americans.

Embry-Riddle students who wish to become involved in the space program as engineers, computer specialists and crew members have a great opportunity to pursue those dreams. We at Embry-Riddle are at the first step of the journey to seek the benefits of space exploration. Discovery's successful mission sparked interests concerning the fate of America's future in space.

It is up to us, as students and future leaders of this country to fuel this spark into a full-fledged fire... a fire that will never again be in danger of burning out or being snuffed by the few who consider manned space exploration to be a waste of money.

The recent success of the space program is not enough to guarantee the future of NASA.

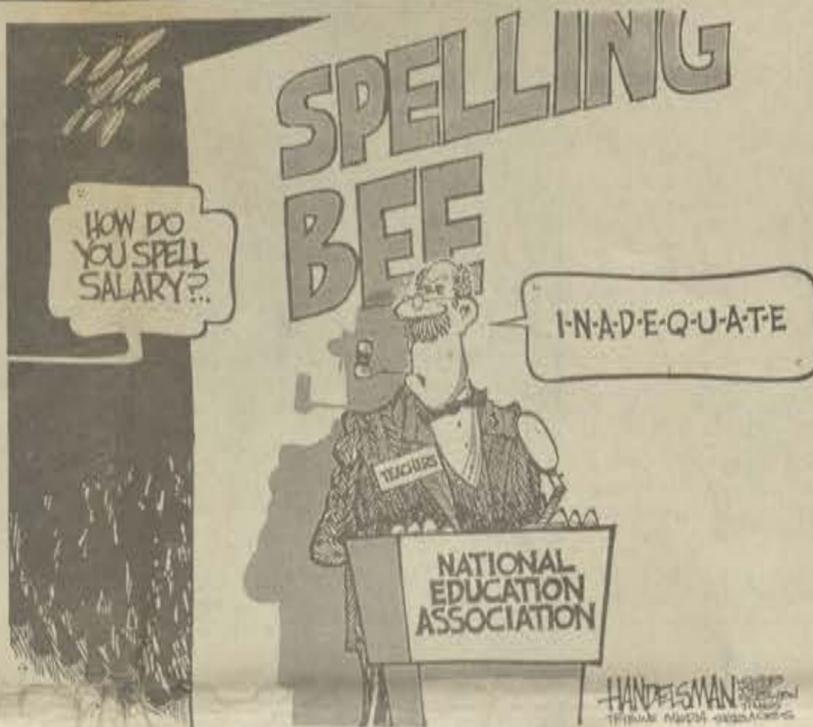
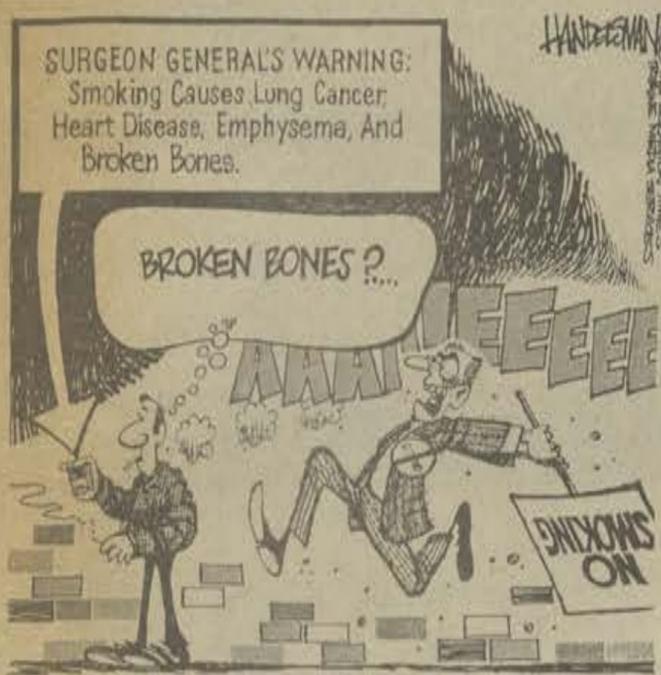
Public support is the greatest resource for the continuation of manned space exploration by the United States. Without the backing of the general public, the space agency will go the way of the USFL.

To avoid this fate, NASA will need to continue on its path, rebuilding from the ground up, and never again should a mission, no matter what it entails, be considered routine.

Every launch, every re-entry and every landing should be regarded as complex and dangerous as the first Mercury missions.

NASA seems to have dealt with many faults and has our space shuttle flying again with nary a malfunction, and the high-gloss shine has returned to its golden image.

America can look forward to more Shuttle missions and the construction of a manned Space Station in the near future. We must set our sights on the future and on the great potential space has for science and industry.



Letters to the Editor

Flight Obstruction

To the Editor:
For months now, my friends and I have complained about the four unpainted and sporadically lit towers in Ormond Beach belonging to WEELE Radio.

While these towers are not very tall, and do not present an obstacle when painted and properly lit, they could be of great assistance when making a southbound approach to DAB.

As a concerned pilot, I urge my fellow pilots to call or write and complain to the Tampa office of the FCC, as they are the regulatory agency that enforces this kind of thing: (813) 228-2872 or Federal Communication Commission, Tampa Field Office, 2203 North Lois Avenue, Suite 1215, Tampa, FL 33607.

A Concerned Pilot

Editorial Feedback

To the Editor:
The editorial, "The Textbook Shortage: How Could This Happen?" asks serious questions that deserve complete answers. No attempt will be made to cover the fact that there has been a major managerial failure. An explanation will be forthcoming as soon as the data has been analyzed.

Priorities are to:
1. Obtain as quickly as possible, by whatever means, all texts required.
2. Perform a complete analysis of the failure.

3. Implement necessary procedures to preclude a recurrence.

The concern expressed pertaining to sharing the book list with other local bookstores is appreciated; however, the bottom line is that the University and Brennan College

Service, Inc. are in partnership to serve the students, faculty and staff. The primary thrust is to provide the best possible service at the lowest possible cost.

Embry-Riddle's cost of operation is primarily borne by student tuition. Whether the dollars are used to pay utility costs, roof repair, faculty and staff salary, or hold tuition at the lowest possible costs, every dollar brought into the ERAU Campus Bookstore is shared by the total campus community. Every dollar that is spent off of the campus is totally lost toward that cause.

The Business Department and the management of Brennan College Service, Inc. sincerely regrets the disruption to classes, the learning process and the personal inconvenience experienced by all.

s/ Charles D. Fountain
Director of Business

Campus Crime

To the Editor:
Caution students! If a short, black male going by the name of Mark Gray approaches you in distress... beware! This guy has been stopping people on campus claiming to work at the Flight Deck. This guy did in fact work for the Flight Deck at one time, but was fired.

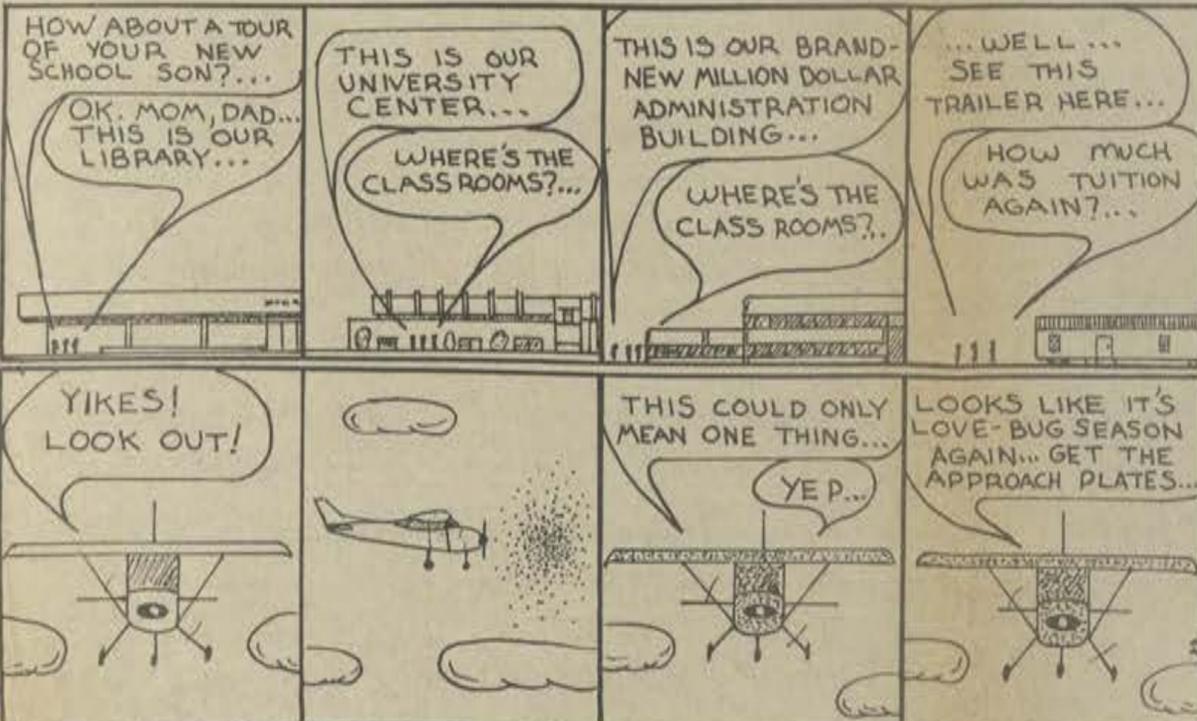
He is telling students that his car broke down and needs to borrow money to get his car fixed, promising to repay with free food at the Flight Deck. He sometimes even asks for a ride to the other side of town, claiming to have walked all the way to campus thanking the generous students of ERAU for help.

If you see this guy or he has approached you, please report this incident to Security so that we can rid our campus of this type.

McDuff the Crime Dog

Joe Pilot

by Joe Szarmach



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The Avion is a division of Student Government and is funded by the students of Embry-Riddle.

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This week's staff: Chris Legvold, Michael Hotaling, Brian Lössain, Rob Rohr, Doug Miller, Todd Wessendorf, Terri Vining, Greg Mullin and Ken Steinhart.

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

Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene or libelous. Letter writers shall confine themselves to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Ray Natac, Ben Brennan, Robb Girmus, Denise Harrison, Danny Mangano, John Gonzales, Phyllis A. Salmons, David O'Donnell, Kyle Weststrate, Shawn Greer, Chip Zodrow and Dr. Roger Osterholm.

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Robert Redford spoofs Quayle at Dukakis rally

NEW BRUNSWICK, N.J. (AP) Actor Robert Redford, who has denounced comparisons between him and Republican Dan Quayle as "Quayle droppings," couldn't resist a bit of fun Thursday with the issue.

"Hello, everybody, I'm Dan Quayle," Redford said as he looked out at the crowd of several thousand gathered to see Democratic presidential candidate Michael Dukakis.

Redford then introduced Dukakis, saying he supported the Massachusetts governor because "we can't sit back for another eight years of neglect and abuse of our environment."

The Republican vice presidential candidate's blond good looks have been compared with Redford's since 1980, when Quayle first ran for the Senate.

Search continues for missing plane occupants

BIRMINGHAM, Ala. (AP) Rescue workers found more pieces of a crashed single-engine plane Thursday in their search for a top county administrator from Michigan and his brother.

"The terrain has been bad, and we've had our temporary downpours of rain," said Woody Odom, deputy director of the Birmingham-Jefferson County Emergency Management Agency. "It's just a real task."

Odom said at least two helicopters and about 80 searchers were involved in Thursday's search for the plane, which crashed Tuesday night in west Jefferson County. The search was called off at dusk Thursday and was slated to resume Friday morning.

Maj. Pete Norris of the state Civil Air Patrol identified the plane's occupants as Josh Austin, 35, of Muskegon, Mich., and his brother, Jesse Austin, a civilian pilot from Grand Rapids, Mich.

Odom said searchers discovered some scattered pieces of the plane early Thursday but still had not found the plane's fuselage or cabin. A portion of the plane's wing and the tail section had been discovered Wednesday before nightfall put an end to the search.

The brothers were en route to South Bend, Ind., from Pensacola, Fla., and were believed to be headed for Birmingham to refuel when their plane disappeared from radar and radio contact, officials said.

"I don't know what happened to them, but I have heard two likely theories," said Norris, director of ground searches for the Civil Air Patrol. "One is that they dipped into the trees and had parts of the plane torn off while the momentum of the fuselage kept carrying them further.

"The other theory is that, for whatever reason, the plane just started coming apart in the air."

Eight commuter airlines surrender licenses

WASHINGTON (AP) A federal safety investigation of the commuter airline industry has uncovered management problems and, in nearly a dozen cases, the falsification of maintenance and operational records, the Federal Aviation Administration said Thursday.

The agency said that one commuter airline voluntarily surrendered its operating certificate after being inspected and another may be forced to halt operations. Eight others air carriers singled out for inspection gave

up their certificates before the inspections could begin, although in at least one case, the airline denied its action was related to the probe.

One airline that the FAA says gave up its commuter operating certificate, South Pacific Island Airways, denied Thursday that it had done so, and continues flying commuter service between American Samoa and Western Samoa.

The FAA investigation, which began last March, covered about 20 percent of the commuter airline industry. The agency is expected to issue a report on its findings by December.

FAA officials said Thursday that 35 commuter airlines were singled out and inspected.

Seven other airlines turned in their operating certificates as commuter carriers voluntarily before the FAA inspections could get under way, according to top FAA spokesman Fred Farrar.

The FAA identified the seven airlines as Arctic Circle Air, AvAir, Dade Helicopter Jet, Exec Express, Texas National Air and Grand Canyon Airways as well as South Pacific Island Airways.

Brazilian airliner hijacked in Rio De Janeiro

BRASIL (AP) A Brazilian jetliner with more than 98 people aboard was hijacked Friday by a man who killed the co-pilot and at least one passenger, officials said.

Mona Cury, a spokeswoman for the VASP, or Viacao Aerea Sao Paulo airline, said Flight 375 was on its daily run from the Amazon jungle city of Porto Velho to Rio de Janeiro on the southeast Atlantic coast when it was hijacked.

Col. Eden Assolinsque, an air force spokesman, said in Brasilia that the hijacker "invaded the cockpit and forced the crew to surrender."

Assolinsque said an Air Force jet intercepted the hijacked plane and accompanied it to Goiania. State and federal police surrounded the plane, and an Air Force official was negotiating with the hijacker, he said.

During the hijacking, the co-pilot and a passenger were killed, possibly by gunfire, the airport authority at Rio's Galeao International Airport said.

"The co-pilot is dead, and so is one passenger. That's all we know," said Fatima Pereira dos Santos, a spokeswoman at Rio's Galeao International Airport.

"The plane took off from Confins airport in Belo Horizonte on schedule at 10:45 a.m. Afterwards there was an incident on board," she told The Associated Press. She said details of the incident were not known.

Twentieth birthday of B-747 to be marked by Seattle Fly-by

SEATTLE (AP) The first and latest versions of the world's largest commercial jet will fly side-by-side over Seattle Friday to mark the 20th birthday of one of the world's most familiar airplane designs.

The Boeing 747s, each with the trademark hump on top of its cockpit and front cabin, will fly over Elliott Bay and Mount Rainier to give Seattle residents another look at the region's most famous product.

"Of all our planes, the 747's the most recognized worldwide," said David Jimenez, a Boeing spokesman. On the surface the earliest 747 and the brand new

747-400 model making Friday's flyby look much the same. But company officials say the two planes actually have more differences than similarities.

The original 747 had a maximum takeoff weight of 710,000 pounds and could carry 385 passengers about 4,000 nautical miles.

The 747-400 has a maximum takeoff weight of 870,000 pounds and can carry 412 passengers 7,300 nautical miles.

The company expects the first 747-400 to be certified by the Federal Aviation Administration by year's end and then sold to Northwest Airlines.

Since the first flight in 1969, the 12 different versions of Boeing 747s produced in Everett have flown almost 850 million passengers and about 12 billion miles worldwide.

Boeing has received orders for 875 of the 747s since Pan American World Airways ordered the first 25 in 1966.

Stock analysts say the 747, with a price tag of about \$125 million a plane, up from about \$20 million for the originals, bring the most cash to Boeing.

Boeing officials say they are confident the 747 will retain a strong position worldwide, despite competition from McDonnell Douglas' MD-11 trijet in 1990 and Airbus Industrie's A340.

The 400 won't be the end of the line of 747s. Boeing designers are considering shortening the jumbo jet to make it more efficient, or stretching it to accommodate another 150 passengers.

Malcolm Stamper, Boeing vice chairman who oversaw the building of the first 747, said Boeing's success comes from reacting to what the market wants.

For example, the Boeing 747 design evolved when the company was considering enlarging its popular 707. The 747 was conceived in 1965 because air-traffic growth required a larger, all-new plane, said Joe Sutter, chief designer of the 747.

But at the same time, Boeing was also designing a supersonic transport, and most industry officials thought the 747 would be used mainly as a cargo plane and most passengers would choose the faster SST.

But when government funding for the SST was canceled, the 747 became the dominant long-haul carrier.

FBI, Airline say man passed bomb note aboard plane

ROMULUS, Mich. (AP) Authorities arrested a man who allegedly made a bomb threat aboard a Northwest Airlines jetliner shortly before it landed in Detroit, but no explosives were found.

Flight 236 was en route from Grand Rapids to Detroit Metropolitan Airport with 117 passengers and a crew of seven when the incident occurred Wednesday afternoon, the FBI and Northwest spokesmen said.

