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DRAMA CLUB'S *MEDEA* SHOWS FRIDAY

AVION

Volume 63, Issue 3

Embry-Riddle Aeronautical University, Daytona Beach, Florida

September 27, 1989

Campus News



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U.S. airlines fall to foreign carriers

by Joe Cambron
Diversions Editor

Foreign carriers are buying up pieces of United States airlines in a series of transactions that would have been unheard of only six months ago. In recent weeks, stakes in Delta, United, and Northwest have fallen into the hands of such foreign airlines as Swissair, British Airways, and KLM.

Although this is not old news, it began several years ago and only recently began accelerating. During the mid-eighties, then-struggling America West became 20% owned by the Australian carrier Ansett. Just last year, the money losing Texas Air Corporation sold 20% of its stock to Scandinavian Air System or SAS. Earlier this year, Delta sold part of its stock to Swissair to fend off an unwanted takeover.

Such transactions are unusual due to the effects of a Department of Transportation rule that forbids foreign citizens or companies from controlling 25% or more of an American air carrier's stock or otherwise holding "any semblance of control" over such companies. Control is very difficult to quantify these days, though, as financial wheeling and dealing with huge amounts of money become subject to the blur factor.

Recently, for example, Ansett requested that America West help the company through a crippling pilots' strike in its home country. Almost immediately, a pair of America West 737-300s along with several sets of crews were removed from revenue service and dispatched across the sea to Australia. This "charter" is just one example of the fine line between close cooperation and control.

Meanwhile at the potentially new United Airlines, British Airways has committed to provide the vast majority of the transaction's billion dollars in equity and yet it only holds a scant 15% of the new carrier's stock. Certainly British Airways expects something for its large fraction of a billion dollars, but what it will get is unclear as they can make it.

Wings Holdings is the new owner of Northwest Airlines, but KLM is the new 20% owner of Wings Holdings for all of \$400 million. KLM also holds a seat on the board of Wings Holdings, a situation which has prompted Department of Transportation Secretary Samuel Skinner to ask for the dissolution of the deal, unless the board seat is surrendered.



British Airways?...

If approved, the new United Airlines would obtain most of its equity from British Airways though laws prevent foreigners from owning over 25% of an airline.

Even with closer government control, many of the transactions mentioned in this article have been consummated for months and will likely stand regardless of Skinner's unhappiness. What can passengers expect from such close ties, you may be asking? Code-sharing, for one thing, is sure to proliferate.

Code-sharing, for those who don't already know, is that ultimate deception that occurs when you arrive at your airport expecting a Delta jet to whisk you from there to your destination, when instead a nineteen seat Metroliner greets you on the tarmac.

Now, instead of confronting a turbo-propped puddle-jumper disguised as a Delta jet, one could just as easily see across a Swissair plane to Zurich from Atlanta on a ticket marked Delta, British Airways and United are already using this previously forbidden tactic on a few selected flights, most notably from Denver to Chicago to London.

Such changes may seem small and inconsequential in a business where the only difference between your \$900

airplane seat and the \$99 one next to you is the distance to the window. These changes are important, though, particularly to those not wishing to see the last vestiges of American industry fall into the hands of foreign companies. Secretary Skinner has stated investigations will follow each of these green card airlines until it can be proven that the foreign control laws are followed to the letter.

Whatever happens to the industry, global cooperation appears to have headed off the rush to expand in Europe before the European Community deregulates in 1992. United's much expected announcement that it would establish a beach-head in Europe prior to European deregulation now seems to be only a further attempt to feed British Airways.

America's largest carrier is American Airlines, and it is as yet without a major foreign partner, though it does have a growing arrangement with Qantas. Naturally, Wall Street is now trading buyout rumors concerning industry leader American.

Atlas Centaur lights up early morning skies

by Chip Zedrow
Space Technology Writer

Cape Canaveral - NASA had yet another successful launch into the Florida skies last weekend. An Atlas Centaur carrying a Navy FLTSATCOM satellite was boosted into orbit at 4:56 a.m. last Monday morning.

The launch was the second to the last of expendable launch vehicles that NASA will launch. NASA's final unmanned flight will be a Delta rocket carrying the Cosmic Background Explorer (COBE) from Vandenberg Air Force Base Ca. in November.

The launch of AC-68 was originally scheduled for last Friday evening but hurricane Hugo worried NASA technicians. All propellants were off-loaded and the satellite was prepped to be demated from the launch vehicle.

Once it was determined Hugo was not a threat to the area, propellants were loaded back into the vehicle and the spacecraft and launch vehicle were prepped to launch.

The countdown of AC-68 went well throughout the late night and early morning hours. NASA commentator Lisa Malone gave the vehicle's minute by minute update.

As the planned 15 minute hold was entered at T-5 minutes the vehicle and satellite were go to launch, the only hurdle that had to be conquered was the weather. Thick clouds with ice embedded within them prompted range personnel to hold the launch until the weather looked more optimistic.

Air Force Lear jets flew up and down the coast reporting to launch control on the weather conditions.

With approximately seven minutes left in the launch window, the weather cleared. The Lear pilots reported seeing stars through the thinning clouds.

Range control gave the go ahead to launch and, the Atlas roared into space with only one minute left in the launch window.

Approximately three minutes into the flight the FLTSATCOM satellite's fairing separated from the booster rocket. Launch commentator Skip Mackay stated that the satellite and vehicle looked good.

As the Avion was going to press the satellite was in its proper orbit and the everything appeared to be operating as expected.

Hurricane Hugo may have resulted in other delays in the space program. The launch of STS-34 could be moved back approximately three days from its October 12 launch.

The space shuttle *Atlantis* and its precious cargo, Galileo, were prepped to take cover back at the Vehicle Assembly Building if the storm did strike the area.

Prior to the storm NASA headquarters decided that all the "plugs" should be pulled on the shuttle and its launch pad structure to be ready to roll back on any given notice.

This used up almost all the available contingency time but NASA is still attempting to make its October 12 launch date.

Now that the storm has missed the area, all preparations and tests for launch will be completed again in the next few weeks.

Columbia received an unexpected wash Sunday morning. The fire suppression sprinklers were activated for several minutes by accident in the Orbital Processing Facility where the orbiter was under preparation for its December 18 launch.

NASA is doing a complete investigation at this time, but NASA spokesperson, George Diller, stated that it appeared to be a combination of human and mechanical errors.

ERAU President Tallman makes special appearance on *Today* show

by Brian Cerni
Campus News Reporter

Students, faculty, and staff preparing for school Monday morning may have been pleasantly surprised to see University President Kenneth Tallman on NBC's *Today* Show. The recent USAir accident at LaGuardia airport in New York has raised many questions concerning pilot training and experience. President Tallman was asked to be on the nationally televised morning news program because of his views and expertise surrounding the current and future airline pilot shortage.

During the interview with *Today* Show co-host Jane Pauley, President Tallman was asked how a non-military pilot attains a job in an airline cockpit. Besides attending aviation oriented universities like Embry Riddle, Tallman responded by once again calling for a more structured path for civilian flight training similar to the military. For years the military has taken pilot candidates with no initial experience, and successfully placed them in the right seat of an advanced complex aircraft at reduced hours.

Also involved with the interview was Rudy Kapustin,

a so called "aviation expert", formerly with the NTSB. In his comments, Kapustin exemplified Northwest Airlines and their ab initio training program. Ab initio is a term used to describe the pipeline style training program some airlines employ to fill their cockpits. Tallman's response to Kapustin was that because of the great demand for qualified pilots in the next decade, ab initio will not be enough; a nationally structured "gap filled" program is required which will involve the FAA, airlines, and aviation training schools.

see *TODAY*, page 15



Skyward...

The contrail of NASA's last Atlas Centaur streaks upwards in the beautiful dawn morning in this time lapse photograph.

Editorial

Study and survival

Study now!
Review the whole first month's work in each class now!
With all the excitement and activities of the new academic year in full swing, it's easy to forget the primary reason we are here.