The Boeing 727-200 was on its descent to Metropolitan Airport when the suspect allegedly handed a flight attendant a note saying a bomb was on board, Special Agent Bob Mott said from the FBI's Detroit office.

"The captain requested immediate clearance into Detroit and landed routinely," said Redmond Tyler, a spokesman for Eagan, Minn.-based Northwest. "The passengers were deplaned. The perpetrator was taken into custody and remains in the custody of the FBI."

A search of the plane, including X-rays of luggage, showed no explosive was on board, Mott said. The plane was allowed to continue to its final destination of Washington, D.C., although the FBI asked some passengers to stay behind to give statements about the incident, Tyler said.

"The system worked exactly like it was supposed to, except for the inconvenience of some passengers," he said.

Eastern to boost winter flights to Miami Beach

FLA. (AP) Despite massive service cutbacks for fall and the layoffs of more than 3,000 employees, Eastern Airlines President Phil Bakes announced a 10 percent increase in flights this winter.

Bakes said flights would be added to the carrier's schedule Nov. 1 and Dec. 15, but would not elaborate about the increases.

The increases would be in Eastern's "core" markets along the East Coast and in Latin America, company spokeswoman Paula Musto said Tuesday. She ruled out a return to cities Eastern recently abandoned.

While company officials said it was too early to talk about possibly recalling laid-off workers, union leaders said Eastern has to bring back some workers if it plans flight increases.

"The problem is the rest of the work force has been cut down to the bone," said John Knudson, a spokesman for the Air Line Pilots Association.

The Miami-based carrier earlier this month closed its Kansas City hub, halted service to 14 cities and eliminated 4,000 jobs. More than 3,000 people have been laid off, with others targeted for leaves of absence or early retirements.

The airline has \$400 million in cash, Bakes said, enough to compete effectively in its traditional East Coast and Latin American markets.

Officials urge release of kidnapped U.S. Marine

UNITED NATIONS (AP) U.N. leaders praised the organization's peacekeeping forces after they won the Nobel Peace Prize on Thursday, but they pleaded for a U.S. Marine kidnapped while serving with a U.N. group in Lebanon.

"For us, it is a No. 1 priority that this officer who was serving the United Nations, who was wearing the blue beret when he was kidnapped, should be released without delay," said Marrack Goulding, who leads the peacekeepers as U.N. undersecretary for political affairs.

Lt. Col. William R. Higgins commanded a 76-man group attached to the U.N. Interim Force in Lebanon when he was abducted Feb. 17.

The pro-Iranian Organization of the Oppressed on Earth claimed responsibility and said Higgins would be put on trial for spying. U.S. and U.N. sources deny Higgins was a spy.

"Everybody is delighted" that the Nobel Committee awarded the Peace Prize to U.N. peacekeepers worldwide, said U.N. spokesman Francois Giuliani.

"In awarding the Peace Prize to the peacekeeping forces of the United Nations today, the Nobel Committee recognizes that the quest for peace is a universal undertaking involving all the nations and peoples of the

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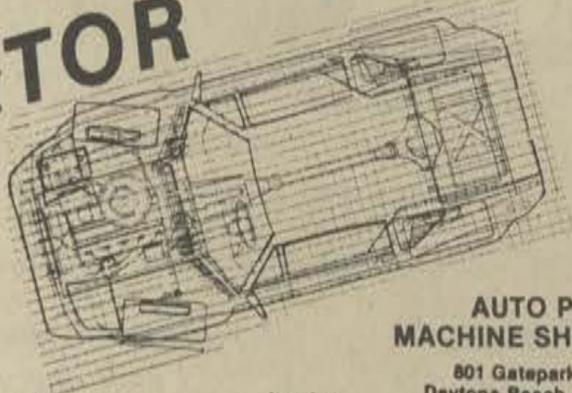
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ACADEMY

(continued from page 1)

mechanical arm. The three mission specialists had to work together sharing tools and equipment, in an environment where the only leverage comes from pushing off of equipment or pulling a tether line.

"It's easy to go to a Physics class and talk about action and reaction," said Salmons, "but even though you know the laws of motion,

it doesn't help you maneuver when you are one inch short of your target and turned nearly upside down. Many times I had to use one foot to pull myself upright to get into the position to accomplish my task."

Space Academy and Space Camp participants are helped with understanding the equipment and assigned tasks by a team of counselors working for NASA. Most counselors are college students majoring in science, engineering, social work and education. "They are all extremely dedicated and motivated, especially when it comes to the younger Space Camp participants" said Salmons. "They stressed that the counselors must love working with people."

Aside from the mission practice, Space Academy participants listened to presentations about spacesuits, including design, respiratory and ventilation systems, power units, and waste management.

Guest speaker Rick Roberson of Boeing made a presentation on the status of the Space Station project, including problems associated with artificial gravity, strength, weight, deployment and the individual modules to be used. During a trip to the Marshall Space Flight Center, participants saw a life-size mock-up of the Space Station laboratory and habitat modules. The Space Station is a project supported by President Ronald Reagan as evidenced by a comment from his 1984 State of the Union Address: "We can follow our dreams to distant stars living and

working in space for peaceful economic and scientific gain."

Dr. Konrad Dannenburg, one of the original members of the team of rocket scientists who came to the U.S. with Dr. Werner Von Braun, spoke to the group on the progression of rocket research from the days before Peenemunde, through the missions to the moon. He discussed some of the basics of rocket propulsion and the Shuttle Solid Rocket Boosters and external tank.

Another simulation provided at the Space and Rocket Center is a centrifuge which demonstrates a force of three times the pull of gravity (3G's), the approximate force experienced by Shuttle crews at liftoff.

Salmons said when the centrifuge was up to full speed, "I could feel the pressure on my face and chest. I could move my arms, but it was not easy. I could not lift my legs and could only lift my head about an inch off the headrest." Shuttle crews practice performing duties under such stress in case there should be an emergency during takeoff such as an RTLS abort (Return to Landing Site Abort) shortly after launch.

A tour of the Space and Rocket Center Museum provided several hands on demonstrations such as the use of a mechanical robot arm and a gyro-chair. The museum displays the actual command module of the Apollo 16 mission to the moon, the Sigma

7 Mercury Spacecraft used by Wally Schirra, and the Mobile Quarantine Facility used to house the crews of Apollo 11, Apollo 12 and Apollo 14 after returning from the moon.

The museum has mock displays of Gemini spacecraft, a Vostok similar to the one flown by Yuri Gagarin, the first man in space, and a mock display of the Skylab facilities.

In the Rocket Park, one can compare the relative sizes of Redstone, Atlas, Titan, Saturn, and Shuttle Rockets. A full scale mock up of the Shuttle, Solid Rocket Boosters, and External tanks is displayed, making use of the "Pathfinder", an orbiter simulator built in 1977 for facility testing in Huntsville.

The grand finale of the Space Academy activities was a presentation by Astronaut Alan Bean, one of the 12 men who walked on the moon. Bean was one of three astronauts who flew the Apollo 12 mission to the moon, landing in the Ocean of Storms. He also spent 59 days in space aboard Skylab, being one of nine men who visited the orbiting space lab.

This year alone Space Camp and Space Academy have allowed nearly 20,000 young people and adults participate in the space training program. "I picked a great weekend to participate in the Space Academy," said Salmons. "Everyone there was extremely excited about the successful launch of Discovery.

They can't wait to move the space program into the future."

NASA provides several programs for those interested in Space Camp and Space Academy. Space Camp is a program offered to children in grades 4 to 7 (a five day session). Space Academy Level I is available to those in grades 8 to 10 (five day session). Space Academy Level II enrolls young adults from eleventh grade through college freshmen for a 10 day session. The 10 day Level II program is a college accredited session allowing students to obtain college credit at the University of Alabama at Huntsville.

Adults may participate in Space Academy Levels I and II (three day missions) or in a special Educator's Program which can be used toward teacher recertification (five day session).

All schedules and rates may be obtained by writing to the Registration Office, The Space and Rocket Center, One Tranquility Base, Huntsville, Ala. 35807-0680.

"The entire concept of Space Camp and Space Academy is a truly inspired method of generating interest in technical subjects in America's youth," said Salmons. "The children and young adults who are really interested in space are encouraged to work hard to make the dream become a reality." A note on one of the doors of the Training Center proclaims "Through these doors pass the future leaders, scientists, engineers, and astronauts of the United States." Salmons said that if such a program had been available in her high school days she would have definitely been interested in being a part of it. "I feel confident that many of those young adults who take part in the program will be the heart of the space program in the near future. It was great to have been a small part of the dream!"



Flying student allegedly takes plane, lands on Spaulding turnpike

Associated Press

ROCHESTER, N.H. (AP) Police who for three weeks tried to determine if someone was using a flight school's planes after hours apparently solved the mystery when a student pilot led them on an early morning chase.

Douglas Ellison, 18, of Lee, was charged with illegal use of an airplane, auto theft and resisting arrest after the incident early Saturday, police said.

Ellison, a student at Allen Flying Service, got keys to the two-seat Cessna 150 from its building at the airport, said Scott Buchanan of the flight school.

"He didn't even solo yet," Buchanan said, adding that Ellison had only a few hours training.

Rochester police Officer Timothy Morgan spotted the plane flying erratically during a nighttime check at Skyhaven Airport. Ellison landed at the airport at around 2:10 a.m. Saturday, but apparently saw the police cruiser and started to take off again.

Though Morgan drove parallel to the plane and flashed his lights, Ellison successfully took off. About 15 minutes later, police reported the craft had landed on the northbound lane of the Spaulding Turnpike about a mile from the Rochester toll.

"He must have at least read the (flight training) book," Buchanan said. "That's not easy."

Police said they rushed to the scene, but Ellison fled through the woods to Old Dover Road, where he is accused of taking a car.

Police pursued the car back to the airport, where Morgan arrested Ellison after a short chase on foot.

No injuries when American airlines jet slips off runway

Associated Press

OKLAHOMA CITY (AP) An American Airlines DC-10 jetliner that slipped off a taxiway and became mired in mud at Will Rogers World Airport Saturday night was undamaged and has been returned to service, an airlines spokesman said Sunday.

Spokesman Al Becker said none of the 290 passengers or 11 crew members were injured in the mishap.

Becker said American flight 1172, from Las Vegas to Dallas, was diverted to Oklahoma City because of stormy weather near the Dallas-Fort Worth Airport.

"They made a normal landing. While they were taxiing to the terminal, the left main landing gear slipped off the runway into the mud for reasons we have not yet determined," Becker said.

Becker denied the accident may have been caused by the pilots' unfamiliarity with the Oklahoma City airport, and said the plane could have

slipped into the mud because of a rain-slickened runway.

He said he did not know how fast the plane was moving when it ran off the runway, "but it was not very fast at all."

Becker said the accident will be investigated by the airline, which has already talked to the three occupants of the cockpit. He also said the airlines will cooperate with the National Transportation Safety Board if the agency decides to investigate the mishap.

The passengers and crew exited the plane on portable stairways and were bussed to the terminal, Becker said. All were flown to Dallas-Fort Worth on another plane, Becker said.

He said airlines workers dug the landing gear out of the mud Sunday morning.

"Once they got all the passengers, baggage and freight off, it was quite a bit lighter," he said.

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Important legislation races adjournment

by David A. O'Donnell
Aeronautica Editor

The Aircraft Owners and Pilots Association (AOPA) and other lobbying groups are turning up the heat on the 100th Congress, to get a few pieces of legislation that will have significant impact on aviation, passed prior to the Oct 5 adjournment deadline.

For the first time since 1958, there is a piece of legislation before Congress to reestablish a pertinent National Aviation Policy. The significant changes in aviation that have occurred since 1958 have mandated that the Congress reestablish a clear National Policy on aviation.

The current Joint resolution before the House and Senate is racing to beat the October 5 adjournment deadline for the 100th Congress. Since the public requirements for air transportation services is expected to double to nearly 800 million passengers per year by the year 2000 the mood of advocates of the bill is one of urgency.

The bill looks at several problems currently facing the aviation industry. Along with the phenomenal increases in service requirements the industry is facing a loss of confidence brought about by the decline in service associated with the air traffic controllers strike, airport and airway modernization delays, airline mergers, and a lack of a clear national policy. The bill contrast the aviation industry with the railroads and Interstate Highway systems in terms of their successful development with a national policy.

The Legislation includes several major provisions. The primary recommendation of the bill is the imposition of a White House Conference "to formulate a policy which will provide citizens with a safe and sufficient air transportation system," the President of AOPA, John L. Baker said.

The sponsors of the legislation include Senators: Nancy Kasselbaum (R-KS), Harry Reid (D-NV), and Gordon Humphrey (R-NH). The House version is sponsored by a group of a dozen Congressmen from both sides of the political aisle. This group of legislators is calling for a bipartisan conference to be convened in 1989 to develop the policy.

The policy should set the tone for the consideration of several other pieces of legislation that will also have major implications for the aviation industry.

One of these pieces includes S 1600, which is the bill currently before Congress to take control of the FAA away from the Department of Transportation and establish it as a separate agency much like it was under Federal Aviation Act of 1958. This bill sponsored by Wendle Ford (D-KY) and Nancy Kasselbaum (R-KS) will have several major impacts on the aviation industry.

First of all it will separate the aviation industry from all of the other transportation industries (trucking, maritime, ect.) and allow it to be run by some one with sufficient knowledge of the industry so it may be run effectively. It will also allow for the administration of a trust fund established for the

capital improvement of the aviation industries facilities, such as airports, airways, ect. The fund that was developed by the Airport and Airway Development act of 1970, which currently has a surplus of approximately \$12 billion, has been sitting idle. The money is part of the general budget, handled by the Treasury and if spent would increase the deficit. It has also been the topic of several battles between the FAA and the Department of Transportation, who wants to spend it for its own purposes. Passage of this legislation would bring the money under the control of the FAA Chief administrator and could be spent as it was intended.

Another provision of the Act would allow the president to appoint the FAA administrator to a term of 7 years. This is a move many feel will help smooth out the operation of the FAA by making the position less political. This should allow for some continuity between administrations and allow a much smoother administration of the agency.

A decision on this bill is not expected before the 100th Congress adjourns in October. This piece of legislation should be brought up again during the next session. The national policy bill should set a tone for this bill to pass.

There are two more pieces of legislation that have been in the works for some time. They will also have significant affect on the aviation industry.

Both of them are concerned with the cost of liability coverage that airplane manufacturers must pay on airplanes they manufacture. Under current law a manufacturer must pay for liability insurance on an airplane for the entire expected life of the airplane which in many cases is a considerable length of time. There are many airplanes still in service today that are World War II vintage. Under current legislation the manufacturer is liable for part failure on these airplane even today. If some one is killed by an airplane that had a part failure of a part that is 50 years old the manufacturer is still liable. The current pieces of legislation are seeking to limit the time that a manufacturer is liable for the components of an airplane. The Senate version of the bill seeks to limit the window to 20 years and the House version limits the time frame to 12 years. This bill has been debated by both the House and Senate and is awaiting approval by a Joint Conference Committee. It is uncertain whether the bill will come up for a vote prior to adjournment, but the lobbying groups are hopeful.

All of these pieces of legislation are very important and will have great impact on the aviation industry. Support of this legislation seems to be strong but there is still some doubt as to their fate. A vote by Congress this week could decide the fate of industry, so it must be watched rather closely.



Avion photo by Ken Stahler

President's own....

Presidential Airlines' fleet of BAE series aircraft is leading them to records. Among mergers, buyouts and other turmoil in the airline industry, Presidential is setting records.

Presidential reports August results

Presidential Airways News Release Washington, D.C., Presidential Airways, Inc. reported today that its load factor for August 1988 was 49.5 percent.

The August load factor, representing the percentage of available seats occupied by revenue paying passengers, was based on traffic during Presidential's sixth full month of operation its United Express service. In August, the airline enplaned 74,796 passengers, generated approximately 31 million revenue passenger miles (RPMs) and flew approximately 63 million available seat miles (ASMs) in its jet and turboprop schedule operations. The airline's jet system produced a load factor slightly above 50 percent. Load factor was up 1.1 percentage points over July 1988 and 9.6 percentage points over August 1987.

According to Presidential Senior Vice President-Marketing and Planning Geoffrey T. Crowley, "We are continuing to see load factors almost ten points above our 1987 levels, a trend we expect to continue. With the major expansion by United and ourselves at Dulles beginning on September 7, we will have significantly more connecting opportunities and looking forward to increasing traffic during the fourth quarter." The airline, doing business as United Express, currently serves 21 cities in the Eastern United States from Washington's Dulles Airport. Aircraft in Presidential's fleet are state of the art British Aerospace 146 jettliners and Jetstream 31 turboprops.



Avion photo by David O'Donnell

Douglas may lose...

Should this DC-3 airplane that was recently parked at Daytona Beach Regional Airport crash from an original part failure, the occupants could sue the Douglas Airplane Company and win. All of this could change soon, should several pieces of legislation before Congress become law. Lobbying groups are pressuring Congress to act before adjourning.