Of course we want to play. Of course we spend hours with our friends and with our favorite clubs. And this is important to our growing up, to our maturity. Play is also a needed relief from the heavy pressures of serious study.

Our professors commonly note that a student should study about two hours for class for each hour in class, and that is just for average courses. Advanced accounting, calculus, some course in flight or physics may require even more study time.

Maybe we should not be straight A students if that means we do not socialize at all or fail to participate in any of the valuable extracurricular activities. Even most of our professors would wish us to be well rounded, to experience responsibilities and leadership. But being a popular or successful classmate should not hurt our grades very much, for the grades are primary.

And studying now and regularly for the rest of the semester will make earning good grades easier, even while we spend a significant part of our time in other activities. If a student does not study regularly, maybe he or she is just fooling himself. But the mid-terms and the finals will come. Then reality will set in.

Don't be the first one on your block to get an F.
Another timely point so early in the term is on class behavior. Be one of the contributors and constructors in each class--this to make each class clearer and more productive. We know that an occasional student will try to disrupt a class, however lightly, hoping vainly to make the class easier by not letting the professor cover more material.

Again, the joke is on the unrealistic student, for the professor is likely to hold the class responsible for all the material.

Remember, you are now in college, not high school or grade 13. Our professors expect mature judgment from us, and they may not tell us that we are screwing up by taking the courses and the studies too lightly. We are supposed to know that, and--as in law--ignorance of the rules is no excuse.

We are personally responsible, even if we don't want to be, but that is just part of being mature.

Woody Allen says that 90 percent of success is just showing up. In college, showing up is staying awake, reading assignments, and completing projects.

(TO THE TUNE OF U.S. MARINES' SONG)
From the hills of Colombia,
To the shores of Miami,
We fight the enemy drug cartels
So they can't make delivery...



Letters to the Editor

More mulch please!

To the Editor:
This letter concerns the appearance of the A.M.T. building and grounds. It is a disgrace. Maybe the next time ground maintenance mows the field behind the library they can come over and mow the sidewalks and mulch beds. Perhaps there is room in the budget for some ashtrays. We could even use some more mulch in the weed beds. But please no lava rocks! Perhaps the school is spreading itself too thin with its new construction. Or is it that you never see a maintenance man by himself? Is it because of security in numbers or intelligence?

Doug Treon
Box 7752

Rock 'n Roll and...?

To the Editor:
Now that Clubs and Organization Day is behind us I would like to congratulate Student Activities on a job well done. However, I would like to chastise the Entertainment Committee. The sound system was good, I did not hear any feedback at all, but the type of music was all the same. If I recall correctly Embry-Riddle has students from all over the United States and some foreign countries too. I understand that Rock n Roll will never die, but enough is enough. We need people on these committees that care about the students--all students, not just their Head Banging friends. I hope that in the future the Entertainment Committee will consider that not all

students at ERAU enjoy the constant whining sound of Rock n Roll.

Ron Grant
Box 2555

Speedbumps re-examined

To the Editor:
In the September 13 Avion there appeared an editorial bemoaning the un-economics of speedbumps. While I, and undoubtedly the entire student body, couldn't agree more with the author's premise, I have a problem with his rationale.
While it is true that "little signs" telling us how fast we can go do indeed work for millions of people, it is also true that they don't work for millions of people. Just look at the radar detector industry for proof. I'll even go one step further and suggest that those little signs don't work for a lot of the people here on

campus. Pilots tend to be aggressive and adventurous people, and these kinds of people tend to speed. (I know that we're not all pilots, but you get the point.)

During the course of my travels the other day I was nearly run down three separate times by three irresponsible students who were tearing through the parking lot like it was the Indianapolis Motor Speedway. We've all seen people driving around campus like this--another student in that issue complained that he was nearly flattened by a lady driving on the sidewalk (!) so she wouldn't have to hit the speed mountain by the bank machine. How can we expect the administration and Safety department to take seriously our complaints about the speed bumps when they see us driving like bats from hell all the time?

see LETTERS, page 15

Student Forum

The Avion asks: How do you feel about the Administrative decision to remove all cigarette dispensing machines from the campus?



Chris Mahler

They put them here, they can take them away.



Kris Adams

I think the machines should be here, some students don't have the ability to leave campus, they shouldn't have to walk a mile to smoke.



Adam Schubring

This is an aviation university and smoking is a bad habit in this industry. I think it is good that they are getting rid of the machines.



Merle Perry

It's the best thing they've ever done. Basically, I detest smoking and if you're smart enough to be a pilot, you're smart enough not to smoke.



Rob Brooks

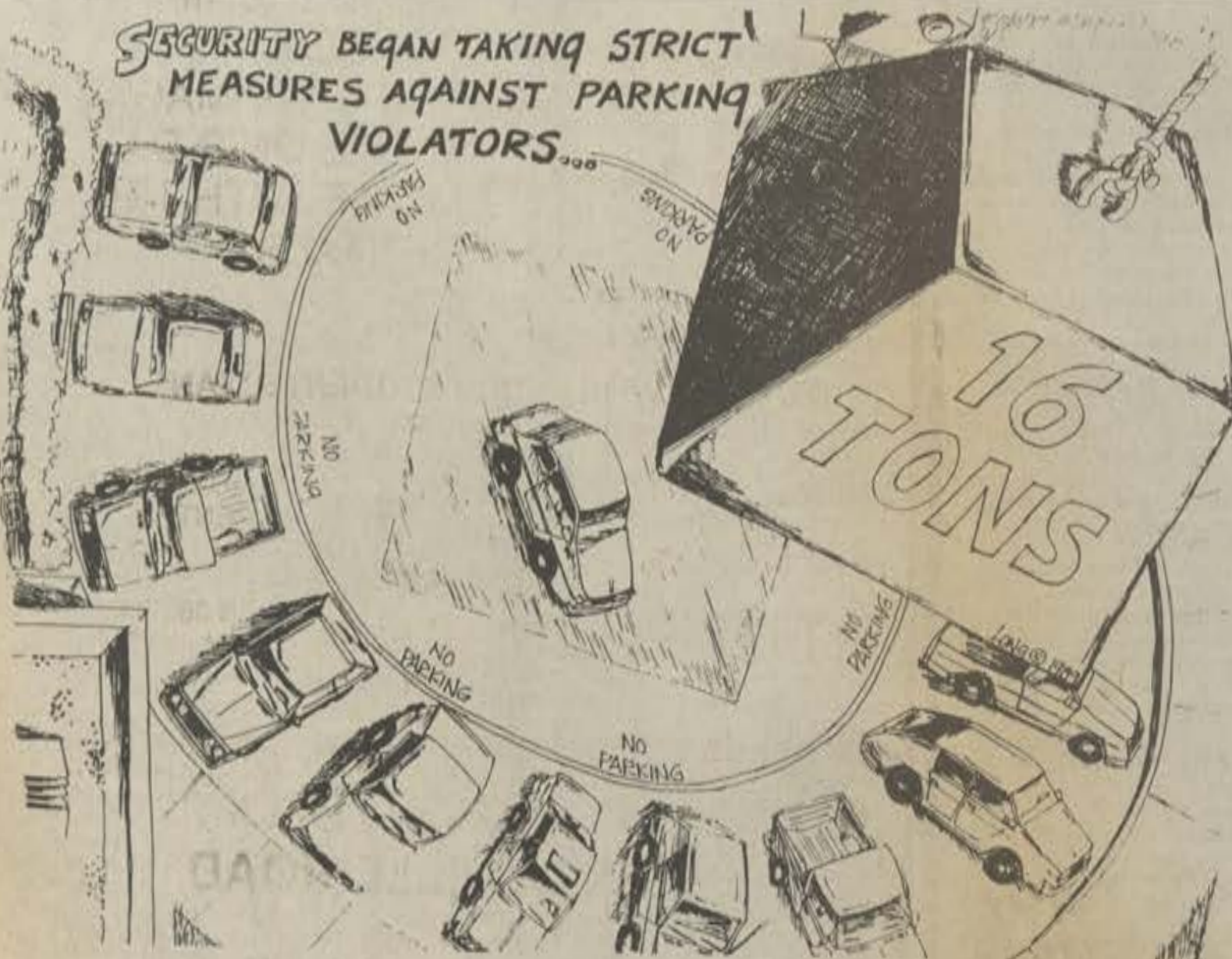
I think if people want to smoke, they should have access to the machines, even though I don't smoke.



Dave Villanueva

Though I am a non-smoker, I think smokers should not be denied their right to smoke.

photos by David Fekke



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Associated Press

Continental offers tickets in exchange for donations

HOUSTON (AP) Continental Airlines announced Friday it raised more than \$50,000 in a matter of hours for the families of the children killed in an Alton bus wreck when it offered free round-trip tickets to London to donors. Continental officials announced about 2:30 p.m. Friday it would give a free London ticket to the first 500 people who donated at least \$100 to a benefit fund set up to help the families.

The airline reported all 500 tickets were distributed before 7:30 p.m. "The fund raiser was an immediate success, thanks to the generosity of the people of Texas," a Continental spokesman said.

The city of Alton, Texas, will receive a check in the amount of at least \$50,000.

The Houston-based airline also said Friday it would provide free trips to McAllen from cities served by Continental for relatives of the victims who wanted to attend funerals.

Twenty youths died in the school bus-truck accident early Thursday. "All the money raised from this contribution will be used to help offset medical and funeral expenses for the victims' families," said Romeo de la Garza, Alton city administrator.

Continental said the city would be responsible for distributing the money. Although the free tickets were disbursed, Continental said it is continuing to accept donations for the victims' family through a special telephone number 1-800-231-0856.

There were some restrictions placed on the use of the free London tickets, for flights that originate in Houston.

Travel will be available only the week of Sept. 24, with departures Sunday, Monday, Tuesday or Wednesday. Returns would be allowed on Wednesday, Thursday, Friday, Saturday or Sunday.

In addition, the ticket is good for travel only from the 12 Texas cities served by Continental, including Austin, Beaumont, Bryan-College Station, Corpus Christi, Dallas-Fort Worth, El Paso, Harlingen, Houston, Laredo, McAllen, San Antonio and Victoria.

Report says defects undermine combat readiness

WASHINGTON (AP) Test equipment used by the Air Force to determine the effectiveness of radar-warning receivers and other electronics on tactical fighters has been faulty and unreliable, says a report released Wednesday.

The General Accounting Office, an investigative arm of Congress, said the problems with the test equipment undermine the combat readiness of the aircraft and the ability of the planes to fly combat missions.

The aircraft are equipped with electronic warfare systems consisting of a radar-warning receiver that alerts the pilot when his airplane is being tracked by enemy radar and a jammer that transmits signals to deceive enemy radar.

Specifically, the study found that at five tactical units in the United States, Europe and Asia, almost half of about 455 jammers the Air Force deemed ready for combat had undetected defects.

"The cost for this kind of carelessness can be staggering," said Rep. John Conyers Jr., D-Mich., the chairman of the House Government Operations subcommittee on legislation and national security.

"And the risk it poses to our national security and to the lives of our pilots is simply unacceptable."

Conyers' subcommittee had requested the GAO report.

The study attributed the problems to the Air Force's acquisition process. In one instance, the Air Force purchased 72 test sets at a cost of \$272 million before testing them.

"The Air Force has not adhered to policies requiring that test equipment be developed and deployed simultaneously with electronic warfare systems," the GAO said. "To deploy the warfare systems as quickly as

possible, the Air Force has not taken steps to assure that the electronic warfare system can be adequately maintained in an operational environment.

"The Air Force's strategy may result in additional cost and will continue to place combat readiness at risk."

The report also said that the Air Force is relying on its contractors to keep its electronic warfare systems operating.

Defense Department officials told the GAO that they had "used the strategy of concurrent development and production of electronic warfare systems to expedite fielding of the systems."

"They (Pentagon officials) said the fielding of test equipment has lagged behind deployment of new electronic warfare systems," the GAO said.

The Air Force declined comment on the report until it had reviewed the study, said Capt. Susan Strodansky of the Air Force public affairs office.

Commander describes aircraft explosion

ANCHORAGE (AP) The commander of the Alaska Air National Guard said he heard "a dull thud," looked out a cockpit window and saw the tail fall off a tanker aircraft that exploded and burned Wednesday at Eielson Air Force Base, killing two people.

"It was all very quick," Col. Kenneth M. Taylor Jr. said Thursday. "I couldn't tell you how many explosions there were - they were numerous."

Taylor was in a C-130 that had just returned to the Fairbanks base after a routine flight when a KC-135 Stratotanker exploded on a parking ramp nearby. Killed were Master Sgt. William J. Malico of North Pole and Master Sgt. Cheryl L. Helgerman of Valencia, Pa. The other five people aboard suffered minor injuries.

Malico and Helgerman, both experienced operators of the boom used to transfer fuel from the tanker to aircraft in flight, were in the rear portion of the plane.

It was at a standstill in a parking place and the crew was preparing to shut down the engines when the explosion and fire occurred, Taylor said in a news conference at Kulis Air National Guard Base. The Air Force initially said the tanker was taxiing to park.

Taylor said he and others in the C-130 ran toward the burning tanker in the hope they could help the occupants. Some then were seen rushing from the plane, and it was clear nothing could be done for anyone still inside, he said.

Taylor said efforts by him and others turned toward moving nearby aircraft to avoid further problems.

"Nobody could have lived in that airplane, it looked like to me, for longer than 30 seconds or a minute," Taylor said. He said that "the densest smoke you can imagine" poured from the aircraft immediately, and that the plane was destroyed within 15 minutes.

Two people escaped through cockpit windows and three apparently escaped through a hatch, Taylor said.

He said only a small amount of fuel was aboard. National Guard officials said the average passenger car could operate for more than a year on the amount of fuel transferred in one minute through the boom of a KC-135.

Taylor said he could not speculate on the cause of the accident, which is under investigation by a military board. He said he does not believe the age of the aircraft was a factor.

The plane was built in about 1957 and was one of four Air National Guard KC-135s at Eielson. There are no plans to ground the others because of the accident, Taylor said.

"A precipitous action is not going to be productive or useful," he said. The National Guard expects to replace the destroyed plane, which had returned in light snow from a North Pacific training mission on the penultimate day of summer.

Career Corner

Job Search: Getting Started

Most of us think of a job search as the process of selling ourselves to employers, or even more specifically as the process of sending resumes and cover letters for appealing advertised position openings. But in order to sell any product at all, some well-researched background work is necessary:

- 1) Assess the product
- 2) Research the market place
- 3) Develop a strategy appropriate to the target market.

Without a well defined self-image and career goal, knowledge of the world of work, and a target market, it will be impossible to sell yourself as someone who can meet an employer's particular needs. Many students approach a job search like Alice in Wonderland, who asked the Cheshire Cat "Would you tell me, please, which way I ought to go from here?" The cat replied "That depends a good deal on where you want to get to." "I don't much care," said Alice. "Then it doesn't matter which way you go," said the cat.

What are you looking for? It is a common wish among students that they be given a "menu" of jobs for which they are qualified, so as to select the one they find most appealing. In reality the job market is not that simple, and such a method would be far too limiting. You are more than your degree alone, and are probably qualified for a much broader range of positions than you ever dreamed possible.

How do you approach a job search without becoming overwhelmed? The key is planning and organization. Set up a system to keep track of information, and always write everything down. Remain calm and break the search into smaller steps.

Step One: Evaluate yourself -- your past, your skills, your personality type, your likes and dislikes, your values, and your priorities. Visualize your ideal job. What job fits your self-image? Your job objective may be broad at first, and become more concrete as you learn more about yourself and about various career possibilities.