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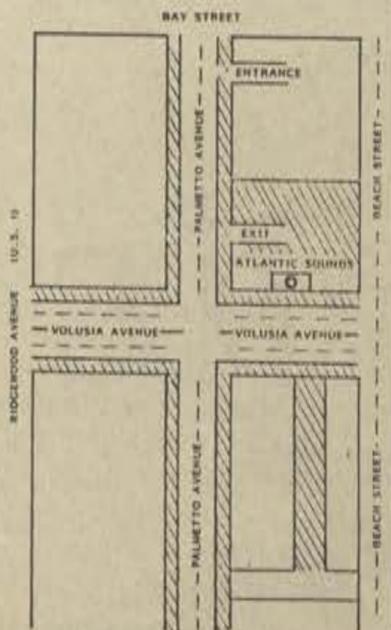
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Associated Press Wirephoto

Belly flop...

This recent crash of a United Airlines aircraft may possibly have been avoided! An alarming number of recent crashes have been attributed to pilots not adhering to procedures contained in checklists, according to the National Transportation Safety Board (NTSB).

Failure to follow checklist causes two crashes: NTSB

by David A. O'Donnell
Aeronautics Editor

The NTSB released reports on two crashes, in which they attributed failure to adhere to checklist procedures as a major factor in the crash.

August 16, 1987: a Northwest Airlines DC-9-82 crashes on takeoff killing all but one on board and two on the ground. The initial investigation pointed to the crew's failure to insure proper takeoff configuration may have caused the crash. The nations attention was focused on this crash when a four year old girl was pulled from the wreckage, badly burned but alive. "This was a non-survivable accident. The survival of the 4-year old girl can only be attributed to a combination of fortuitous circumstances," the safety board of the NTSB said in a statement released during the investigation.

The investigation of the crash started with the maintenance records of the aircraft but soon began to focus on the cockpit voice recorder's tape. The records gave Northwest a clean bill of health as far as the plane was concerned. Further investigation of the wreckage soon affirmed the cockpit voice record, the plane was not in the proper configuration for take off. Examination of the flap sensors and the Digital Flight Guidance Computer memories all concurred with the other data. The crew had failed to deploy the flaps and slats for takeoff. The examination of the wreckage showed the flaps and their respective control handles showed that the flaps and slats had never been deployed as they should have been for takeoff.

The crew is responsible for configuring the aircraft for take off. The CVR showed that the flightcrew neither called for nor accomplished the TAXI checklist. The checklist called for both members of the crew to verify orally that the flaps were configured properly for takeoff. This was further corroborated by the flight crews inability to engage the autothrottles at the start of the takeoff, because of the omission of another item that the crew should have done during the TAXI checklist. The Safety Board concluded that "it is a failure of the flightcrew to accomplish the TAXI checklist in accordance with required procedures was the probable cause of this accident."

26 May, 1987: a commuter airliner crashed at New Orleans International Airport, lack of on-board fire given as the only reason all passengers survive. After experiencing severe problems in flight the crew makes an emergency landing at the end of the runway, skidded through a fence shearing both wings off and spilling fuel over the crash scene. Had the fuel ignited, the injury would probably been much higher than the 2 seriously injured during the accident.

The crew experienced severe yaw, unusual torque and power output fluctuations which were a result of the crews failure to advance the engine speed levers to the takeoff configuration. The captain made an emergency landing in the remaining runway, but was unable to bring the airplane to a stop.

The Safety Board found that the plane's RPM levers had not been properly positioned at the takeoff setting. This

See NTSB, page 15

NBAA testifies to Republicans

by Marianne Taras
Aeronautics Reporter

Testimony concerning the future trends and policy requirements for civil aviation was made by the National Business Aircraft Association president Jonathan Howe before the 1988 Republican National Convention Temporary Committee on Resolutions. NBAA's presentation stressed the importance of future trends and policy requirements for civil aviation, to a group of possible future leaders.

The NBAA represents business aviation in the United States and consists of approximately 3,000 member companies nationwide. The NBAA is an active participant in the activities of the Radio Technical Commission for Aeronautics (RTCA), The Air Traffic Procedures Advisory Committee (ATPAC), The FAA's National Airspace Review (NAR) and NASA's Aviation Safety Reporting System (ASRS). The NBAA is also concerned with improving air travel.

There is agreement within the aviation community, government and the general public that reform is necessary. The NBAA presented three essentials they feel should be assured. First, the system must be impartial with all parts of the aviation user community; second, the public must believe the actions of the aviation authorities are in the best interest of travelers; and third, there should be enough funding to ensure safe operation of the system without increasing the public fee.

"The ever increasing role aviation plays in the economy, national security and society in general dictates that it be consistently and effectively maintained and enhanced," said President Howe. It is expected that by the end of the century ap-

proximately 800 million people will be flying per year. This substantial increase in Passenger travel will impact all facets of the aviation community. Therefore the NBAA's cross section will allow them to speak for all segments of the aviation user community.

A final report entitled "Fragile Foundations: A Report On America's Public Works", was given to the President and Congress of the Nation-

system. This threatens the smooth and efficient flow of the nation's air traffic. The role of political leadership should be to protect the rights of access to the airport regardless of aircraft size, speed or passengers carried.

The American people need to be shown the positive impact of air transportation systems and not the ever-standing barrier of their environmental impact.

The FAA's sole responsibility must be the regulation of airways. Public law 100-223 signed into law last year states "Artificial restrictions on airport capacity are not in the public interest and should not be imposed to alleviate air traffic delays." It is also felt by the NBAA that high density airport rules which limit hourly take-offs and landings by regulation must not be extended. Those currently in existence at Washington, D.C., New York, and Chicago should be eliminated.

The final that the NBAA addressed was funding. The aid for these types of projects comes from the Airport and Airway Trust Fund which now has a surplus of \$12 billion. These funds were collected with the intent to pay for capital developments within the system but have yet to be utilized for several reasons. This should allow for sufficient funding for the improvements with out any significant increases in public fees.

Many areas will have an impact on civil aviation in this country. There are economic restraints and the need for nationally uniform laws. Civil aviation also plays a large role in the securing of our nation's defense. The nation needs a National Air Transportation Policy that provides a safe and efficient system. The NBAA is taking a political approach to see that these goals are attained.



al Council on Public Works Improvement. This report stresses the increasing airport and airspace congestion, which NBAA feels is the main problem facing aviation today. In order to maintain safety, more money must be put into the upgrading of the air traffic control system. This will increase safety in air travel, which is clearly in the best interest of the air traveler.

The NBAA recommends that government at all levels, in order to assure growth and prosperity in the aviation community, implements policies to enhance and protect aviation. Howe points out that a concern to all is the overloading of present airports. New hubs and reliever airports need to be produced in order to fulfill the demands of the people traveling. A major concern related to congestion is the attempt by local airport authorities to ignore the important role that individual airports play in the

Task Force Evaluates Math For Aero Science Students

by Marianne Taras
Aeronautics Reporter

A special task force, headed by Dr. Gramhs of ERAU Daytona, investigated parallel channels for the math courses currently offered to Aeronautical Science students.

The ERAU campus located in Prescott, Arizona recently evaluated its math courses with the intent to construct a more efficient math program.

The Prescott Aeronautical Science Faculty contacted the Daytona Aeronautical Science Faculty and presented them with their ideas concerning the mathematics classes. Full input from the faculty was obtained before any

decisions were made.

After reviewing Prescott's ideas, the Daytona faculty felt no need to make changes in the math courses. A petition was circulated for the faculty to sign in order to maintain the current schedule. Twenty-one faculty members agreed that the current MA 111 and MA 112 courses should continue to be required for Aeronautical Science students. Dr. Gramhs stated that "There could be a greater algebra concentration within MA 111 itself but the course is efficient. MA 112's content outweighs the other options that were presented during the task force evaluation."

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Precision Flight Team readies

by Sherry Miller
Flight Team Writer

As another week passes, the Precision Flight Team moves days closer to Regional Competition at Florida Institute of Technology. This past week has been very busy.

The Safety Officer, Erika Foster, successfully organized a safety seminar presented by the Tampa Flight Service Station concerning the new automated Flight Service Station. The next safety seminar will be presented by Dr. Richard Rienhardt Wednesday, October 5, in the U.C.

An additional seminar will be presented on Thursday at 1:30pm in A109. We hope to see everyone there. Dr. Rienhardt will also be offering private consultations open to all students. Consultations can be scheduled through Dr. Connolly's office in G building.

News from the meeting ... This week's safety briefing was presented by Kathy Mullins and entitled, "Turboprops and High-Altitude Operations." Thanks Kathy for a great briefing!

One final safety note ... team members please keep look-

ing for safety articles. They can be turned in to Jay at Tuesday's meeting. Remember that it is very important to keep our files up to date.

The new member application process is almost complete. The team looks forward to welcoming all new members. Thanks to all who applied.

Practices are running smoothly so keep up to date by checking the schedule daily.

A few words of thanks ... First, a big "thank-you" goes to Luke Tse for his outstanding artwork on the many banners and signs that he has prepared for the team. Next, a "thank you" goes out to Mike Rapuano for his art work and Bruce Egert for his efforts in getting the T-shirts. They look great!

Next week the team looks forward to getting started on the Loening project, more public relations trips, and donut sales which will be held Tuesday and Thursday morning in front of the library and AMT complex. Come out, buy a donut and support your Flight Team.

Chess Club

looks toward full schedule

by John Cozen
Secretary

Fall is here, and the nights are getting longer by the day. Tired of watching re-runs? Well the Embry-Riddle Chess Club is the answer for you! Activities scheduled this semester include our ladder tournament, speed chess competitions and even a computerized version to play against. What could be more exciting? I have heard all of you chess maniacs out there say that you could beat ANYONE. Well, come try. Our weekly meetings take place Tuesday evenings at 6pm in room H-117 of the Flight Line. Beginners are also welcome; if you would like to learn how to play chess, we will teach you. Please direct any questions you might have to John Cozen at box 5837. So chess junkies, stop watching re-runs and come join in all of the fun.

Army ROTC prepare

by C/CPT Jeffrey Silver

Army ROTC's Eagle Battalion has started what should turn out to be yet another successful semester of training. On Saturday, September 17th, Eagle Battalion conducted a rappelling exercise at Stetson University. Over 80 Freshman and Sophomores trained throughout the day, mastering the skills taught to them and thus earning their basic rappelling certification.

Earlier in that week the Eagle Battalion sponsored a blood drive on campus. Over 84 units were donated, making the blood drive very successful.

An array of upcoming events are scheduled for Eagle Battalion this semester. This weekend at the "Riddle Regatta," Army cadets will compete in the raft race in what should be a fun and exciting time.

Other events scheduled are: field training exercises at Camp Blanding and Ocala National Forest, Ranger Challenge Competition (where Embry-Riddle will compete against schools from Florida and South Georgia) and Color Guard activities. The next few months look like they will be eventful and exciting for the battalion.

Delta Chi to dominate?

by Rich Hermes
Public Relations

As Greek week draws near, our highly trained athletic coaches and coordinators are in the process of extracting the maximum performance of the Delta Chi Greek week participants, many of which have just returned from Seoul. Total domination of Greek Week is our Goal. Our house manager, Mr. Eddy, has picked out a suitable trophy fitting of the new Delta Chi house decor.

A great big welcome to the recent-

ly installed Alpha Nu pledge class. Good luck men ... keep up the good work and remember to take heed to papa Jimmel's wisdom and advice.

Last week's social proved to be very enjoyable. Much thanks goes to Mr. Fink for the original "graffiti" party idea. Thanks also goes out to the women of Phi Mu from Stetson University for making the night as enjoyable as it was.

One last thing, pledges remember your ties on Friday and brothers wear your colors. P.S. Kirt, R.W.S.P.

Archery Team seeks members

for area meets and friendly rivalry

by David Farman
Team Treasurer

Fact:
Did you know that a modern compound bow is so powerful that a wooden arrow shot from it will explode as the string is released!

The Embry-Riddle Archery Team began its 1988-89 activity program with an informal shoot on Sat., Sept. 24 at Bulls Eye Archery lanes in Deland. Many new members were in attendance, and everybody enjoyed the friendly rivalry that makes Archery the sport around town. Current-

ly, the team is trying to arrange competitions against other universities in the area, and we are hopeful that more of you will choose to swell our ranks and drive the team onward and upward. Anyone interested in the Archery team can contact us through our box in Student Activities.

Riddle Road Runner member

third in car show and road rally

by Ken Steinhart
Club Writer

The Embry-Riddle Road Runners Car Club has gotten the fall trimester off to a winning start. On Saturday, Sept. 10, the club attended and participated in the rally picnic, car show and road rally sponsored by Daytona today magazine. Jeff Steinhart took third place in the car show with his 1970 Chevelle SS. Other members of the club also placed well in the road rally.

On Saturday, Sept. 24, the car club held the first Riddle Road Runners rally/party. The event was for all who participated. The award for best over all time and most overall points went to the driver-navigator team of Dave Ahrens and Dani Geiselman in their 1970 Convertible G.T.O. The award for the most gimmick points went to brothers Joe and Rich Maida and Chuck Shea in a 1979 Camaro.

The "lost sheep" award, given to the team who did the best job of getting lost on the rally, went to driver David Matte and navigator Carole Lanner in a 1982 Pontiac Trans am. The club would like to thank all who came out to the rally and party and made this event one to remember.

Once again, the club will make a group run to the cruise at the steak and shake near Apopka on Saturday, Oct. 7. This cruise promises to be a good time for all. New and old members are encouraged to attend.

The Riddle Regatta is coming up soon and the car club intends to make a good showing. Plans for the Regatta will be discussed at our next gathering. The next meeting will be at 6:30pm on Thursday, Oct. 6 at Mr. Gatti's Pizza, across from the Speedway. All auto enthusiasts are invited to attend. "Keep 'em clean and keep 'em cruisin'".

Writing Center kicks off 1988

Writing Center

In its beginning-of-the-term meeting, the Writing Center kicked off its Fall '88 semester with guest speaker Dr. Ragan, who addressed the potential problems of tutoring E.S.L. (English as a second language) students. He also identified the special needs of these students and how Writing Center tutors could best meet those needs.

However, the Writing Center (W.C.) is not only for the benefit of the beginning writer or students unfamiliar with the English language. The Center assists in all levels of writing, from beginner to advanced. Furthermore, the tutors are available for consultation in speech, composition, literature, technical report writing, and any class in any major that involves writing assignments.

In addition to their instruction responsibilities, tutors visited and

spoke to more than fifty English classes in order to acquaint students and teachers with the services which the W.C. offers free of charge. Student tutors also publish handbooks to assist students with writing assignments. Last year's publication was titled Peer Models for Technical Writing. This year's book, which is presently for sale in the campus bookstore, is titled Peer Models for Literary Analysis. Tutors also write articles on current issues of interest which are published in the Avion. Finally, student instructors are available on request to aid in the classroom, helping teachers to confer individually with students.

The Writing Center has been a huge success with more than four hundred students electing to receive help in the Fall '87 trimester; even more are expected this term. Tutees may come on a referral or drop-in basis and are welcome from all courses.

The W.C. is also in charge of Writing Awards. Outstanding papers from Humanities, Engineering, Air Science, and Business are submitted by teachers to the W.C. where they are reviewed and evaluated by the tutors. Cash awards went to ten students last year at the spring Sigma Tau Delta meeting.

Meetings held at the beginning and end of each term usually feature guest speakers who help tutors by sharing the latest research on writing techniques and styles. Ms. Greco will be next term's guest speaker and will present information on how to tutor for the C.L.A.S.T. examinations.

Anyone interested in becoming a W.C. tutor must take HU-221W (Honors Technical Report Writing). For further details see Ms. Magalhaes in the second floor of A-building in office 214.



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Discovery returns to star-spangled welcome

EDWARDS AIR FORCE BASE, Calif. (AP)

The shuttle Discover returned to a star-spangled welcome from more than 400,000 people Monday after a post-Challenger shakedown mission that NASA called "an absolutely stunning success."

"Discovery, welcome back," Mission Control told commander Frederick H. Hauck as he guided the ship to a picture-perfect landing after a four-day, 1.6-million mile mission. "A great ending to the new beginning" of the manned space program.

The national anthem was playing as the white ship, with its stubby Delta-shaped wings, leveled out and rolled to a smooth stop on the center line painted on the hard-packed sand of this desert air base. It was precisely on time, at 9:37 a.m. PDT.

They were met by their wives here and flew home with them later in the day to their training base in Houston, to an enthusiastic reception by about 4,000 Johnson Space Center area residents, city officials and fellow astronauts.

The Discovery crew arrived at Ellington Field in Houston in a carnival atmosphere complete with flags, marching bands and bright television lights.

The astronauts and their wives stepped off the aircraft onto a red carpet and walked between an honor

guard of flag-carrying Rangerettes from Friendswood High School.

Earlier, the crowd at Edwards cheered and waved small American flags for the successful completion of a mission that ended a 32-month period in which no manned ship bearing the American flag went into space.

Vice President George Bush, on hand for the touchdown, thanked the astronauts at a ceremony later in the day "for putting America back in space." He said they had shown that "the shuttle is a strong bird and it could and should fly again."

And, referring to the seven who died when the Challenger exploded, Bush told the Discovery crew: "I can't help but think that just as you had millions cheering for you from below, you had seven departed friends who will never be forgotten, cheering for you from above."

Mission Specialist David C. Hilmers sounded a common theme for his fellow Discovery crewmen when he said:

"I want you to remember what this flight meant to America. I want you to remember what America can do when it pulls together and has a goal. I want you to remember that no matter how hard a setback we've had, we can bounce back from adversity and I want you to remember that we can continue to dream for the future and space should be part of those dreams."