Step Two: Research the world of work. One of the most effective ways of doing this is the informational interview. This involves talking to people in careers that interest you so that you can begin to separate stereotype from reality. The Career Center has a useful program called Alumni Sharing Knowledge (ASK). You may also interview faculty members, friends, or acquaintances - most professionals are very flattered by sincere requests for information and advice. An important rule when interviewing for information is to never have the hidden agenda of asking for a job. The Career Center library also has books, publications, and files to assist you in becoming more familiar with the world of work.

Step Three: Define your target market and develop a strategy. After you are able to articulate the qualities which make you unique, begin to ask yourself "What kinds of companies might want or be able to use what I have to offer?" This is your target market. Remember that you can't afford to leave it up to employers to decide what job best you. They offer jobs based on what you communicate to them.

When reading advertisements for position openings, don't make the mistake of screening yourself out by taking the job specifications (minimum requirements) too seriously. Often employers set unintentionally narrow requirements when they would actually consider an applicant with a background different from their specifications if that person had other desirable qualities to offer. If you feel you know yourself, and have identified a target market, then you are ready to begin your sales campaign. And that is the topic for another article.

Calico Jack's



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International students flourish on campus

by Traci Clark
Campus News Reporter

Around the world in 81 acres? Impossible? Not if that 81-acre happens to be the location of the campus of Embry Riddle Aeronautical University; where about 350 international students representing over 85 countries attend classes every day.

Need something a little more graphical? Take a walk down to the International Student Affairs Office, where team leader Judith Assad will gladly show you a world map on which these countries have been pinned out. The red stick pins cover a good part of our world.

After coming to Daytona in 1965, Embry Riddle began welcoming our international friends in the late 60's. These students traveled by planes, trains, and boats to come to ERAU. American students often wonder how international students feel in a country so different from their own.

The Avion first talked with Assad because she and her colleagues work so closely with the international students. Mapping out classes, finding housing, dealing with financial matters, handling questions from the home government, and coping with language barriers are all but a small



Foreign investment... International Day is coming up October 14.

part of the duties Assad oversees. Think of how difficult it would be for you to try learning a new language while studying aviation?

Also there is the matter of social activities' important in any students' curriculum. Charlene Roberts, the Activities Coordinator, is the person to see in this department because

she helps the students get to know one another better by planning beach parties, trips to Disney, ice cream socials, canoeing, and even a cruise on the Dixie Queen.

Assad and her staff seem well loved by the lineage of borrowed family. As expressed by George Rokizias from Greece, "I like to

come here, there are nice ladies out here!" Rokizias admitted to being concerned about campus life. "At first I didn't know what to do!" he said. So, first, Rokizias made use of the English language service offered at Eckerd College in St. Petersburg. "Now," he said, "I feel more secure in a way."

Others also 'plead guilty' to having felt insecure at the thought of attending college so far from home. Agnes DePolo left her home in St. Mauricia anxious to experience the new environment awaiting her at ERAU. Needless to say, she found newness in the people, food, and even the English language, which she already knew. She pointed out that American students often use slang that can leave an international student wondering if he/she missed something. The weekend activities of some young people in Daytona was also something new to her.

"There is no drinking age in St. Maarten", she explains. So, drinking was no big deal where DePolo grew up; she went on to say, "My first weekend I was shocked...cans and cans everywhere." DePolo, like most international students misses her family and friends back home.

see INTERNATIONAL, page 15



Pool... The Embry-Riddle campus discards cigarette machines a request by American College of Physicians. Nationwide, cigarette machines are being removed.

Cigarette machines vanish from campus

by Brian Cerni
Campus News Reporter

Many students may have noticed the mysterious disappearance of the cigarette machines from campus buildings. Although the disappearance of the machines seems sudden, there was in fact a well thought out decision to remove the machines by Dean of Student Affairs Robert Rocket.

Dean Rocket's directive was in response to a request by the American College of Physicians (ACP). ACP asked that sales of cigarettes be discontinued on campus because, "The college age population is particularly vulnerable to acquiring a cigarette smoking habit, thus potentially falling victim to the many hazards of smoking." Dean Rocket thought it was a reasonable request because there are "no redeeming medical issues in support of cigarettes."

After initially considering the ACP request, Rocket went to the SGA for student input. Their response was 1/3 in favor, 1/3 against, and 1/3 undecided. It is obvious that the SGA split decision is representative of the controversy surrounding the issue.

"Some (students)," Rocket said, "are offended of the thought of having the freedom removed," but he added that most people are upset that smoking is even an issue at all.

The removal of the machines shows that the University is not condoning cigarette smoking through "implicit approval", but is not telling students they should not smoke either. Sale of cigarettes has also been discontinued at the University book store.

In support of Rocket's decision is the fact that the University has been leading in the non-smoking direction for the last few years; every new building on campus is smoke free. Rocket also added that because of the high cost, most "hard core" smokers do not use vending machines as their primary source, only when they run out while at school.

The removal of the cigarette machines from campus represents only one facet of Dean Rocket's general concern over substance abuse and college students. "The most dangerous drug in the world is the one you abuse," Rocket said. Although Rocket said he would never consider creating a dry campus, he has specific concern over the high alcohol consumption rate among college students. Next year, Rocket said he will be conducting a survey to gain information which could help educate students about substance abuse. Dean Rocket said, "Education will first change your attitude, then change your behavior."

Dangerous intersection claims another victim

by Brian Cerni
Campus News Reporter

A three car traffic accident occurred last Wednesday afternoon at the often dangerous entrance to Embry Riddle along Catalina Drive. Involved in the collision was John Drao of Daytona Beach and Embry-Riddle students Elke Hanson and Lincon Khan.

Khan, traveling south on Corsair failed to stop at the intersection with Catalina and struck Drao's east-bound car. The impact of the crash then sent Khan's car across the intersection into Hanson's. Witnesses to the accident reported that Khan probably did not see the oncoming traffic and attempted to cross Catalina without stopping.

According to Khan his car had been in the shop earlier that day. He had a problem with his brakes and he brought his car in for service. Kahn claimed that the mechanic told him that to repair the car he would



Schreech!... Bad brakes cause accident on Catalina Avenue.

have to leave it overnight. He then asked if he could bring the car back later on after his classes. The mechanic told him that the car would be O.K. but the brakes should be fixed as soon as possible.

"My brakes were worn out," said Khan. He went on to say that when he reached the intersection, he couldn't slow down enough to stop in time.

Khan plans to settle out of court with the victims of the accident. His insurance is covering whatever his \$2,000 deductible doesn't.

No injuries were reported but over \$2,000 in estimated damage was inflicted upon both the Hanson and Khan vehicles, which had to be towed from the scene. When Kahn was asked how he felt after the accident, he replied, "I feel great that I came out of it alive!"

Khan was also issued a citation by Daytona Beach Police for running a stop sign.

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DAYTONA RADIALS

New projects add to University

by **Shane Tideman**
Campus News Reporter

There is a lot of action going on here at Embry-Riddle right now. Construction crews can be seen everywhere, and the school is rapidly expanding. Dr. D.J. Harrison, Director of Facilities Planning at Embry-Riddle Aeronautical University is currently overseeing three separate projects funded both by the university and by private investors.

The first of the three projects concerns the installation of a vending pavilion between the south corner of the Library and the Engineering Building. This pavilion will encompass 1500 square feet, seating 42 people in booths on the inside and 92 people outside on the covered veranda.

The pavilion will cost \$110,000, and is scheduled for completion on November third of this year. The purpose of this pavilion, as told by Dr. Harrison, is to provide better vending and convenience, "for students, faculty, and staff on the south end of the campus."

The project was started in April of this year, but Hull Construction Company was unable to begin until September third due to required storm water run-off permits that had to be obtained.

The second project under construction is the new Airway Science Building that will be located adjacent to the ASSL (Airway Science Simulation Laboratory) Building across Clyde Morris Boulevard and south of Mainland High School.

The project is being funded from many sources. The Federal Aviation Administration has provided a 1.45 million dollar grant for the building. In addition, the State of Florida is providing \$50,000, while Dateline Cables is giving another \$50,000, and the University is providing \$100,000 for the Airway Science Building.

When completed on January 3, 1990 the building will provide expanded and upgraded laboratories and classrooms for the Aeronautical Science Department. Although the building will not be completed until early January, Hull Construction Company predicts that many areas of the building will be in use by December 18.

The final project on the campus is being completed right now in the University Center. The Activities, Communications, Security, Counseling, and Health services departments are all being remodeled for better use of space and convenience.

The University is paying Bomar Construction Company \$200,000 for these renovations, while Morrison's Custom Management has recently spent \$520,000 of its own money to remodel the Snack Bar, Flight Deck, and main serving area.

The Facilities Planning Department hopes that all of the current projects will provide more efficient services for the students and faculty while providing accommodations for future increases in student body numbers.



Photo by David Feltz

Authorized personnel only...
New policy restricts community from campus.

New trespassing rules

by **Jason Simon**
Campus News Reporter

Last year, there were several incidents of unauthorized local community members trespassing at the new basketball courts as well as at other locations on campus. Effective immediately Embry-Riddle security has adopted a new trespassing policy.

This new policy recognizes that the campus is privately owned property and is intended for the sole use of students, faculty, staff, guests of, and visitors to the University.

This policy is intended to make the campus area safer by eliminating the problems incurred when Daytona area persons are on campus property without a valid reason. Security will now be asking to see student I.D., student numbers when I.D. is not available, or when they see people walking on the campus at night. If the person cannot provide

any I.D., or cannot prove that he or she is a guest of someone he will be asked to leave and a report will be filed for future reference.

If the person is caught on campus a second time without a valid reason the police will be called in to file a formal report. If there is a third incident the person will go to jail.

"We are not trying to offend anyone," said Jim Tyson, Embry-Riddle's director of safety, "but we can't know six-thousand students. So if we ask you for your ID, don't be offended."

The safety department will enforce the program, however all students, faculty and staff are encouraged to help maintain a safe environment here on campus. If you see a person of questionable presence here on campus please give the safety department a call, extension 6480.

Student representative Ali wants student input

by **Martin Kammerman**
Campus News Editor

Getting information out to students is a prime concern of most of the Student Government Representatives. Raziq Ali, the recently appointed Computer Science Degree Program Representative holds this as his own high priority: keeping students informed. The recently appointed Ali took office September 6 after being selected by the SRB (Student Representative Board).

"I am your convenience!", says Ali. "A student shouldn't have to do any running around," continued Ali, referring to problems encountered with the parking situation to student curriculum. Ali claims that he will do his best to help his constituency of 187 Computer Science students.

"Basically, I need their input," says Ali, referring to the Computer Science students. He claims that he can more easily address problems if the students would only seek him out and talk to him. Currently he is sitting on the Senate Advisory Committee. Volunteer for CARAL.

He's planning getting together a letter to send to all the Computer Science students within two weeks. The main purpose of the letter is to inform the students about things going on in their degree program.

Upcoming changes include lab hours, and computer tutoring for Computer Science students. Ali claims that he will be "heavily affected" by the input he gets from the students. He will set most of his goals from this input.

"If I see a problem, I'm going to try to solve it."

An important change in the Computer Science curriculum will be the new CS115 tutor program which will be available two hours a week. He says that it is not much yet but, "They're moving in the right direction."

In the coming years Computer Science with Aviation Applications, which has held little space within the curriculum will be integrated into the program. "Computer Science has had very little aviation included in the courses. This is changing...," concedes Ali.

"Now that you the student has paid his/her tuition, you shouldn't be bothered by problems that you rightfully do not expect to occur," says Ali in closing. Any student who wishes to contact Representative

Raziq Ali can leave a message in Box 2786 or leave a message or request an appointment in the SGA office.

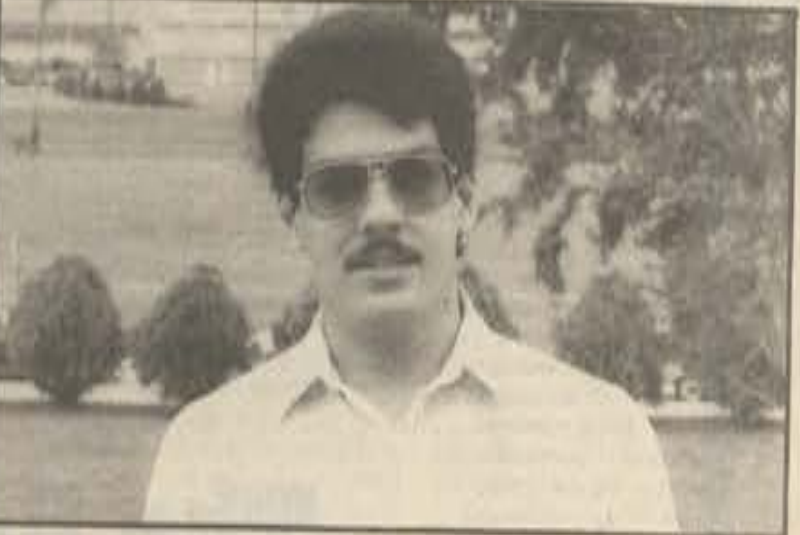


Photo by Brian Galt

'I am your convenience'...

Raziq Ali leads the way for the students of Computer Science. Ali has been recently appointed to the Student Representative Board.

Services to students offered by security

by **Jason Simon**
Campus News Reporter

Embry-Riddle Security is well known for the distribution of parking tickets. But this is far from true. Our security department has a variety of programs available to protect students property and themselves.

A recent addition to services offered to students is the "Call A Ride And Live" (CARAL). This service is provided to students who have had too much to drink and would like a safe ride home at no cost. This program is in effect from 10 pm to 4 am every

Friday and Saturday.

Another service furnished to students is the escort service. If a student feels unsafe walking to their car or to a building, security will provide a free ride to their destination. Security urges students to use this service, especially at night.

"Operation ID" provides students with the use of engravers to engrave their ID onto personal items. If the items get stolen they can be easily identified when recovered.

"Quick-Len" is a list of commonly used phone numbers for credit cards,

local banks, law enforcement agencies, hospitals, driver's license office and the social security office. In case your wallet is stolen these numbers can make cancellation and replacement of personal documents quick and easy.

"Lease A Lock" is a program that provides the student with a U shaped master lock to lock up their bicycles or other equipment. There is a \$17.50 deposit required, but that is refunded in full when the lock is returned, or the student can decide to keep the lock. "We prefer that students use this lock

instead of a chain or cheap lock," said Wayne Glasgow, Embry-Riddle's Crime Prevention Officer. "After all why protect a five-hundred dollar bike with a five dollar lock?"

Other programs provide access to rooms, extra watches on your car, in case you have to leave the campus for an extended amount of time, security for special events, and speakers to address security concerns. For more information on what security can do for you stop by the safety department in M building, or call extension 6480.

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Alpha Eta Rho

by Dean Zacherl
Historian

The Rush party held on Saturday the 16th proved to everyone that Alpha Eta Rho is definitely on top. Everyone who attended had a Rockin' time. The party began to get out of control-just the way we like it.

Rush has been very productive in getting students motivated about Alpha Eta Rho. Our pledge master, Slayer, said "The Elks Lodge was a huge success, even though I can't remember parts of the night." Thanks to everyone who set up and broke down for Wet and Dry Rush.

The new brothers are sporting their new shirts. The colors look excellent on you guys.

Omicron Delta

by Michael Garrow
Icarus circle president

Thank you for all those who made it to our booth at the activities fair last Wednesday. I encourage all those who are eligible to apply for membership.