Earlier NASA administrator James C. Fletcher called the safe return of Discovery "a banner day for all of us," while shuttle chief Richard Truly called the flight "an absolutely stunning success."

But Truly balked at a question that implied that with the new success, the trauma of the Challenger explosion had been overcome.

"Even when we've flown a few flights, we are not going to forget the Challenger accident," he said. "For the people who

work in the program, that's going to be on their minds for a long time."

Truly, a former astronaut, said from cursory inspection the ship appeared to have suffered little damage from the rigors of launching and returning through the atmosphere: a few tiles suffered thumb-sized nicks, he said.

"We saw no problems I'm aware of in any system," said Arnold Aldrich, who is director of the shuttle program.

For 55 minutes after landing, the crew was occupied with

flipping switches and turning off systems while ground crews moved up giant vehicles to "safe" the vehicle and to remove any residual toxic gases.

The flight was NASA's first since the Challenger mission ended tragically 73 seconds after liftoff on Jan. 28, 1986. It was the 26th flight in the shuttle series.



Boom Boom...
The Space Shuttle Discovery entered Edwards Air Force Base in grand style with its signature double sonic booms coming from ten miles above the dry lakebed. It came to rest after a nearly flawless four-day, fifty-five minute mission in space.

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LAUNCH

(continued from page 1)

would exceed a certain level when the astronauts put their visors down. During this event extra oxygen is purged into the cabin air. The level was never reached and the count continued.

Everyone began to count along with NASA commentator Hugh Harris, "ten, nine, eight, ..." At the T-6 second mark the main engines fired which led to T-0 and the ignition of the solid rocket boosters.

Discovery was on its way!
The launch was entirely successful. Kennedy Space Center director Gen. Forest McCartney was quoted as saying "It was as great a day as STS-1, and it went well and we are on the road back to routine missions."

The boosters landed eight miles from the recovery ships and were easily recovered. The velocity of the orbiter at its 160 mile high orbit insertion was only two feet per minute off the predetermined speed.

TV Channel 9 in Orlando reported seeing strange flames coming from the left solid rocket booster nozzle. NASA stated that they did look at the tapes and all appears to be fine. The boosters have been inspected visually at the Space Center and there are no signs of any burn-through or anomaly. The Department of Defense launch of *Atlantis* in mid Nov. will not take place until the final examinations are completed. This should take Morton Thiokol technicians a little over a week. The boosters were determined the major cause of the destruction of *Challenger*.

The satellite carried on board *Discovery* was the Tracking Data and Relay Satellite (TDRS). It was the exact same type of satellite that was lost in the *Challenger* accident. It will be used for voice and data communications on all future space missions. TDRS and its Inertial Upper Stage booster motor were checked out early in the mission and found to be in excellent working condition.

The astronauts, glad to be out of their pressure suits and into their short sleeve shirts, deployed TDRS and its booster rocket at 5:50 p.m. It later successfully achieved its 22,300 mile high geosynchronous

orbit.
After a long day in space the five astronauts, commander Rick Hauck, pilot Richard Covey, mission specialist Mike Lounge, David Hilmers and George (Pinky) Nelson went to sleep. They were awoken at 4:37 a.m. with a prerecorded message from comedian Robin Williams. The message sent from mission control in Houston was "Gooooood morning Discovery!!!!!!!"

The launch was deemed successful, although a few problems did occur. The least important was the failure of a remote control power loop system in the left orbital maneuvering system (OMS.) The OMS is used for thrust vector control while in orbit. It is still operational, although its redundancy system is inoperable.

The more serious problem is within the flash evaporator system (FES) in the orbiter. The FES cools the orbiter when the payload bay

doors are closed during ascent and descent. The FES also assists in cooling the shuttle while in orbit. The cabin temperature reached the high 80's during the first day, and mission control was concerned whether any anomaly would arise during descent. Officials determined that condensation formed in the system before launch and froze once the orbiter reached the frigidness of space. Tests showed that the ice blockage was only partial and that running freon in the system would slowly clear the blockage. Engineers agreed that the problem is neither life or orbiter threatening.

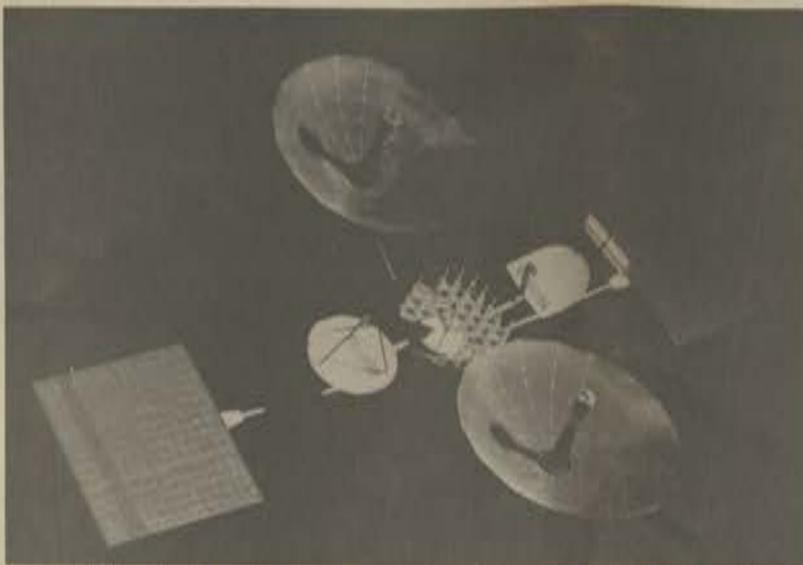
Once the astronauts deployed TDRS, they still had many objectives to fulfill. They had to photograph the Earth for hurricane destruction and for lightning experiments. Experiments were also conducted on the aggregation of red blood cells in space. The astronauts also ran experiments on the formation of many materials in zero gee.

Other news within the space industry on the day of the launch was the release of the first Television pictures of the Soviet Union's space shuttle. It does look quite similar to the United State's shuttle.

Also in the news, the United States and the other countries involved in the Space Station project signed an agreement to pursue the launch of the station. The Station Freedom will be operation in the mid 1990's.

The mission of *Discovery* will last for a little over four days and the landing will take place at Edwards Air Force Base around noon Mon. Next weeks *Avion* will have exclusive coverage of the shuttle landing by Rich Clarke and Chris Logvold who are out there covering the mission.

Following the STS-26 mission, STS-27, a Department of Defense flight, is set for a launch on Nov. 17. STS-29 should be right after the new year, and STS-28 will come a little later in April.



Successfully deployed...

Each Tracking and Data Relay Satellite (TDRS) weighs 5,000 pounds, measures 57 feet across its solar arrays and provides 1,850 watts of power. Its two fifty-pound giant umbrella antennas are plated with 14 kt. gold. This satellite was deployed recently during the recent Space Shuttle *Discovery* mission.

F-14 crashes at sea, crew safe

Associated Press

SAN DIEGO (AP) The crash of an F-14 into the North Arabian Sea, the fifth involving the \$44 million supersonic jet in the past month including one in Nevada, will prompt an inquiry into the craft's operation, Navy officials said.

"We're going to take a serious look at this. We've had two aircraft crash because of mechanical problems," said Vice Adm. Jack Fetterman, commander of the Pacific Fleet's naval air forces based here.

Monday's crash occurred while the F-14, part of Fighter Squadron 111 based at San Diego's Miramar Naval Air Station, conducted routine flight operations in the North Arabian Sea, Navy Lt. Cmdr. Bob Pritchard said.

The two Navy fliers, who were not identified, ejected safely after smoke engulfed the cockpit. The jet was assigned to the USS Carl Vinson, which is part of the Joint Middle East Task Force.

This was the second Pacific Fleet crash to result from an apparent mechanical problem. Two crashes involved pilots engaged in air combat maneuvering.

An F-14 that crashed Sept. 22 in Nevada after both aviators ejected safely had been performing combat maneuvers.

Fetterman is not considering broader measures, however, such as a partial or complete grounding of the Navy's fleet of 450 F-14s, produced by Grumman Corp. Of the 576 Tomcats built, 101 or 17 percent have been lost.

"There is no common thread among these incidents that (would) lead me to stop operations," said Fetterman, who ordered F-14 air squadrons in his command to attend safety lectures after the crash of a Tomcat on Sept. 12 in El Cajon. One Navy flier was killed and the pilot and three civilians were injured.

In Monday's crash, the fliers reported smoke and fumes in the cockpit shortly before bailing out about 10 miles from the carrier.

"Now, I'm guessing, but that usually means an environmental control system turbine failure," said Fetterman, referring to the system that cools and pressurizes the F-14 cockpit.

Civilian plane hit by gunfire but lands safely

Associated Press

KHARTOUM, Sudan (AP) Automatic weapons fire hit a civilian jetliner carrying relief supplies and about 100 passengers over rebel-held territory, but it landed safely, a spokesman for the plane's owner said.

Neither the spokesman nor a military official said Tuesday who fired the shots that struck the Boeing 707.

But at least two other civilian airliners have been downed by rebel fire since August 1986, killing a total of more than 70 people.

The spokesman for Khartoum-based Nile Safaris Aviation, speaking on condition of anonymity, told reporters that seven bullets hit the plane's air-conditioning system as it

landed at Juba Airport 750 miles south of Khartoum. He said the plane landed safely and no one was injured.

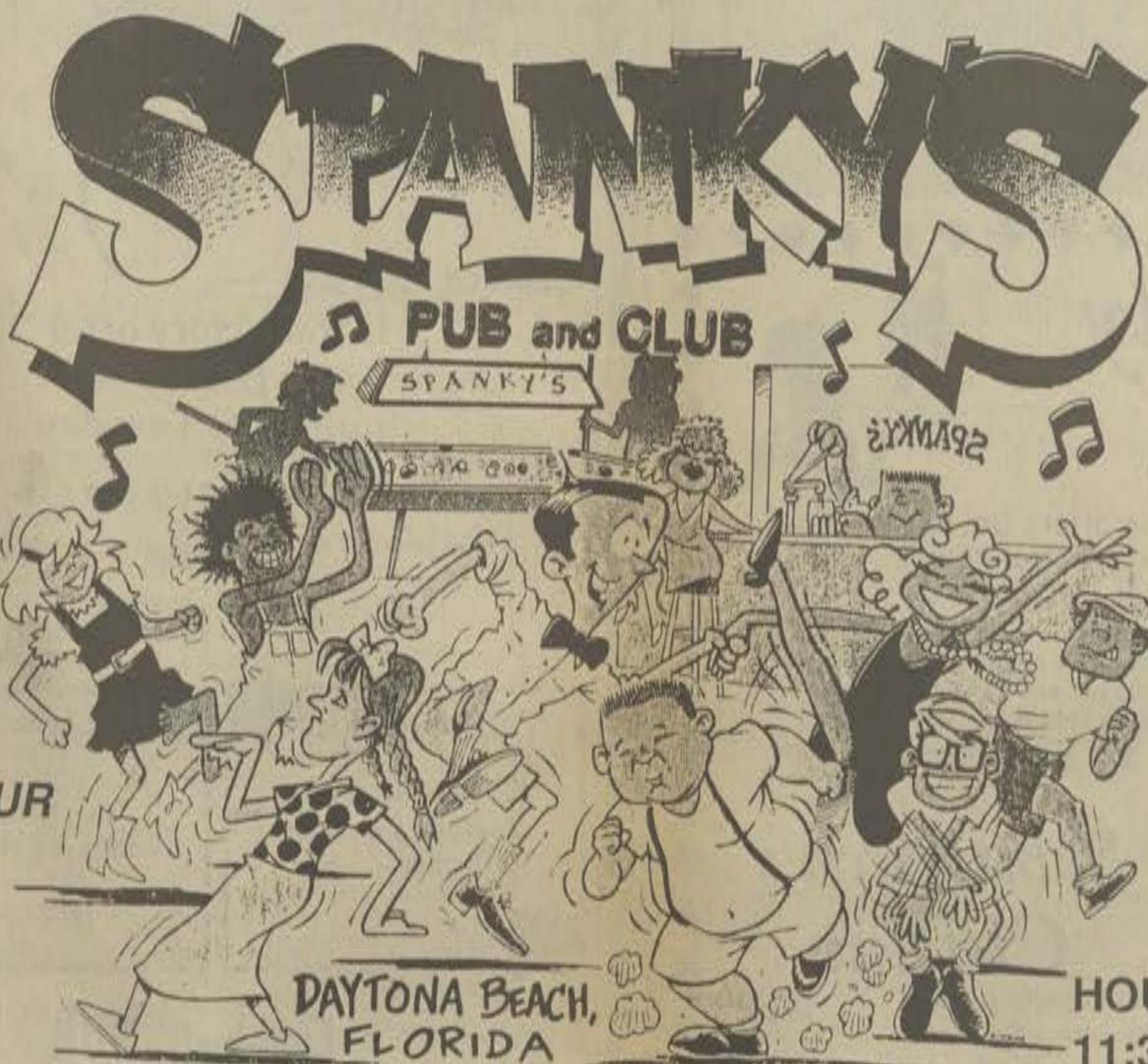
The daily Khartoum newspaper al-Adwaa reported Tuesday that the incident happened Saturday.

The plane was carrying the passengers because of the lack of other types of transportation to the city, where thousands fleeing the fighting are reported in danger of starvation.

The rebel movement took up arms against the government in 1983, demanding autonomy in the south.

The rebels have said they will shoot down any aircraft flying without their permission over the south. They say the government uses civilian relief planes for military troop movements and resupply.

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The Impression
by Rob Rohr

TALENT NIGHT... It is time again to show off your stuff at ERAU's Talent Night. Sing, dance, comedy and act. Day of auditions is Nov 13. Come one, come all and strut your stuff. Contact ERAU entertainment for more information

OCEAN CENTER... America's electrifying entertainment sweetheart and the first artist ever to win the Country Music Association's coveted "Entertainer of the Year" award for two consecutive years (1980 and 1981), BARBARA MANDRELL, is returning to the Ocean Center on Friday, November 11 at 8:00 p.m. For more information contact the Ocean Center at 254-4500.

HOMECOMING... The Second Annual Aviation Homecoming Festival will take place November 10-12. Like last year's homecoming event, this year's will coincide with Florida Aviation Week with many local airports having open houses.

The three day event will start with a speaker/comedian on Thursday evening followed by a Founders Day Barbecue with John Paul Riddle in attendance on Saturday. There will be an outdoor concert the next day.

If you are interested in helping with homecoming, contact either Becky Robertson, Associate Dean of Students or Kathy Novak, Director of Student Activities.

ENTERTAINMENT... A Halloween concert/dance is planned for the evening of Oct. 29 with a yet undetermined group. Stay tuned for more information on this and other upcoming entertainment events.

If you're interested in helping out with Entertainment contact either Brad Kost or Joe Wallen in the Entertainment office located on the south side of the U.C.

SPEAK UP ERAU

Would you rather have an aviation-related speaker or a known comedian for Homecoming's Thursday night activity?

Aviation-Related Comedian

Send opinion to the Avion

Spanky's comes to aid of Regatta

by Ray Natac

The Riddle Regatta, a venture of ERAU's Vet's Club, has been in hiatus for two years. This unique event involves people paddling unique raft creations made of inertubes down the Halifax River in a race of endurance and fun. However, problems with procuring a sponsor for the event and river dredging have prevented the running of the race in recent years.

This year, Spanky's Pub and Club, 1108 Beville Road, has agreed to take on the sponsorship of the Regatta. According to Walter Curtis, co-owner of the establishment, "It's a way of repaying Riddle students for their business."

The Riddle Regatta has in the past been warmly supported by the local Daytona Beach community according to Vet's Club sources. In addition to the many students, faculty, staff and administrators who commonly participate in the event, many businesses likewise do the same. "The race gets a lot of exposure and has a good reputation... we wanted to be a part of it," said Curtis.

"Spanky's is Daytona's foremost entertainment dining and amusement experience," said Chris Cascio, also an owner of the club, "and Embry-Riddle is critical to Spanky's."

Spanky's has been in business for approximately one year and was so named because "it rocks a party and a good time" according to Curtis. His son, thirteen-year-old Pat Curtis, agrees, "I think I like Friday's the best... it's busy and there are a lot more women," he responded.

The owners of Spanky's described the importance of student business to the club, and have adamant thoughts on the Spanky's-ERAU relationship. "A good part of our business comes from Embry-Riddle because of our close proximity," said Cascio. "There's no doubt about the support ERAU has shown us and the support we have shown ERAU. It's a great relationship and we intend to build on that," he continued.

"We care. We have a dedication to the kids at Riddle," added the older Curtis.

The owners also say that their club has something for everybody. It is divided into four areas including a

dance floor, sports section, pub section, and game room. Young Pat Curtis, aspiring to be an NBA basketball player, said that, although he wants to design and own clubs and restaurants like his father, "I'll challenge anyone in pool or basketball!"

In addition to sponsoring the regatta, the post-race party will be held at Spanky's beginning at 3:30 p.m. There will be free soft drinks, beer, and a buffet for Regatta contestants (\$10 fee for non-contestants).

The 16th Annual Riddle Regatta will take place on the Halifax River beginning at 1 p.m. this Saturday. The start of the race will be at 300 North Beach St., across from the Massey Chrysler-Plymouth Dealership, and will end at City Island.



Avion photo by Ray Natac



Avion photo by Ray Natac

Otaly, Spanky...