To be eligible you must: 1. be a junior, senior or graduate student with a CGPA of 3.0 or above 2. have one-half academic year of residence in the institution where elected 3. attain special distinction in at least one of the following phases of collegiate activity A. scholarship B. athletics C. social, service, and religious activities, and campus government D. Journalism, speech and the mass media E. creative and performing arts.

Pick up an application at the stu-

dent activities office and type or print your qualifications and put it in the Omicron Delta Kappa box.

Omicron Delta Kappa was the first college honor society of a national scope to accord recognition and honor for meritorious leadership and service in extra-curricular activities and to encourage the development of general campus citizenship.

The society has always had a strong secondary membership requirement of scholarship but mostly stresses character and leadership for that membership.

The Embry-Riddle circle was chartered on November 21, 1975 and is one of 207 circles across the United States. Be a part of this prestigious circle and apply.

Delta Chi

by Larry Caruso
Public Relations

Well, we're back, and stronger than ever. Rush has proven to be extremely successful this semester. All of the brothers are looking forward to an eventful semester with all of the socials coming up. Since most of you are probably wondering what Delta Chi has been up to since last semester, let's review.

We purchased and renovated a new back house, turning it from a living, breathing house of fungus to a very livable, clean, non-crack house. Along with the house came the purchase of a new dog. 100% pure-breed! And wow is this dog smart! Its intelligence level compared to our first dog never ceases to amaze us.

Motorcycles have obviously become a big hit around the house. And amazing as it may seem, not one per-

son has dumped their bike. Just ask Steve Kievil, T. Slide, J. Dump and all of the other people that occasionally meander up to Palm Coast for a calm, soothing, motorstroll along the countryside.

Most of the Brothers that stayed for the summer found out that there was a lot of work around the house for them. The work load was heavy, but it all paid off. Speaking of heavy, a gun dealers license was obtained by one of our brothers. So if you want guns, he's got guns.

Brothers don't forget that this is a pretty big pledge class coming in on Wednesday, so let's get them off to a good start. Also remember that Friday is a Graffiti party and Saturday is the annual canoe trip (pledges are advised to wear clothes that they really don't want to keep). Let's hope for good weather.

Screaming Eagles

by Thad Tivin
Public Relations Officer

Hello everyone, and welcome back for another wonderful school year. We are very fortunate to have many events coming up over the next few months for radio controlled aircraft.

These events are for all classes of aircraft from scale to pattern and from novice to master. The first event will be October 7th and 8th at R/C World in Orlando. This will be the "Road to the Tournament of Champions" where some aircrafts will reach speeds of up to 150 mph.

Several of our members will be attending this event. For those of you out there who would like to get involved in this exciting hobby please contact Thad at 788-6549 for more information about our club.

Army ROTC

by Michael Tayman
Public Affairs

One of the interesting and beneficial programs in Army ROTC is the Cadet Troop Leading Training (CTLT).

This three-week voluntary program is offered to advanced camp graduates who are not yet commissioned.

After camp completion (sometime in late July), the CTLT cadet exchanges three weeks of summer vacation for "hands on" training as a second lieutenant.

The cadet is flown to one of many Army Posts in the world. The cadet can be assigned to an actual 1st Lieutenant sponsor, and is then given all of the responsibilities and privileges of an actual second Lieutenant.

This past summer 15 ERAU cadets participated in this program. Cadets were stationed all over the United States but Cadet Mike Stelzig was lucky enough to receive CTLT in Germany.

One of the more interesting bases (at least to those of us with aviation interests) is Fort Rucker, Alabama.

Last summer, Cadet Phil Badar had CTLT there. Cadet Badar arrived at Fort Rucker and was immediately issued a flight suit and a 9 mm pistol. He was assigned to be a platoon leader of an aeroscout platoon.

Cadet Badar participated in all training, including air to air combat against Russian Hinds in the AH-64

Apache Flight Simulator. The simulator was very realistic. "When you wrecked, you knew it," said Badar.

He also participated in a Battalion field training exercise at Camp Blanding, near Jacksonville.

Over 30 helicopters trained in working with the OH-58C aeroscouts locating targets for the AH-64 gunships to destroy with hellfire missiles.

Badar saw many ERAU Army ROTC graduates at Fort Rucker, most of whom were in Army helicopter flight training. He also met a Riddle alumnus, who is now a Warrant Officer Helicopter Pilot.

Overall, CTLT is a very rewarding experience to all who participate. Cadet Badar sums up the true value of this training: "I learned more about Army life in those three weeks than could ever be taught in a classroom."

Thank you and congratulations to all those students who participated in the free rappel clinic on September 9.

If you are interested in advanced rappelling off the helicopter skid, or rappelling for the first time, you will have another chance. There will be another free rappel clinic at 7:30 am on September 30.

Departure point will be M Building parking lot. Transportation will be provided if needed, although we highly encourage you to take your own vehicles.

If you would like more information on the free rappelling clinic, calls can be made at this extension. (ext 6467.)

Lambda Chi Alpha

The Road Rally was a terrific success. My personal congratulations to any "Ralliers" who personally met one of Daytona Beach's outstanding police force members.

I'm sure they cooperated by writing tickets quickly and getting you back in the competition.

Hey mon, the Island Party was great with three live reggae bands. Just remember: surf all day, party all night.

Well, Rush is over and I'd like to personally thank everyone who made it such a huge success.

I'd also like to congratulate all the prospects who received associate membership bids.

Please turn in a list of possible big brothers to Brother Pete Jokimo (ASAP). Pick someone who will help you not only throughout your associate membership period and four years, but an associate member who will help you for the rest of your life.

The Sleep Over Club (S.O.C.) has expanded to five members. They are: Chip, Tim, Rob, Matt, and Scott (sorry, no Johnnies allowed!)

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Eagles Wrestling

The ERAU wrestling club is on its way up to bigger and better things. The student body responded enthusiastically during the Clubs and Organizations Day activities. Many students expressed an interest in wrestling and consequently, belonging to the club.

The club members will be wrestling under USA Wrestling, an organization that promotes and sponsors open tournaments all over the nation. Each member who wishes to participate in practices as well as tournaments will be required to have a USA wrestling card which is available through the club.

Practices will be held at Mainland High School and will be starting shortly. Tournaments are scheduled for most weekends throughout the semester at various locations. Scrimmages with other local universities will be scheduled in the near future.

The club is open for all wrestlers as well as non-wrestlers. All experience levels and weight-classes are welcome. Coaching and training is available for beginning wrestlers.

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VAC captures rare warbird outside London

by Kress Latham
Aeronautica Editor

About three weeks ago, a new restoration project showed up at the Valiant Air Command at Tyco Airport in Titusville.

The aircraft is a British Avro Anson, one of three known to be in existence and the only one in the United States. Its military designation, C-19-3 indicates that it was a long range version built around 1944.

It arrived by ship three weeks ago with its structure divided up into three major pieces. The fuselage, once covered with fabric, is now barren of its skin and showing off a surprisingly well preserved tubular steel framework.

Wooden formers have not fared so well, though, and new pieces will have to be fabricated from the dimensions of the old. The brittle remains of each will be methodically tagged and removed with the care that a team of archaeologists would give the bones of a new species of dinosaur. Several carpenters from the Titusville area have already volunteered their services to accomplish this task.

The cockpit was stripped of its instruments and controls long ago, presumably during its long stay in a barn ninety miles north of London. This is not looked upon as a major hurdle by the men who are working to restore it. The cockpit instrumentation would normally be upgraded anyway.

Faded Royal Air Force markings can still be seen on the aluminum wings and nose cone, both of which have weathered the years very well and will not pose a difficulty in the restoration process.

The Avro Anson did not fulfill its original role as a bomber with much success. Fitted with Bristol, seven cylinder radial engines, it was found to be somewhat underpowered for carrying any appreciable payload of bombs.



Skeletal remains...

The British Avro Anson quietly awaits resurrection at the VAC hangar in Titusville.