Embry-Riddle students enjoy a game of pool in the entertainment area of Spanky's (top) while Bobby Graves, Dan Mariotti, Darlene Hatley, and Chris Cascio take a break from work duties during the afternoon shift (bottom).

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Contestant search for MTV's Remote Control at 701 South

by Shawn Greer
Avion AP News Editor

"Quick, what's the full name of the Road Runner's arch enemy?" If you said Wile E. Coyote then you're the type of person for Music Television's game Remote Control visiting Daytona Beach at 701 South, the only host to MTV.

Questions, asked by Kurt "K.O.T.O." Curtis, the Mix Master, range from "what's Bamm Bamm's first name?" to identifying videos shown for ten seconds on a television screen. Videos can range from the mid-70's to those just released.

Many college campus's, including Embry-Riddle and Stetson, are competing to have the best Remote Control contestant. Anyone is eligible to compete although 701 South wants an Embry-Riddle student, to represent Daytona Beach.

Three times each Wednesday night, Remote Control is played with the

three people who express interest in competing in the game. Each contestant takes turns answering questions

and the first person to answer three questions correctly wins. In the event of a tie, a video will be shown and the first person to identify it wins.

The winners of the first three games play again to find the best contestant for the night. That person will be eligible to compete against other student's from Florida universities on October 26 when MTV comes to film the game at Disney World.

Inbetween Remote Control games, one can enjoy the 1/2 million dollars in video, lights and sound equipment. The video jockey Terry Glassburn belongs to a video subscription called Rock America, the most updated video selection in the nation. So not only is 701 South the first to bring videos into nightclubs, they also have the best collection.

Here's an easy one: there are six kids in the Brady family, how many times did Carol Brady give birth? The answer is three.



Remote whiz...

Embry-Riddle students attempt to answer questions at the Remote Control contestant search at 701 South. A representative from Daytona Beach will be selected to compete with others at Walt Disney World in nearby Orlando.

Movies

Port Orange Six

1. Rambo III 3, 7:20
- Red Heat 5:20, 9:20
2. Big 1:10, 3:15, 5:20, 7:25, 9:30
3. Elvira 1:30, 3:30, 5:30, 7:30, 9:30
4. Heartbreak Hotel 1, 3, 5, 7:30, 9:40
5. Coming to America 3:10, 5:15, 7:20, 9:25
6. The Trade 12:50, 3, 5:10, 7:25, 9:45



U.C. Thursday 8:30 p.m.

AMC Volusia Square 8 Theaters

1. Kansas 2, 5:30, 8, 9:55
2. Die Hard 1:30, 5, 7:30, 9:55
3. A Fish Called Wanda 1:45, 8
4. Moon Over Parador 5:45, 10:15
5. Elvira 2, 5:30, 7:45, 9:45
6. Heartbreak Hotel 2, 5:45, 8, 9:55
7. Crossing the Delancy 1:45, 5:15, 7:30, 9:45
8. Dead Ringer 1:45, 5:15, 7:30, 9:45
9. Gorillas in the Mist 1:30, 5, 7:30, 9:55

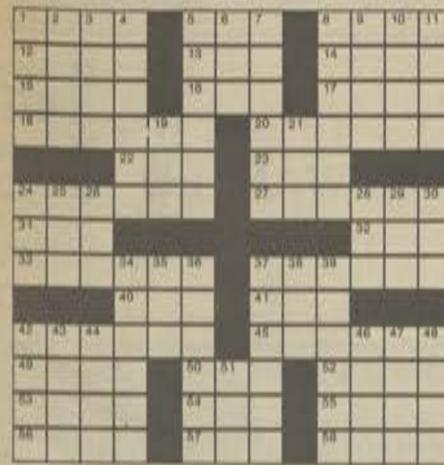
United Artists Mall Cinemas 1-3

1. Blackeagle 1:15, 3:20, 5:25, 7:30, 9:35
2. Cocktail 1:55, 3:55, 5:55, 7:55, 9:55
3. Crocodile Dundee II 3:20, 5:30, 7:35, 9:40

United Artists Cinemas 4-9

4. Coming to America 3:20, 5:25, 7:30, 9:35
5. Betrayed 2, 4:30, 7, 9:30
6. Young Guns 1:55, 3:55, 5:55, 7:55, 9:55
7. Who Framed Roger Rabbit? 1:30, 3:35, 5:40, 7:45, 9:50
8. Big 1:40, 3:40, 5:40, 7:40, 9:40
9. Married to the Mob 2:30, 5:10, 7:40, 9:40

The Puzzle



ACROSS

- 1 Wine cups
- 5 Arabian garment
- 6 Long, deep cut
- 12 Jargon
- 13 Parcel of land
- 14 Arms box
- 15 Ceremony
- 16 Unit of Latvian currency
- 17 Hind part
- 18 Slip away
- 20 Commission
- 22 Hog
- 23 Born
- 24 Strike out
- 27 Discover the presence of
- 31 Be in debt
- 32 Fish eggs
- 33 Bed canopy
- 37 Fall back
- 40 Greek letter
- 41 Ventilate
- 42 Rue
- 45 Turkish deers
- 49 Sandalwood tree
- 50 Possessed
- 52 Sleeping quarters; colloq.
- 53 Toward and within
- 54 Before
- 55 Learning
- 56 Antlered animal
- 57 Grimace
- 58 Gaelic

DOWN

- 1 Land measur-
- 2 Post
- 3 Plaster
- 4 Russian plain
- 5 Asserl
- 6 Neckpiece
- 7 Be present
- 8 Attic
- 9 Region
- 10 Pervase
- 11 Difficult
- 19 Pose for portrait
- 21 Female ruff
- 24 Speck
- 25 Female sheep
- 26 French plural
- 28 Before
- 29 Food fish
- 30 Golf mound
- 34 Fright
- 35 French for "summer"
- 36 Preferred
- 37 invader
- 38 Goddess of healing
- 39 Baby's bed
- 42 Foray
- 43 Sea eagle
- 44 Opening in fence
- 46 Entrance
- 47 Transgresses
- 48 Pintail duck
- 51 Exial

(see solution, page 14)

THE SEABREEZE CONNECTION



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WIN OVER \$500 IN GOLD FROM BOJANGLES FINE JEWELRY-LADIES
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DRINKS ALL NIGHT

TUESDAY-- "LADIES NIGHT" LADIES \$1 DRINKS ALL NIGHT
MEN'S REDUCED DRINK PRICES ALL NIGHT

AMATEUR MALE DANCE CONTEST- \$100 PRIZE

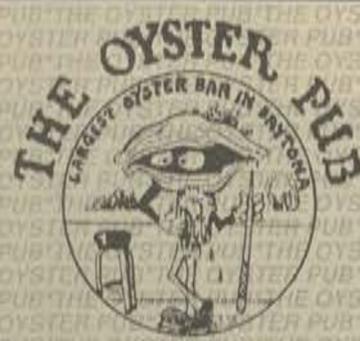
WEDNESDAY-- WET "T" SHIRT CONTEST
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THURSDAY-- MINI-SKIRT CONTEST
WINNER GETS \$200 FROM TANANA EVERYONE DRINKS FROM 8-11 PM

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served with a Beverage...\$2.95

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with Shrimp or Tuna Salad; served with Coleslaw and a Beverage...\$3.75

WEDNESDAY CHICKEN FRIED STEAK
with Mashed Potatoes, Gravy and a Beverage...\$2.95

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THURSDAY B.B.Q. RIBS
served with French Fries, Coleslaw and a Beverage...\$3.75

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FRIDAY *FRESH FISH AND CHIPS
served with Coleslaw and a Beverage...\$3.25

***FRIED ROCK SHRIMP AND CLAM STRIPS**
served with French Fries, Colslaw and a Beverage...\$3.95

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Courts struggle to place price on crash victims' lives

Associated Press
DETROIT (AP) The grief stemming from the crash of Northwest Airlines Flight 255 continues, as lawyers and insurance companies use statistical tables and computers to put a price tag on the value of lives lost.

Settlements in the 111 lawsuits against Northwest and McDonnell Douglas Corp., the plane's manufacturer, could reach \$250 million, attorneys said.

In all, 156 people died in the Aug. 16, 1987 crash near Detroit Metropolitan Airport. One passenger, 4-year-old Cecelia Cichan, survived.

Lawyers admit the method of evaluating a victim's life are inexact, and sometimes intrusive. Negotiations can get unpleasant when attorneys begin using school records, medical data and employment history in seeking settlements. But some of the Flight 255 victims' survivors said they had no alternative but to try to take part in the settlement process.

"You have a lot of feelings of anger, resentment, helplessness and torture to see this sort of haggling," said Lisa Recker of Dearborn, whose brother, Kurt Dombronski, died in the crash. "I think it's obscene for one person to put a price tag on another human being."

"It's cruel to the survivors and the memory of the person, but that's the way our legal system works," she said.

"In many ways you are following a table," said David Bunin, a Philadelphia-based actuarial consultant and a specialist in personal injury cases. "It's not really the value of a person that we're determining, but lost earning capacity, value of future support, monetary support."

David Katzman, a Birmingham lawyer whose firm is handling about two dozen of the Flight 255 suits pending in U.S. District Court in Detroit, said, "Many countries provide extensive social services to people who are injured or families who have lost their primary support."

"In this country, social services are minimal by comparison and that's why you hire lawyers and go to court to protect yourself."

"There could never be enough dollars in the world to give me back what I want," said Betty Polec of Mount Clemens, whose pregnant daughter and son-in-law died in the crash. "But that is the only recourse I have right now."

"I feel that if the family does not institute a lawsuit, they are forgiving (Northwest and McDonnell Douglas) and patting them on the back."

Three suits stemming from the crash have been settled without trial. The amounts of those settlements are sealed under court orders.

Judges suggest Eastern layoff decision was not anti-union

Associated Press

WASHINGTON (AP) Eastern Airlines' decision to lay off 4,000 workers apparently was a normal business move, not an anti-union tactic, two federal appeals judges have suggested. At a hearing Monday on a lower court's ruling that the layoffs are illegal, Circuit Judges James L. Buckley and Stephen Williams challenged arguments by union lawyers that the airline was trying to weaken organized labor at the bargaining table.

James Linsey, representing the Air Line Pilots Association, said the layoffs were inconsistent with past Eastern practices. He said they also violated Railway Labor Act requirements to preserve the status quo during labor negotiations.

"There certainly is past practice to cut unprofitable routes," said Williams.

"There is no history of dramatic downsizing," Linsey said, referring to Eastern's closing of its Kansas City hub and the elimination of service to 14 cities.

But Williams said figures showed that Eastern had made other large cuts in its work force since 1980.

Last month, U.S. District Judge Barrington Parker ruled that the layoffs were subject to negotiation with its unions under the Railway Labor Act. Parker granted the injunction sought by the pilots union, the International Association of Machinists and Aerospace Workers and the Transport Workers Union of America. But Parker ruled that Eastern could proceed with its plan to stop service in 14 cities and close its Kansas City hub.

The U.S. Circuit Court of Appeals here allowed Eastern to proceed with

the layoffs, as well, after the airline posted a \$4.7 million bond to cover a month's worth of wages for the furloughed workers.

During Monday's hearing, Buckley challenged Linsey's argument that the decision by Eastern's parent, Texas Air Corp., not to invest any money in the financially troubled airline was motivated by a desire to eventually close the carrier because its work force was unionized.

That decision "also fits with certain financial realities," Buckley said.

Buckley also suggested that Texas Air's decision to invest money in Continental Airlines, Eastern's non-union sister carrier, resulted from "a business judgment that a dollar invested in Continental will go further."

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The Solution

(continued from page 13)

A	M	A	S	A	B	A	G	A	S
C	A	N	T	L	O	T	A	R	C
R	I	T	E	L	A	T	R	E	A
E	L	A	P	S	E	E	R	R	A
			P	I	G	N	E	E	
D	E	L	E	T	E	D	E	T	E
O	W	E					R	O	E
T	E	S	T	E	R	R	E	C	E
			E	T	A	A	I	R	
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A	R	A	R	H	A	D	D	O	R
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D	E	E	R	R	E	D	E	R	S

Campus Interviews

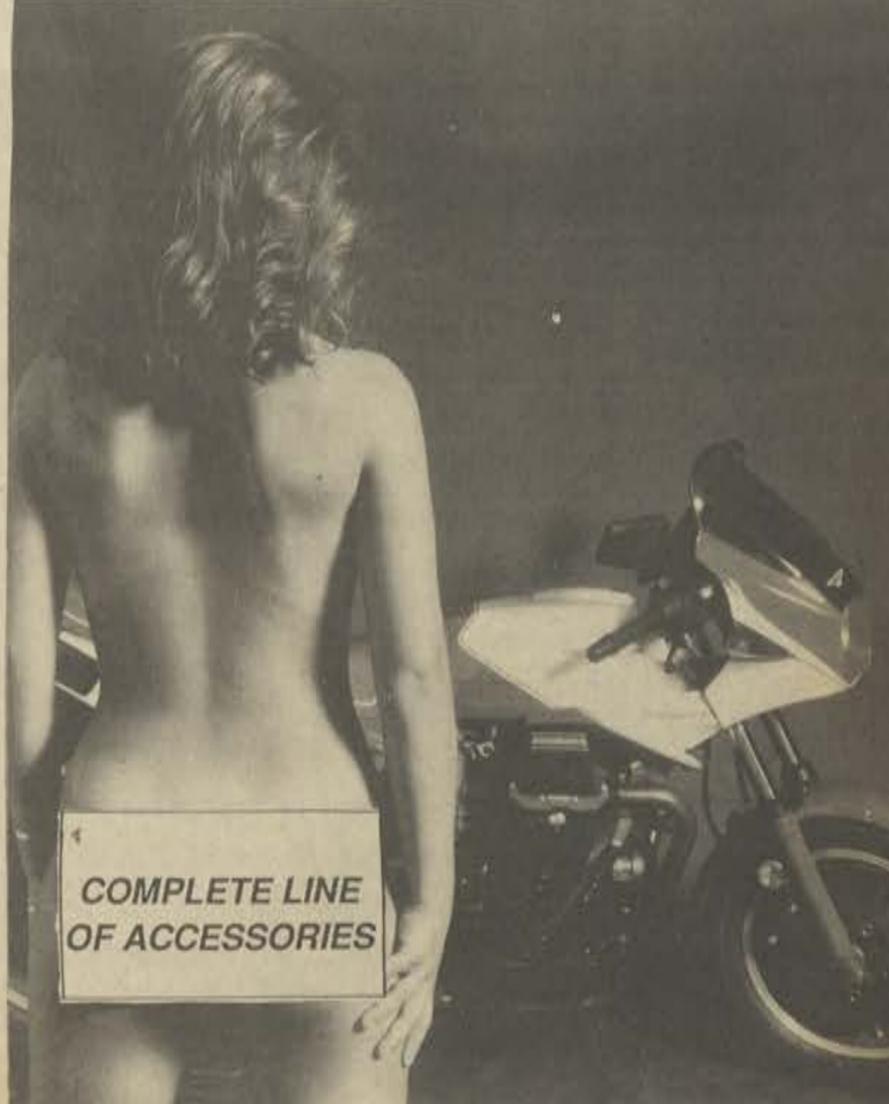
Electronic Data Systems (Atlanta, GA)
Interview Date: October 12
Any major may interview. Positions are in the Systems Engineering Development Program. Requires technical aptitude and programming experience. Limited to Alumni and December graduates. Orientation: 0800, October 12, in Faculty/Staff Lounge.

Pratt and Whitney (West Palm Beach, FL)
Interview Date: October 13
Positions as "Project Material Analyst". Must be able to read and interpret blueprints; analyze requirements for materials, tools and fixtures; establish shortages on engines and estimate delivery dates for parts. 4-year degree NOT required. No orientation.

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Our 16", 12-slice large pizza serves 4-6 persons.

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Study profiles our transfer and non-traditional students

by Deborah M. Osborne
Director of Institutional Research

Last week the Avion reported the findings of a study on the incoming freshmen of 1988, the first article in a three part series on the Embry-Riddle student. This week, Part II profiles Embry Riddle's transfer and non-traditional students. Next week look for the final article in this series, profiling the Embry-Riddle undergraduate.

In order to qualify as a transfer student, an applicant must have completed at least 12 hours of college level credit upon entering the University. Non-traditional students are those who have completed high school (or passed the GED test) and have been employed for at least three years.

A study has been completed to compare transfer and non-traditional students to "typical" incoming freshmen.

In the Fall of 1988, Embry-Riddle students included 332 transfer students and 25 non-traditional students. The profiles for these two groups of students are somewhat different than those of other incoming freshmen. (See the Avion, September 28, 1988 for the profile of the traditional incoming freshman.)

Transfer and non-traditional students as a group are older than traditional freshmen and there are a higher proportion of males: transfer students included 91.27% males and non-traditional students 96% males.

Non-traditional students are majoring in a variety of subjects, with the highest concentration being in Aviation Maintenance Technology (48%).

Transfer and non-traditional students come from a variety of states in the country. The number one state of origin is Florida, represented by 28.15% of transfer students and 39.13% of non-traditional students.

Next week look for Part Three: The Embry-Riddle Undergraduate.



Aerial photo by Barry Morgan

Up in the air...

An aerial view of the university shows the extensive construction currently taking place on the Daytona Beach Campus. Evident is phase II of the Jack R. Hunt Memorial Library in the foreground and the extension to the University Center and the Recreation Office the background.