It went on to assume the role of a personnel transport and cargo aircraft and was also used as a bombing trainer for the remainder of its military career.

Of the two original Bristol engines that were delivered along with the airplane, one is seized making disassembly nearly impossible. This and the inavailability of parts for these engines has prompted the VAC to replace them with proven Pratt and Whitney R-985's, which will afford the Anson an additional fifty horsepower and significantly boost its reliability. The original engines will be donated by the VAC to a museum.

Dick Fields, one of the investors and chief mechanic on the Anson, estimates the airplane will near completion in a mere two and a half years. He encourages any E-RAU students pursuing a maintenance degree who would like a chance to develop their airframe skills on vintage warbirds to come down and lend a hand.

Directly across the taxiway from the Anson's new home is another of Dick Field's projects of which he is also part owner. At its current stage of restoration, only a knowing eye could discern it to be an F4U-4 Corsair, but it grows a little every day.

Ray Adams is the controlling partner in this venture, which for him has been the fulfillment of a lifetime dream that began with model airplanes and has now culminated in his acquisition of a real, lifesize example of the aircraft of his childhood fascination.

He has pursued the project from its inception with the sort of blind determination that could only parallel true love.

At this time, there is only one more F4U-4 flying in the United States, but with Dick Field's knowledge of several wreck sites, that number may change within the next several years.

The Valiant Air Command's new museum/hangar is slated to be open to the public by sometime in January.

Boeing 727 simulator lands at Phoenix East Aviation

by Peter Miller
Aeronautica Writer

Phoenix East Aviation just received its latest toy, a Boeing 727-100 flight simulator.

More than a toy, this will be leaving many people in awe when looked at. The simulator weighs roughly six thousand pounds, and takes up a good corner of a hanger.

To operate the simulator, there is a room just above it full of large terminals containing instruments, circuit breakers, and the hundreds of other little gadgets which make it tick. The room is so large, Phoenix East just bought a ten ton air conditioner to place in it, for cooling reasons.

The simulator was built in 1966, making it twenty-three years old. It originally was purchased by United Airlines. Soon after it was sold to Western Airlines, who were the last to have it.

For its age, the simulator looks and runs in mint condition. It is an exact mock-up of a Boeing 727-100, from the centered throttle controls to the



Inside...

It is identical to the aircraft it represents.

auxiliary oxygen mask. The rudder and the yoke are both operated as they would be in an actual 727.

Its interior has three designated stations for the aircraft's flight en-

gineer, first officer and captain.

Exteriorly, the simulator looks like the nose of a 727 that has been perfectly cut short. And to add to its white colors, its original United Airlines markings are still intact.

This new simulator is acclaimed to be the only privately owned 727-100 simulator on the south east coast.

A new simulator, such as this one, runs roughly around thirteen to fifteen million dollars Phoenix told us. This one, however, is valued somewhere in the price range of five million dollars.

Phoenix East Aviation took advantage of the opportunity, when it became available.

From the time they sent technicians to view it, to the time it arrive by trailer, took a mere two weeks. There was no previous intention in purchasing a simulator, but when this one was made available, they took it.

Phoenix estimates three to four more weeks to set up and hook up the simulator. From that time, it may take up to six months for the simulator to be fully FAA certified.

Their first goal is to set up the simulator for immediate use. Then they would like to have the flight engineering station certified. This will allow their students to build up actual flight simulator time.

After this, there are plans to hook up the simulator's visual screen, and certify the remaining two positions, that of the first officer and that of the captain.

In the future, Phoenix plans to add motion to the simulator. This would be done by attaching a unit underneath the simulator, allowing a variable range of pitch and roll to allow the student to experience the motions of flight.

Once operational, the simulator will contain scenery and flight data

from areas ranging from the west coast, all the way to Denver.

Phoenix has no current idea of how much it will actually cost to operate

ing flight time on the simulator.

Phoenix will be using the simulator on an individual basis, allowing flight engineers the chance to work in an empty cockpit. When all flight stations are certified, students will be allowed to work in groups of three.

Without a doubt, Phoenix East Aviation made a wise investment in purchasing the 727-100 simulator. In an aviation community like ours, this will be a vital and valued piece of machinery.

The Boeing 727-100 simulator will be Phoenix's fourth flight simulator. They currently have three others, including an Arrow simulator, a Seminole and a King Air simulator.

Embry Riddle should also consider using this simulator for its own flight engineering program, as it would allow our students to actually train in an environment conducive to learning and add a degree of realism to their already well trained students.



Outside...

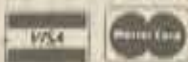
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and maintain its new simulator, nor how much they will charge. They were, however, already contacted weeks ago by several companies who operate 727's, in regards to contract-

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Riddle student gets experience of lifetime

by Brian Gerk
Aeronautics Writer

A prevalent attitude among most airline industries is that Embry-Riddle Aeronautical University should be the leader in applicants particular for aero-industry jobs, especially pilots. Their consternation is understandable then, when they have to actually make numerous requests to our administration for candidates in programs such as cooperative on the job education, or co-op.

One student who has just recent completed an internship at United Airlines shares this same puzzlement at the lackadaisical attitude that has firmly entrenched itself in the minds of many Aeronautical Science students.

"It's the best-kept secret at Embry-Riddle, it was by far the best learning experience I've had as a student," declared Air Science student Darren O'Neill in a recent interview "It just

really blows my mind that so few students are involved in the program." O'Neill took a very active role in his internship program when it became apparent to him how much initiative the job required.



Darren O'Neill

photo by Brian Gerk

other projects."

That's what they ask of you right from the start, take the initiative, and they'll help you with what they can. I had a lot of support, but I was essentially on my own. Whatever they needed, I did, and as much else as I could. I was responsible for the completion of the weather radar installation for the pilots at Dulles, as well as

shortly after his return to Daytona this fall. His report described the extraordinary learning experiences he enjoyed during his time with United Airlines.

Foremost among his adventures, Darren was able to fly across the country to numerous airports in the jumpseat capacity. These flights have provided Darren with invaluable insights into cockpit resource management, an area of flight training that United is stressing highly. Darren was also able to make important contacts with the pilots themselves, which assisted him in his observations of both sides of the pilot-management coin.

"I was able to deal with top management, flight officers, union leaders, customer service representatives, flight attendants, and mechanics every day," marveled Darren. "Hearing many different views on subjects pertaining to the industry allowed me to form my own opinions. I truly feel I have a much better view of how a major airline operates because of my co-op experience."

Darren was also able to attend a new-hire pilots seminar in Chicago, which allowed him to learn how the system in Chicago took in the new

pilots and trained them to the standards that United and any airline demands.

"It's incredible how much you learn working in the flight office day by day. Things like vacations, bidding and sick leave. And on top of that I'm jumpseating across the country to wherever my errands would take me. I went to Seattle, New York, and Ft. Lauderdale. In Seattle I got to tour Boeing and see the facilities where they put together their aircraft - it was phenomenal."

A draw back to the co-op program at United is the lack of any compensation for the interns. There is the possibility that this might change sometime in the future, but not soon. Other co-op programs do offer salary, but perhaps not so many opportunities.

"Usually, they hire the interns, because most of them have finished their flight engineer training with United. In no way does United lower their standards for the interns though," commented Darren. "It's just expedited for the interns." O'Neill also gained experience on the flight deck of the 737-300 with the so-called "glass cockpit".

Darren seemed incredulous that so



Partners...

Presidential Airways, an affiliate of United Airlines, flies into Daytona Beach under the name of United Express.

many Embry-Riddle students feel that it will be a very very long time for them to be flying for the large airlines, whereas just the opposite is true.

"We had a lot of first officer positions that were left unfilled for lack of applicants. The opportunities are out there. I have one hundred percent con-

vidence in any Riddle grad getting a job for the airlines sometime soon." More information may be obtained by attending a meeting this Thursday at 10:00 am and Friday at 2:00 pm that Darren will hold in A101, or you may contact the co-op advisor, Mr. Fain in G-117.