NTSB

(continued from page 7)

caused not only a longer takeoff roll and the eventual power fluctuations on both engine caused by the aircraft's Torque/Temperature limiting system. The TTL system under normal operations is a built in safety feature on the engines; however, because the levers had not been set properly caused erratic engine fuel flow, which caused the power fluctuations.

tions.

The crew failed to comply with the Before Takeoff checklist, which would have alerted them to the need to advance the levers. The crew also failed to diagnose the problem in flight.

The bottom line in both of these accidents is that they both could have been avoided by a simple procedure. These accidents caused

needless suffering and loss of life. It is essential for pilots of all aircraft, that they stick very carefully to the procedure outlined in the checklists.

They are specifically designed to avoid problems of this exact nature but how many times are they overlooked. Every pilot learns to follow checklist the first time they fly, but how quickly they forget.

“I don't want a lot of hype. I just want something I can count on.”



Greg Riley-University of North Carolina-Class of 1989

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Among the 70 pilots at England, the nine members of the United States team stood out.

As your 1986 U.S. National Aerobatic Champion, I'm joined by my teammates in asking you to help us again, so we can take on the world in Canada in August 1988. Please become part of our team. Split and fly with us in the World Competition. Fill out the form below and send in your tax-deductible contribution today. Thank!

Clint McHenry
1986 U.S. Aerobatic Champion

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Jones loses gold in controversy Olympics live up to expectation

Associated Press
 The Seoul Olympics ended for America on Sunday with a boxing decision that didn't ring true. The head of the International Amateur Boxing Association said it looked like Jones had beaten his South Korean opponent, but three of five judges saw it otherwise. "I thought I had beaten him to a point where I couldn't be robbed," Jones said. "Unfortunately, I was."
 Boxing coach Ken Adams said he saw a Korean trying to bribe some of the judges for the fight. But a Korean venue spokesman said what Adams saw were gold key chains being offered as gifts to all the officials. Thus, the Olympic boxing tournament ended the way it began - in controversy. The head of the Korean Amateur Boxing Federation, Kim Seung-youn, resigned Sunday, accepting responsibility for a brawl that Korean coaches started in the Games' first week when they attacked a referee over a close decision against one of theirs.
 Jones, 19, the youngest of the U.S. boxers, controlled everything but the decision. He scored at will and totally dominated Korean opponent Park Si-hun, but he lost 3-2 in the 156-pound gold medal final at the Seoul Olympics. "It's not the guy's fault," Jones said of Park. "He told me he's sorry and that he lost the fight, but that the judges gave it to him."

After the decision was announced, Jones put his face in his towel, obviously shocked and upset with the decision, and he left thering a disappointed silver medalist. NBC's CompuBox credited Jones with landing 86 punches to 32 for the Korean. The Hungarian and Soviet judges scored it lopsidedly for Jones. The judges from Uruguay, Morocco and Uganda gave it narrowly to Park.
 Andrew Maynard came back with a 5-0 decision over Soviet Nourmagomed Chamvazov at 178 pounds, and it was some consolation, but not for Jones, who said he may now quit boxing. "The only way I was going to turn pro was if I won the gold medal," Jones said. "I did my best, but sometimes your best don't do it for you. It was my dream to get a gold medal, but I think that's the end of the line for boxing."
 In the final fight of the Games, Canadian Lennox Lewis stopped American Riddick Bowe in the second round to win the super heavyweight division, a final blow to the team that wanted to forget Montreal. Two U.S. boxers won gold on Saturday - Kennedy McKinney and Ray Mercer - and the U.S. team now had three gold, three silver and two bronze. And the fabled fighters of Montreal still stood supreme with five gold, a silver and a bronze.

Associated Press
 The 1988 Summer Olympics, kept free of terrorism but tainted by drug scandals, closed Sunday with the pealing of a medieval bell to symbolize the sorrow of parting. The United States finished third in medals. The 1,000-year-old, 72-ton Emille Bell, which according to Korean legend has the saddest tone of any in the world, tolled farewell to the more than 9,000 athletes from 160 nations who participated in the 24th Olympiad.

The 16-day event, conducted under extraordinary security, wrapped up with the Soviet Union winning the lion's share of the 237 medals events. The Soviets took home 132 medals, including 55 gold, the most ever in a Summer Olympics without a major-power boycott. East Germany had 102 medals and 37 gold, and the United States 94 medals and 36 gold.

Many felt that the United States was robbed of a second-place tie for golds when judges awarded a bout to a South Korean boxer over American Roy Jones in the 156-pound event on the final day of competition.

Because of boycotts in 1980 and 1984, the Games were the first meeting between the Soviet Union

and the United States since 1976 in Montreal, and matchups between the two nations provided some of the Games' highlights. The U.S. men's volleyball team beat the Soviets to defend its 1984 Olympic championship, providing consolation for America's upset in the men's basketball quarterfinals. America also defeated the Soviets in women's basketball and men's water polo.

Among the highlights: Greg Louganis won the Olympic Spirit Award as top American athlete Sunday for winning gold medals in platform and 3-meter springboard diving. He accomplished the same feat in 1980 and became the first man to sweep the events twice. The 28-year-old Louganis, who hit his head on the board in the preliminaries and received five stitches, announced his retirement from diving and said he wanted to pursue acting.

Sisters-in-law Florence Griffith Joyner and Jackie

Joyner-Kersey led an American assault on the record books in track and field. Griffith Joyner won golds in the 100, the 200 and the 400-meter relay, and silver in the 1,600-meter relay. She set a world record in the 200 and an Olympic record in

the 100. Joyner-Kersey won two golds, taking the heptathlon with a world record 7,291 points and the long jump with an Olympic mark of 24 feet, 3 1/2 inches.

Kristin Otto of East Germany won six golds in swimming. American swimmer Matt Biondi won seven medals, five gold, while Janet Evans earned three golds in the pool for the United States.

There were low moments as well. Canadian sprinter Ben Johnson, the most prominent of 10 athletes who tested positive for drugs, was stripped of his gold medal in the 100 meters and title of world's fastest man, and flow home in disgrace, his career in jeopardy. He was accused of using muscle-building steroids. Four other medals - two Bulgarian weightlifting golds, a Hungarian weightlifting silver and a British judo bronze - also were stripped for drugs, and five non-medalists tested positive for substances ranging from caffeine to diuretics.

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Indianapolis	at	Buffalo *
Kansas City	at	Houston *
* LA Rams	at	Atlanta
* Miami	at	LA Raiders
* New Orleans	at	San Diego
* New England	at	Green Bay
New York Jets	at	Cincinnati *
Pittsburgh	at	Phoenix *
* Seattle	at	Cleveland
Tampa Bay	at	Minnesota *
Washington	at	Dallas *

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

NAME:
PROGRAM:
ERAU BOX AND PHONE:

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. The winner will be posted and will receive a Free pitcher of beer or soft drink at *Spanky's Pub and Club* during Monday Night Football.

Last weeks winner was Vinnie John, an Aeronautical Engineering student. He correctly predicted 8 of 13 games.



Pro Football

NATIONAL CONFERENCE							AMERICAN CONFERENCE								
EAST				Vs			EAST				WEST				
W	L	T	Pct.	PF	PA	Div.	W	L	T	Pct.	PF	PA	Div.		
NY Giants	3	2	0	600	111	118	3-0	Buffalo	4	1	0	800	77	82	2-0
Phoenix *	3	2	0	800	129	119	1-1	NY Jets	3	1	0	750	80	44	0-1
Dallas	3	2	0	500	74	70	1-1	Miami	2	3	0	400	74	82	0-2
Philadelphia	2	3	0	400	128	105	0-1	New England	2	3	0	400	75	104	2-1
Washington	2	3	0	400	111	120	1-3	Indianapolis	1	4	0	200	76	91	1-1
CENTRAL							CENTRAL								
Chicago	4	1	0	800	106	60	1-1	Cincinnati	5	0	0	1,000	135	88	2-0
Minnesota	3	2	0	600	107	71	1-0	Cleveland	3	2	0	600	112	76	1-1
Tampa Bay	2	3	0	400	07	118	2-0	Houston	3	2	0	600	112	132	0-0
Detroit	1	4	0	200	78	83	0-0	Pittsburgh	1	4	0	200	102	127	0-2
Green Bay	0	5	0	000	64	122	0-3	WEST							
LA Rams	4	1	0	800	145	106	0-0	Seattle	3	2	0	600	96	99	2-1
San Francisco	4	1	0	800	129	104	1-1	Denver	2	3	0	400	100	74	2-3
New Orleans	3	1	0	750	87	78	1-1	LA Raiders	2	3	0	400	127	145	2-0
Atlanta	1	4	0	200	112	154	1-1	San Diego	2	3	0	400	57	89	2-3
								Kansas City	1	3	1	300	73	91	1-2

Flag Football

through Oct 3

Alpha Eta Rho	2-0-0
Beaver Bandits	2-0-0
Daytona 69'ers	2-0-0
Quebers	2-0-0
S.A.D.	2-0-0
The Force	2-0-0
Wolfpack	2-0-0
Air Raiders	1-0-0
Grim Reapers	1-0-0
Kappa Alpha Psi	1-0-0
The Eaters	1-0-0
3rd North	1-0-1
Army ROTC	1-1-0
Brew Crew	1-1-0
Bud Squad	1-1-0
Delta Chi	1-1-0
Lambda Chi Alpha	1-1-0
Moving Violations	1-1-0
Sigma Chi	1-1-0
Skylarks	1-1-0
Strike Eagles	1-1-0
200 Proof	1-1-0
BOW I	0-0-1
Riddle Wingmen	0-0-1
Vet's Club	0-1-1
Leathernecks	0-1-0
Sigma Pi	0-2-0
Talhookers	0-2-0
The Breakers	0-2-0
Wild Ducks	0-2-0

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Volleyball team spikes its way to gold

U.S. athletes perform well at XXIV Olympiad in Seoul

Associated Press

Net gain for the USA: one silver and another shot at gold. The U.S. men's volleyball team, incited to victory by America's basketball loss, rolled into the final, and Miloslav Mecir beat Tim Mayotte in the tennis final Friday at the Summer Olympics.

The undefeated U.S. men, led by the spiking and blocking of Bob Ctvrtlik, scored an easy 15-3, 15-5, 15-11 semifinal victory over Brazil in a rematch of the gold-medal game four years ago in Los Angeles. "Most of us used to play basketball, and we felt really horrible for them when they lost to the Soviets," Ctvrtlik said. "We didn't want that to happen to us." The U.S. men will meet the Soviet Union in the volleyball final Sunday afternoon.

The Soviet Union, meanwhile, beat Yugoslavia 76-63 for the basketball gold, giving the Soviets their 100th medal of the Games.

Mecir, of Czechoslovakia, beat the American Mayotte 3-6, 6-2, 6-4, 6-2 for the men's singles gold medal, the first awarded at the Games since 1924 in Paris. Brad Gilbert of the United States and Stefan Edberg of Sweden each won bronze.

Mecir, who beat the top-seeded Edberg in the semifinals, lost the first set in just 40 minutes but just as quickly turned it around. He broke Mayotte in the first game of the second set and began running the American all over the court. When it was over, Mecir was the one running all over the court, throwing his racket up in exultation over the biggest victory of his career.

The U.S. team won the basketball gold medal that the men couldn't, and yet another tennis title was left to be decided by Steffi Graf and Gabriela Sabatini.

On Friday, Tracie Ruiz-Conforto of Bothell, Wash., a gold medalist four years ago, won the silver in solo synchronized swimming behind Carolyn Waldo, who gave Canada its only gold medal since sprinter Ben Johnson was stripped for

steroids.

America added to its gold count Thursday in freestyle wrestling when John Smith of Del City, Okla., outpointed Stephan Sarkissian of the Soviet Union 4-0 in the 136.5-pound division. On Friday, Kenny Monday of Tulsa, Okla., and Bruce Baumgartner of Edinboro, Pa., moved into gold-medal matches. In the semifinals, Monday beat Pekka Rauhala of Finland 7-0 at 163 pounds, and Baumgartner stopped Ransoran Novind of Mauritius on a technical foul at 2:27 in the super heavyweight division.

At the track, it was a bad day for East German Heike Drechsler, beaten first in the long jump by Joyner-Kersey, whose brother Al is married to Griffith Joyner, then in the 200 by Flo Jo herself. In the process, Griffith Joyner also broke the 200 world record Drechsler shared with another East German, Marita Koch. "It was a tough day," Drechsler said. "I gave my best, but these two are very strong athletes."

Griffith Joyner is the first American woman to hold a 200-meter world record since Wilma Rudolph in 1960 and the first since Rudolph to win both the 100 and 200 at the same Olympics. The old mark of 21.71 was first set by Koch nine years ago.

Griffith Joyner, her long hair flowing behind her like the contrails of a jet, first broke the record in the semifinals, running 21.56. Then, in the final, she sped to a time of 21.34, lowering the mark for the second time in two hours, and adding the 200 to the 100 gold she won last Sunday. And she could get more, with two relays still on the schedule. "I know I can run much faster," she said. "I felt very relaxed. That's the key."

Grace Jackson of Jamaica won the silver in 21.72, eight meters behind Griffith Joyner, and Drechsler was third in 21.95.

Before the race, Al Joyner had predicted his wife would do "something unbelievable," adding: "She's been training since Nov. 1

just to meet the East German, and this is her day."

It was, but she had to share it with Al's sister, who often is called the best woman athlete ever. Joyner-Kersey broke her own world record when she won the heptathlon last Saturday, and her long jump of 24 feet, 3 1/2 inches broke an Olympic mark of 23-10 1/4 she set in 1984.

Drechsler won the silver with 23-8 1/4, and the bronze went to Galina Christiakova of the Soviet Union at 23-4.

Mary Slaney, who trips over the very word Olympics, qualified for Saturday's 1,500 meters. America's best middle-distance runner for a decade but never an Olympic medalist, Slaney finished 10th after leading most of the way in the 3,000.

At least, she didn't fall in the 1,500 qualifying - like she did when she tangled with Zola Budd in the '84 L.A. Games - but she came close. Trapped as the pack began to overtake her, Slaney had to fall back, then go way wide to finish in 4:03.61. Romanian Paula Ivan won

the heat in 4:03.33. "I just don't run in packs enough to know how to get out of it," said Slaney, who likes to run on the lead when the field will let her. "I felt good enough today to kick at the end. I just waited too long to go after it because I had to wait to get out of the pack."

Daley Thompson's bid for an unprecedented third straight decathlon title ended, a shattered pole in the pole vault perhaps indicative of the way things went for the Briton. Christian Schenk, the 6-foot-7 East German, won the gold medal with 8,488 points, followed by teammate Torsten Voss with 8,399 and Dave Steen of Canada with 8,328.

Thompson was third going into the 1,500 meters, the final event, but with his left leg heavily taped from the fall in the vault, he finished fourth with 8,306 points.

The American women beat Yugoslavia 77-70 for the basketball gold, and that was some consolation for the men's 82-76 loss to the Soviets the night before. The U.S. men beat Australia 78-49 for the bronze.

Pro Baseball

AMERICAN LEAGUE

EAST	W	L	PCT	GB	LAST 10	STREAK	HOME	AWAY
Boston	89	73	.549		3-7	Lost 3	53-28	38-45
Detroit	88	74	.543	1	7-3	Won 3	50-31	38-43
Minnesota	87	75	.537	2	6-4	Lost 1	47-34	40-41
Toronto	87	75	.537	2	9-1	Won 6	48-30	42-39
New York	85	76	.528	3 1/2	4-6	Lost 3	46-34	39-43
Cleveland	78	84	.481	11	6-4	Won 3	44-37	34-47
Baltimore	84	107	.336	24 1/2	2-8	Lost 4	34-46	29-61
WEST	W	L	PCT	GB	LAST 10	STREAK	HOME	AWAY
Oakland	104	88	.612		7-3	Won 1	54-27	50-31
Minnesota	91	71	.562	13	8-2	Won 3	47-34	44-37
Kansas City	84	77	.522	19 1/2	5-5	Lost 2	44-36	40-41
California	75	87	.463	28	0-10	Lost 12	36-40	40-41
Chicago	71	80	.441	33 1/2	5-4	Won 2	40-41	31-48
Texas	70	91	.436	35 1/2	4-6	Won 1	38-43	32-48
Seattle	68	93	.422	36 1/2	5-5	Lost 1	37-44	31-48

NATIONAL LEAGUE

EAST	W	L	PCT	GB	LAST 10	STREAK	HOME	AWAY
New York	100	60	.625		7-3	Won 3	56-24	44-36
Pittsburgh	85	75	.531	15	4-6	Lost 2	43-38	42-37
Montreal	81	81	.500	20	5-5	Won 1	43-38	38-43
Chicago	77	85	.475	24	6-4	Won 2	39-42	38-43
St. Louis	76	86	.469	25	3-7	Lost 3	41-40	35-48
Philadelphia	68	96	.409	35 1/2	5-5	Lost 1	38-42	27-54
WEST	W	L	PCT	GB	LAST 10	STREAK	HOME	AWAY
Los Angeles	94	67	.584		5-5	Lost 1	45-30	49-31
Cincinnati	87	74	.540	7	7-3	Won 1	45-35	42-39
San Diego	83	78	.516	11	9-1	Won 5	47-34	36-44
San Francisco	83	79	.512	11 1/2	6-4	Won 1	45-30	38-43
Houston	62	80	.438	31 1/2	3-7	Lost 3	44-37	36-43
Atlanta	64	106	.378	39 1/2	2-8	Lost 1	28-51	26-55

Final Medal Standings

	G	S	B	Tot		G	S	B	Tot
Soviet Union	55	31	46	132	Brazil	1	2	3	6
East Germany	37	35	30	102	Norway	2	3	0	5
United States	35	31	27	94	Denmark	2	1	1	4
West Germany	11	14	15	40	Finland	1	1	2	4
Bulgaria	10	12	13	35	Spain	1	1	2	4
South Korea	12	10	11	33	Switzerland	0	2	2	4
China	5	11	12	28	Morocco	1	0	2	3
Romania	7	11	6	24	Turkey	1	1	0	2
Britain	5	10	9	24	Jamaica	0	2	0	2
Hungary	11	6	6	23	Argentina	0	1	1	2
France	6	4	6	16	Belgium	0	0	2	2
Poland	2	5	9	16	Mexico	0	0	2	2
Italy	6	4	4	14	Austria	1	0	0	1
Japan	4	3	7	14	Portugal	1	0	0	1
Australia	3	6	5	14	Suriname	1	0	0	1
New Zealand	3	2	8	13	Chile	0	1	0	1
Yugoslavia	3	4	5	12	Costa Rica	0	1	0	1
Sweden	0	4	7	11	Indonesia	0	1	0	1
Canada	3	2	5	10	Iran	0	1	0	1
Kenya	5	2	2	9	Neth. Antilles	0	1	0	1
Netherlands	2	2	5	9	Peru	0	1	0	1
Czechoslovakia	1	3	7	8	Senegal	0	1	0	1

AP Top 20

1	Miami	4-0-0	beat Missouri, 55-0
2	UCLA	4-0-0	beat Washington, 24-17
3	Southern Cal.	4-0-0	beat Arizona, 38-15
4	Auburn	4-0-0	beat North Carolina, 47-21
5	Notre Dame	4-0-0	beat Stanford, 42-14
6	Florida State	4-1-0	beat Tulane, 48-28
7	West Virginia	5-0-0	beat Virginia Tech., 22-10
8	South Carolina	5-0-0	beat Appalachian State, 35-9
9	Nebraska	4-1-0	beat UNLV, 48-6
10	Oklahoma	3-1-0	beat Iowa State, 35-7
11	Clemson	3-1-0	idle
12	Alabama	3-0-0	beat Kentucky, 31-27
13	Oklahoma St.	3-0-0	beat Tulsa, 56-35
14	LSU	2-2-0	lost to Florida, 19-6
15	Georgia	4-1-0	beat Ole Miss, 36-12
16	Washington	3-1-0	lost to UCLA, 24-17
17	Florida	5-0-0	beat LSU, 19-6
18	Wyoming	5-0-0	beat Fullerton State, 35-6
19	Michigan	1-2-0	beat Wisconsin, 62-14
20	Oregon	4-0-0	beat San Diego St., 34-13



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Notices

Intercollegiate Athletic Booster Club

Basketball Coach, Ron Caylor, is looking for persons who would be interested in helping form and develop an athletic booster club. Of particular interest, at this point in time, are persons interested in helping promote and support the basketball program. A 21-game intercollegiate basketball schedule has been developed with the first game being played at HOME (DBCC Gym) on November 4.

The initial major objective of the proposed booster club is to obtain spectator support, to get the faculty, staff and students to attend the games. Secondly, some HOME game personnel support will be needed for such tasks as scorekeeper, clock operator, shot clock operator, ticket taker, etc. The development of an effective booster club can have a tremendous effect on the success of an intercollegiate athletic program.

Let's make our fledgling intercollegiate athletic program a success from the start by becoming involved. Interested faculty, staff and students may call the varsity athletic director's office, extension 6553 and leave your name and telephone number, or contact Ron Caylor at extension 6844.

An organizational meeting will be scheduled in the near future.

Counseling Center Program

Panels, information and displays relating to substance awareness will be sponsored by the Campus Substance Awareness Committee. Check the bulletin boards for schedules of these events October 16-October 22.

Library Fall Schedule

Regular schedule
Monday-Thursday 7:15am-10:00pm
Friday 7:15am-6:00pm
Saturday 9:00am-6:00pm
Sunday 1:00pm-10:00pm

Fall schedule
Aug 31 - Sept 4 Regular schedule
Sept 5 Closed for Labor Day
Sept 6 - Nov 22 Regular schedule
Nov 23 7:15am-5:00pm
Nov 24 - Nov 25 Closed for Thanksgiving
Nov 26 - Dec 8 Regular schedule

Attention December Graduates

The Student Activities Office is currently accepting names of December Graduates who are interested in running for Senior Class President or Vice President. If you would like to run, please make an appointment to meet with Laurie Ranfos, Senior Class Advisor, by calling ext. 6039 or stop by the Student Activities Office. The deadline to apply is October 7, 1988. We are also accepting names of those December Graduates interested in being on the Senior Class Council.

The first meeting for all December Graduates will be held on Wednesday, October 12, 1988 at 8:00 p.m. in the U.C. Elections for Senior Class President and Vice President will be held at that meeting. Important Graduation information will also be discussed at that time.

Plan On Graduating December 17 '88?

Have you filled out an application at the Registration and Records Office? If not, you will not have your diploma ordered nor have a cap and gown ordered for you to participate in the graduation ceremony.

All must fill out a graduation application if anticipating December 17, 1988 graduation. There is a deadline. All applications must be in by October 14, 1988 (Friday 4 p.m.).

Applications are also being accepted for those expecting April '89 graduation. Come to the Registration and Records Office and fill out a Graduation Application to receive a "Preliminary Evaluation". You will receive one before the Advanced Registration date later this Fall.

International Day

The Office of International Student Services at ERAU invites you to attend International Day on Saturday, October 22, 1988, from 1 to 5 p.m. in the University Center.

International students will share the traditions and customs of their cultures with a sale of ethnic foods, displays of costumes and craft items, and a program of entertainment. It will be an afternoon for everyone to enjoy and a wonderful opportunity to talk with young people from many lands. There are students representing 80 countries now attending Embry-Riddle.

FAA Pilot Written Exam Schedule

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. (FIA) Flight Instructor -airplane
4. (FOI) Fundamentals of Instructing
5. (BGI) 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. (FI) Flight Instructor -instrument -airplane
12. (IGI) Ground Instructor -instrument
13. (FEB) Flight Engineer -basic
14. (FEJ)
15. (FEX) Flight Engineer -turbojet/basic -727

Date	Time	Place
October 7, 21	Friday, 1030	A-111
October 29	Saturday, 0900	H-113

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 time of the examination, each student must present a receipt for 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 at 8:30am. 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.

Air Traffic Control Test Guide

Students who contacted Mike Welch of FAA in Atlanta for free copy of ATC test guide, response was too great to send out individually. Copies are on reserve at the ERAU Library.

Answers to the test guide can be obtained at the Career Center (second floor of the University Center).

On campus test will be held on November 12, 9 a.m. to 1 p.m. in A109. Results can be obtained that afternoon.

Graduate Management Admission Test

The Graduate Management Admission Council (GMAC), Princeton, NJ, has announced testing dates for the Graduate Management Admissions Test (GMAT), used by about 900 graduate schools of management as one predictor of academic performance.

Testing dates and centers located within Central Florida are as follows: October 15, 1988, January 28, 1989, March 18, 1989, June 17, 1989 at University of Central Florida, Orlando, Fla.; Rollins College, Winter Park -- all dates except January 28; Bethune Cookman College, Daytona Beach, Fla., January 28 only.

Students can obtain further information on registration, deadlines and additional testing center locations by obtaining the GMAT Bulletin of Information for 1988-89. Individual copies are available by contacting Graduate Studies at Embry-Riddle Aeronautical University 904-239-6715, or by writing to GMAT, Educational Testing Service, P.O. Box 6101, Princeton, NJ 08541-6101. A \$26 fee is required to register for the test.

Candidates who complete a registration form and pay a \$20 service fee may be able to register at test centers as day-of-test standbys. Standby registration cannot be guaranteed, as it will depend on the space and test materials available after all pre-registered candidates have been admitted.

Attention: Women Students

You're invited to a casual get-together at the ERAU President's Residence in Ormond Beach Thursday, Oct. 6, from 7 p.m. to 9 p.m.

Here's a chance to meet new friends, enjoy some snacks and be a part of forming a new group for women at Riddle.

If you need a ride please contact Pauline Franklin-ERAU Box 1365 or phone # 756-1404.

If you're interested in forming a new group but can't attend please contact Pauline or Grace Ransom, ERAU Box 7954.

We're looking forward to seeing you there!!

Talent Nite '88

Show off your stuff at ERAU's TALENT NITE '88. Auditions will take place on November 13 in the University Center. Contact ERAU Entertainment for more details. The office is located on the west side of the University Center (extension 6047).

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P225/60HR14	4/316*	4/393	4/357*
P195/60HR15	4/313**	4/357	4/325
P205/60HR15	4/317**	4/363	4/337
P215/60HR15	4/328**	4/369	4/355
P235/60HR15	4/346*	4/386	4/357*
P215/65HR15	4/330*	n/a	4/382*

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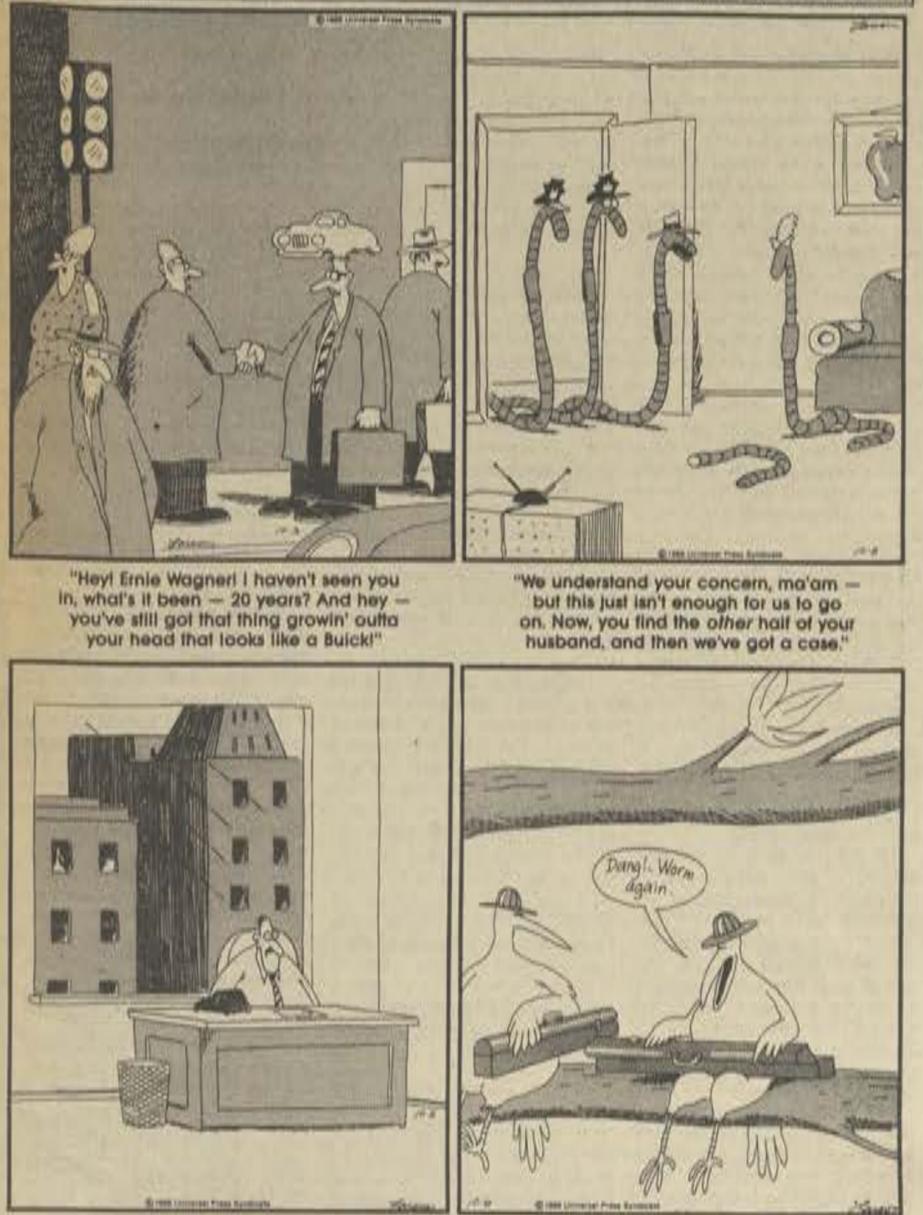
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Commentary

Chappell addresses drug problem

The Congress is currently working to develop a comprehensive anti-drug initiative which will help prevent the manufacture, distribution and use of illegal drugs. Because this is the biggest problem facing America and especially our young people, I feel this measure is the most important bill Congress will consider this year, and it may well be the most important bill in many years. When added to existing programs, it will mean the Federal Government could commit over \$6 BILLION next year alone to the war on drugs.

Thousands of lives, yes, are spending \$130 BILLION each year on illegal drugs and our government is intercepting less than 15% of all narcotics entering the United States. We are clearly losing the war on drugs.

Can we now begin winning this all-important war? The first thing is we must all pull together. This means everyone - private citizens and public servants, conservatives and liberals, Democrats and Republicans - this is an AMERICAN problem.

It is simply not true, as some have argued, that the problem can be solved by reducing the supply of illegal narcotics, nor can it be solved simply by reducing the demand for them - we must do both.

The bill now under consideration utilizes a three-pronged attack: beefed up interdiction and law enforcement, stiffer penalties for drug offenses, and expanded rehabilitation and prevention programs. This type of broad approach is needed to address the problem of supply and demand. We must stamp out the demand for drugs within the American population, while choking off the supply from abroad.

Under the anti-drug bill, the Coast Guard, Customs Service and FAA have additional interdiction and enforcement responsibilities. Along with the Coast Guard, the budgets of the DEA, INS, FBI and Organized

Crime Drug Enforcement Task Forces will be increased. Despite the Administration's efforts to discontinue such funding, state and local law enforcement agencies will continue to receive federal assistance for drug law enforcement, as well as pilot grants to train, recruit and pay overtime to drug enforcement officers.

Equally important is our battle against drug producers abroad. The anti-drug bill allows us to threaten recalcitrant drug producers with a cutoff of foreign aid and authorizes the creation of a multinational anti-narcotics force in Latin America. It seeks to reward "whistleblowers" for submitting information on narcotics traffickers, and authorizes expenditures for anti-drug arms and education programs abroad. This view toward international cooperation to crush the drug trade is the only realistic one given the magnitude of the drug traffic over America's border.

The second focus of the drug bill is a get-tough approach with those who cause our society the most problems. The legislation scores a direct hit on drug abusers and traffickers in the United States with mandatory sentences for possession of crack, a possible death penalty for anyone who intentionally kills a person during the course of a drug-related felony, a new offense of "endangering life" for illegal manufacture of drugs, forfeiture of many federal benefits and driver's licenses in connection with drug related offenses and distribution, and sanctions for those who violate drug-free workplace laws.

The third and final cornerstone of the anti-drug assault will be in the areas of treatment, education and prevention. We have a responsibility to those Americans who want to help themselves beat their dependency. The measure provides money

to expand our nation's drug treatment programs so the many Americans seeking treatment may receive it. These people can point the way for the millions still using drugs and those teetering on the edge of temptation.

The measure would also target urban youth gangs, homeless and runaway youth, juvenile delinquents, and prisoners with anti-drug education and treatment programs. Lastly, the innocent victims of substance abuse - children of drug-dependent parents - and those disadvantaged youth whose background and surroundings make them especially vulnerable to the allure of drugs are provided special programs. Drug education and prevention programs targeted at young Americans are vital to our success in turning the tide against drugs.

To those who question whether all this is expensive, the answer is yes. The war on drugs can be fought and won, but it will take time, effort, and money. We have no choice. We must step up our efforts on all fronts or we will continue to lose ground. In fact, we are already spending a great deal of money to combat drugs, but we must do more. We in the congress, the Reagan Administration, and whichever Administration comes to power in January, must all work together to implement our anti-drug efforts in the most efficient manner possible, making improvements where necessary and guarding against wasteful use of taxpayer money in this time of fiscal restraint.

We must now send the strongest possible message to the drug dealers, the drug abusers, and the drug runners abroad, and that message is this -- THE UNITED STATES IS DEAD SERIOUS ABOUT RIDDING OURSELVES OF THIS MENACE. That is what the bipartisan anti-drug initiative is about

SAT scores remain constant for third year in a row

(CPS) -- In spite of a huge wave of school reforms aimed mostly at helping students do better on standardized tests, Scholastic Aptitude Test (SAT) scores have stayed flat for the third straight year, the College Board announced Sept. 20.

This year's freshman average verbal scores of 428 -- down two points from the year before -- and average math scores of 476, the same as in 1987.

College Board President Donald Stewart chose to stress the positive: "It is certainly reassuring to see that the decline in scores on the SAT has leveled off in recent years, because this probably means that some positive things are happening in the nation's schools."

Average scores peaked in 1963, and various observers have blamed everything from tenure to atmospheric nuclear testing for the decline since.

In the interim, verbal scores reached a high of 466 in 1968 and math scores a high of 493 in 1969. Yet from the verbal low of 424 and the math low of 466 -- both recorded in 1981 -- average scores began in to rebound modestly until the leveled off again in 1987.

Although the College Board sternly warns people to weigh the test scores in "the context in which the particular test scores were earned," politicians always trumpet them as proof of something.

When scores turned upward in 1982, President Reagan claimed they vindicated his education policies.

Education Policy Analyst Jeanne Allen of the Heritage Foundation, an influential conservative think tank, says the Reagan administration can still take credit for improving SAT scores.

"A lot of the dialogue by the Reagan administration sparked efforts to improve education" she said. "The states responded to that dialogue, but improvements take time. We'll see some real innovative successes."

Still others don't see much room for interpretation in the scores.

John Katzman, president of Princeton Review, a New York firm that coaches standardized test takers, has formerly criticized the SAT, for what he says is a bias against women and minorities. The SAT, he says, doesn't test actual knowledge, just students' ability to take standardized tests.

Year	Verbal			Mathematical		
	Men	Women	Total	Men	Women	Total
1967	463	456	460	514	497	485
1968	464	456	460	512	470	492
1969	488	466	462	513	470	493
1970	489	461	480	509	465	488
1971	454	457	455	507	468	488
1972	454	452	453	505	461	484
1973	446	443	445	502	460	481
1974	447	442	444	501	459	480
1975	437	431	434	485	449	472
1976	439	430	431	487	446	472
1977	431	427	429	497	445	470
1978	433	425	429	494	444	468
1979	431	423	427	493	443	467
1980	428	420	424	491	443	468
1981	430	418	424	492	443	468
1982	431	421	425	493	443	467
1983	430	420	425	493	445	468
1984	432	420	426	495	449	471
1985	437	425	431	499	452	475
1986	437	426	431	501	451	475
1987	435	425	430	500	451	476
1988	435	422	429	498	450	470

The College Board's College Press Service

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1981 PLYMOUTH RILIAN-4 door. Air conditioning, am/fm, good condition. \$900. Call Corin at 257-2160 after 7 p.m.

1978 CAMARO-Little rust on rear and fender. Runs great. New rebuilt transmission. Three-speed. Asking only \$900 or best offer. Call John at 257-6982.

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1978 BMW 320i-Looks and runs good. Michelin tires, am/fm stereo with equalizer, sunroof, a/c, and automatic. Call 673-6492.

1972 LINCOLN MARK IV-\$650 or best offer. Box 4101 or 788-6353. Contact Ray.

1964 CHEVY II NOVA-Four-door, new parts, excellent running, some rust, \$500. Contact Matt 252-2880.

1978 CUTLASS SUPREME-Needs body work only in trunk area. Car runs great, interior excellent condition. Asking \$1100 or best offer. Call John 257-6982.

1982 BUICK SKYLARK-121,000 miles, original owner, will need clutch and head gasket. Best offer. Call Mike 253-1826.

1977 FORD LTD WAGON-Must sell. \$500 or best offer. Greg 761-1005.

1980 DATSUN B-210-In mint condition, no rust, runs great, four new tires, new brakes & transmission, good paint (green metallic). Asking \$1001. Call 760-0035 or Box 6229.

1980 DODGE OMNI-PS, PB, AC, automatic. New tires, battery, excellent performance. \$2000. Call Deepak at 756-2377 or 239-6950.

1988 MAZDA 323-PS, PB, AC, stereo cassette and more three-year factory warranty. \$7,500. Call Deepak at 756-2377 or 239-6950.

1986 MAZDA 626LX-PS, PB, AC, power windows, power locks, power sunroof, full logic stereo cassette and more. Two year factory warranty. \$10,600. Call Deepak at 756-2377 or 239-6950.

1982 TOYOTA CELICA GT-Three-door hatchback, power steering, air condition, automatic, tilt wheel, cruise, AM-FM stereo, mag wheels. Needs minor work. \$2400. Call Jeff at 253-8119.

1984 RED FIRO-Cruise control, sunroof, tilt wheel, power brake, AM/FM cassette stereo, four-speed, four cylinder. 70,000 mi, no air condition but can be easily installed. Asking \$4500 or best offer. Call Raymond at 788-0272 or Mena at 788-0751.

1970 VW BUG-New clutch and rear main oil seal, needs some minor work, very dependable. \$400 or best offer. Call Scott 252-8382.

1965 VINTAGE STINGRAY CORVETTE-Mint condition. Baby blue with white interior. Four-speed, new tires. Air conditioning, 327 Block. Asking \$3500. Will negotiate any reasonable offer. Must sell to pay for flight costs. Contact Mike after 6 p.m. 672-7529. Must see to appreciate.

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1982 Suzuki GS1100 GK2-tooting bike full dress - factory fairing saddlebags and trunk. Shaft drive, air shocks, AM-FM stereo. New rear tire and brake, helmet included. If interested, call 760-1128 or 788-5798 after 5 p.m. \$1,000 or best offer.

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Roommates

ROOMMATE NEEDED IMMEDIATELY-To share a two bedroom, two bath room apartment in Indigo Pines. Rent includes sewer, garbage, pest control and water. Complex has pool, hot tub and fitness trail. Apartment is equipped with basic cable, ceiling fan, microwave oven and washer/dryer hook-ups. Apartment is clean and neat with new carpet. Male or female, will get room with private bathroom. Prefer non-smoker. Small pets ok. \$75 security deposit moves you in. No rent until September. Rent is \$242/month and 1/2 electric. Please contact Matt at 255-9131 for information. If no answer please leave message.

ROOMMATE NEEDED-Male or female. To share two bedroom, two bath apartment. All renter needs it stuff for your bedroom. Pool, weightroom, hot tub. Needed immediately. 1/2 rent and 1/2 utilities. Call Hollie at ext. 6280 between 8-5.

ROOMMATE NEEDED-Male or female to share three bedroom, lake front house. 2 1/2 miles from school. \$195/month plus 1/3 utilities. Call Alex at 239-0550 or leave message at Box 5696.

DON'T PAY ANY MORE RENT!-Own your own home. Only 1/2 mile from school. five bedroom, two bath house. Large yard, quiet neighborhood, central heat and air, furnished, washer and dryer, fire place, and many extras. Asking price is \$80,000 but will talk - need only ten percent down. We will mortgage the rest. Call John at 257-6982.

SHARE HOUSE AND PLANE-Female wanted to share house and fun airplane, preferably a lady with grass under her fingernails who will work on and fly the airplane with me. Call 673-8682 to check out this great deal.

ROOMMATE WANTED-Furnished condo 6 miles from ERAU. Has pool, cable tv, a/c, and more. Will have to share master bedroom with one other male. \$170 monthly plus 1/3 water, power, and phone. Call Bill at 756-8656.

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ROOMMATE WANTED-To share a two bedroom/two bath apartment 1 1/2 miles from ERAU. Fully furnished. Must be neat, clean, and a non-smoker. \$270 a month + 1/2 utilities. Call after 4 p.m. 257-1931.

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Misc. for sale

HOUSE FOR SALE-Spacious clean 3 bedroom - 2 bath home central a/c and heating, beautiful porch - fenced yard, central location near ERAU. \$2,000 call Bill Clough, Gold Realty Center, Realtor. Phone 904-788-3333.

HITACHI STEREO-Component cassette player in prime condition. Only about 2 years old. Asking 40 call Bill at 756-8236.

FURNITURE FOR SALE-4 piece bedroom set. 2 end tables, 1 5-drawer dresser, and 1 9-drawer dresser with a mirror. Off-white color in an antique style. Asking 150 - call 673-1709 or leave message at 672-5880.

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FURNITURE-Buy new furniture at used furniture prices and are made to order. Call for more information. Also I have a bike (10 speed) only 4 months old with lock and light kit \$125. Call Bill at 756-8236.

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CALLIGRAPHY-Your favorite poem or song written in calligraphy on parchment paper. Provide the words and I will do the calligraphy \$15 per page of calligraphy. I can do any other calligraphy or lettering on request. Contact Kathy, Box 8296 or 760-3405.

STOLEN-One large grey car cover at Wood Forest Apartments. Imprinted in black with "Roepack - HIK" - 204, 1543 1/2 56 Vincent St., Utlin NY" on front and back. If found, contact Glen T. Roepack, ERAU Box #8730 or 239-0476. Large reward offered!

Personals

SS205-01, Are we having fun yet? PHYLLIS

BELLA CHOLA, What's up? Quo to parricid cenamos juntos on Sebastian's. A little racquetball this weekend? O quizá un viaje a Ft. Lauderdale. O enorme abrazo. Te quiero mucho. MANZANITA

LISA, Hi! MIKE G.

GLEN! LOOKOUT! WOODCHUCK! AAAAAHHH! BAM!!! Too late! Too bad! HA HA HA JIA HA HA HA!!!! Oh well, now we know who was talking *****

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Dukakis unveils student loan program

by Michael O'Keefe
College Press Service

Democratic presidential nominee Michael Dukakis unveiled a plan recently to let students repay their college loans at a rate that depends on how much they earn after they graduate.

The idea -- which in fact has been tried at a number of campuses -- immediately drew mixed reviews.

Bruce Carnes, deputy undersecretary at the U.S. Dept. of Education, said it would "soak" students who got well-paying jobs after graduation.

He predicted students training to take higher-salaried jobs would refuse to join the program, forcing the federal government to kick in dollars to cover the loan costs of lower-paid students who would never repay all they owed.

Dukakis aide Thomas Herman, of course, was more enthusiastic.

"This is not only feasible, it is desirable," he said. "It will allow everyone who is qualified and wants to go to college to go to college."

"It is a substantive proposal, one that should be discussed," opined Bob Aaron of the National Association of State Universities and Land-Grant Colleges.

"We're extremely pleased that one of the presidential candidates has come forth with a new and imaginative program for college loans for people from all walks of life," said Richard Rosser, president of the National Association of Independent Colleges and Universities.

Janet Lieberman of the U.S. Student Association, which represents campus student governments in Washington, D.C., said, "It's a very creative program to help middle-class families, but it doesn't really address the needs of low-income people."

"What low-income people need is grant money," said Dave Merkwitz of the American Council on Education. "They're the least likely to take out loans. Both presidential candidates need to develop plans to address the needs of the neediest."

The Dukakis plan would allow any student, regardless of family income, to get a federally guaranteed student

loan, repay it through mandatory payroll deductions during the student's working years for as long as they work, or "buy out" of the program at any time by paying a lump sum.

As a result, graduates who find jobs with high salaries could pay back more than the interest and principal on their loans, while low-income students may never pay back all they borrowed.

"The problem with (Dukakis's) plan... is it depends upon people who are likely to make reasonable incomes being willing to get soaked," Carnes contended.

Rosser believed the federal government will have to subsidize the

"We're extremely pleased that one of the presidential candidates has come forth with a new and imaginative program for college loans ..."

Richard Rosser

program to keep it viable -- something Dukakis says won't be necessary -- but in the long run would deal "with the student loan default question in a very effective way," thus saving taxpayers millions of dollars.

Because the government would take its payment directly out of grads' paychecks, the default rate -- at least theoretically -- would be minimal.

"It's nice that under this plan you can graduate and go into low-paying job like teaching and nursing and not worry about paying off your loans," said Lieberman. "We appreciate the creativity."

Yale University had a similar loan program for 3,600 students from 1972 to 1978, in which students could borrow a portion of their tuition from the school and begin repaying it after graduation at a rate of four-tenths of one percent -- or \$4 per year -- for each \$1,000 borrowed.

Dukakis's plan, by contrast, would have students repay their loans at a rate of \$8 per year for every \$1,000 borrowed.

"We still think it's a plausible idea," said Yale's Donald Routh, director of financial aid.

Routh said Yale dropped the idea because it required massive amounts of capital to maintain it. Administrators figured it would take 17 years before payments would reduce the outstanding balance owed the

university. Yet fears that students anticipating a high income would not participate in such a program proved not to be true, Routh added.

Carnes's own U.S. Dept. of Education also has promoted an "income contingent loan" program, now being tested at 10 campuses.

In his last two federal college budget proposals, in fact, President Reagan asked Congress to replace virtually all Guaranteed Student Loans with income-contingent loans, but Congress, heeding educators' testimony that it was too early to tell if the idea is workable, opted for a pilot program instead.

Under the Reagan plan, all borrowers would have time to repay all the principal and interest they owed in a prescribed time.

Under Dukakis's plan, loan repayments would come directly out of graduates' paychecks, much like their Social Security payments.

Graduates would not have repayments deducted from earnings over a certain cap, probably to be set somewhere between \$50,000 and \$100,000 a year.

Graduates who borrowed \$20,000 to get through college and earned, say, \$20,000 would repay the government \$500 in a year, or 2.5 percent of their income.

Students would take out the loans, which would be guaranteed by the government, through banks.

Aaron thought it interesting that Dukakis, who has trailed Republican presidential nominee George Bush in the polls since mid-August, unveiled the "substantive" proposal because he thinks it's something the American people want.

But although he commended the Massachusetts governor for developing a program with meat, Aaron feared it will be used against him.

"Things are a little out of hand. The politicians are carped on because they don't offer anything substantial. When they offer something substantial, special interest groups come out with complaints about technical minutiae. It all comes down to jealousy. They're jealous because they didn't think of it first."

Mission specialists onboard *Discovery* perform experiments for AIDS cure

SPACE CENTER, Houston (AP) A *Discovery* astronaut photographed tiny protein crystals Saturday that are growing aboard the shuttle in an experiment seeking clues for better drugs against AIDS, cancer and arthritis.

The experiment consists of several samples of 11 different proteins, including the enzyme reverse transcriptase. Once the AIDS virus gets into a human cell, it uses the enzyme to take over the genetic pattern of the cell and turns the cell into a factory that spreads the virus throughout the body.

With a knowledge of the protein's structure, re-

searchers would have a better chance of someday developing a drug that would stop reverse transcriptase from working, theoretically stopping the AIDS virus in its tracks.

The AIDS experiment, developed at Burroughs Wellcome in Research Triangle Park, N.C., was approved to fly on the shuttle late this summer after NASA officials were convinced there was no threat to the astronauts.

Dr. Tom Krenitsky of Burroughs Wellcome said the experiment is "very promising." But he cautioned that even if the test produces perfect crystals of reverse transcriptase, a new drug could still be 10 years away.

Worries common, unnecessary among college students

by Robert J. Kriegel, Ph.D.

(Editor's Note: This is the first of a five-part series by Robert J. Kriegel, Ph.D., best selling author, former All-American athlete, and mental coach for many Olympic and world class athletes. Kriegel gives speeches and does consulting for major corporations worldwide on peak performance, leadership and strategies for dealing with change.)

The alarm sounds. "6 a.m. I've really gotta hustle. I've gotta finish that outline, talk to Professor Jones, stop by the lab, read 100 pages for my noon psych class and be at work at 3 p.m."

Today's college campuses are pressure cookers. In fact, the *nyprn* pain report, the first national study on pain in America, documented that more people 18-24 suffer from stress and pain than any other group.

As I've toured the country visiting college campuses, students tell me that the most common causes of stress are too much to do, too little time; exams; money; relationships; interviews; family and career choices.

So, get rid of stress. Right? Wrong.

Stress is neither good nor bad. How you handle it can be. Learning to make stress work for you can help you concentrate better and think more clearly under pressure, have more energy, be more creative and make college more enjoyable.

But many of us handle stress poorly.

Some people panic and work too fast under stress. Others procrastinate. Neither response is productive and both are caused by what I call "sabotage thinking" -- common reactions to stressful situations that work against rather than for you.

Five common types of sabotage thinking are: "the gottas," the worries, "the can'ts," "the uh ohs/oh nos" and "the don'ts."

Let's look at the gottas and methods to overcome them.

The gottas usually occur when you have too much to do and too little time to do it. "I gotta study for two exams...I gotta read two chapters...I gotta call financial aid about my loan...I gotta get a date for Friday night..."

The gottas make everything seem harder than it really is. You get into the panic zone, rushing to get it all done. You walk fast, talk too fast, write too fast, eat too fast. You can't concentrate or think clearly. You make careless mistakes, blank out on exams and forget things you already know. Everything seems like a life or death proposition.

I was talking to a junior at U-C Berkley who had a bad case of the gottas about a forthcoming exam. "I gotta get an A," he said. I asked what would happen if he didn't.

"If I don't get an A, I won't keep my 4.0 average. Then I'll never get into a really good graduate school, and then I won't get a top job and then I'll never make a lot of money..."

By the end of his discourse, not getting an A on this test was akin to his life being ruined.

When he stopped and thought about what he just said -- that if he didn't ace this one test his life would be down the tubes -- he started laughing. "I must be crazy."

He was not crazy, just not thinking clearly or realistically. Many of us get that way under pressure. This type of depression thinking makes us overreact and causes panic. The cure is to shift from irrational to rational thinking. Do a reality check. When you get the gottas take a deep breath, exhale slowly and ask yourself, "What is the worst that could possibly happen?" and "How likely is that to happen?"

This type of reality thinking puts the gottas in perspective. Sure, not getting an A would be a drag, but it wouldn't be the end of the world nor would it land this student in the ranks of the homeless.

Looking to past wins helps, too. After all, he already had a 4.0 average and had done well on difficult exams before. Reminding himself of his past success on similar exams helped him to relax and restored his confidence.

Gaining control of your thinking will help turn desperation reactions into peak performance actions. Learning this early in life will be invaluable in the future, because no matter what you do or where you do it, there're always going to be things you gotta do.



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