United Airlines goes private

by Joe Cambron
Aeronautics Writer

United Airlines may soon become one of the largest employee owned companies in the world. At the same time, the \$6.9 billion-\$300 per share offer could also leave United a financial cripple with tens of billion of dollars in aircraft orders due for delivery in the next few years alone.

Department of Transportation Secretary Samuel Skinner has been critical of debt laden buyouts in the airline industry over the last few weeks. Speaking of the Northwest-Alfred Checchi deal recently completed, Mr. Skinner remarked that an on-going study of the airline's operations is under way, with a distinct possibility of reversing the entire transaction under the threat of relieving Northwest of its airline operating certificate.

Skinner also announced recently, before a meeting of aviation executives, that the United proposal will be heavily scrutinized. British Airways, which is contributing most of the equity for the deal, will become 15% owner of the new company. Any semblance of control by a

foreign carrier upon a United States carrier is prohibited by law.

Stephen Wolf, the President and Chief Executive Officer of United Airlines, estimates that yearly interest payments will approximate \$800 million. This is almost twice that of United Airlines largest ever net profit. Mr. Wolf

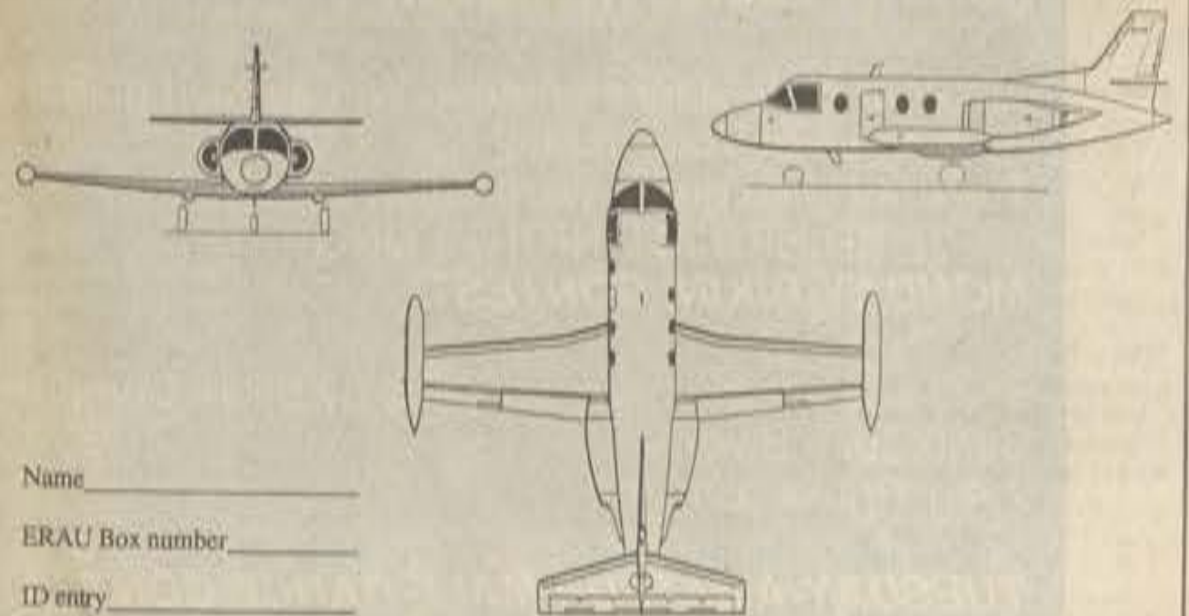
estimates that its cash operating profits will cover these costs assuming fuel costs hold steady and there is not a economic downturn.

Many analysts and people in Congress think that hinging competition in an entire industry on a pair of possibly flimsy assumptions is foolish. Securities watchers estimate that a rise in jet fuel prices of less than a nickel could wipe out airline industry profits for as long as a decade. An economic downturn could be far more destructive, however.

With traffic down about 2% so far this year in a supposed economic expansion, many people worry that heavily leveraged companies- those with a high amount of debt- could easily falter and fall into bankruptcy. Any reduction in the already frail competitive situation could cause fares to rise dramatically.

...a rise in jet fuel prices of less than a nickel could wipe out airline industry profits for as long as a decade.

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EMBRY-RIDDLE BASKETBALL SCHEDULE 1989-90

November		
10th 7:30PM	(H)Mainland HS	Nova Univ.
15th 7:30PM	(A)St. Augustine	Flagler Coll.
17th 7:30PM	(A)Miami	Barry Univ.
18th 7:30PM	(A)Boca Raton	Fla. Atlantic
21st 7:30PM	(H)Mainland HS	Warner South.
24th 7:30PM	(H)Mainland HS	Queens Coll.
25th 2:00PM	(H)Mainland HS	Mars Hill
December		
1st TBA	(A)Savannah	Armstrong St.
2nd TBA	(A)Savannah	Tournament
8th 7:30PM	(H)TBA	Kennesaw St.
January		
9th 7:30PM	(H)Mainland HS	Methodist
11th 7:30PM	(H)Mainland HS	Mt. Senario
12th 7:30PM	(H)DBCC?	St. Thomas
19th 7:30PM	(A)Ft. Laud.	Nova Univ.
20th 7:30PM	(A)W.Palm Bch.	Palm Beach At.
23rd 7:30PM	(H)DBCC	Fla. Memorial
26th 7:30PM	(H)DBCC	Webber Coll.
27th 7:30PM	(H)Mainland HS	Piedmont Coll.
31st 7:30PM	(H)DBCC	Fl. Bible Coll.

HEAD COACH - STEVE RIDDER

College Football's Top 25

The Top Twenty Five college football teams are listed and their next opponent.

- 1 Notre Dame at Purdue
- 2 Miami at Michigan St.
- 3 Nebraska vs. Oregon St.
- 4 Auburn at #14 Tennessee
- 5 Michigan vs. Maryland
- 6 Colorado at #11 Washington
- 7 Clemson at Duke
- 8 Arkansas vs. Texas-El Paso
- 9 West Virginia vs. #13 Pittsburgh
- 10 Syracuse vs. Florida St.
- 11 Washington at #23 Arizona
- 12 Southern Cal. at #19 Washington St.
- 13 Pittsburgh at #9 West Virginia
- 14 Tennessee vs. #4 Auburn
- 15 Alabama at Vanderbilt
- 16 Oklahoma at Kansas
- 17 Houston at Temple
- 18 North Carolina St. vs. Kent St.
- 19 Washington St. vs. #12 Southern Cal.
- 20 Illinois at #25 Ohio St.
- 21 Texas A&M vs. Southern Mississippi
- 22 Oregon vs. #23 Arizona
- 23 Arizona at #22 Oregon
- 24 UCLA vs California
- 25 Ohio St. vs Boston College



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Mike's Choice

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

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

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

Last week's winner was Mike Feeney, an Aeronautical Science major who correctly picked 8 of 13 games.

Mike's record..... Last Week: 6-13..... Season: 15-25

EMBRY-RIDDLE SOCCER SCHEDULE 1989

September		
30th LaGrange College	(H)	2:00PM
October		
5th Limestone College	(H)	4:00PM
7th William Carey College @ Boca Raton	(A)	4:00PM
8th College of Boca Raton	(A)	4:00PM
15th Savannah College of Art & Design	(H)	1:00PM
20th U. of W. Florida Tourney	(A)	5:00PM
21th U. of W. Florida Tourney	(A)	TBA
28th Florida Atlantic Univ.	(A)	12:00PM

HEAD COACH - TOM FISHER

NATIONAL FOOTBALL LEAGUE STANDINGS

AMERICAN CONFERENCE

East Division	W	L	T	PA	PF	Home	Away
Buffalo	2	1	0	93	88	0-1-0	2-0-0
Miami	1	2	0	77	81	0-2-0	1-0-0
New England	1	1	0	48	37	0-1-0	0-1-0
Indianapolis	1	2	0	70	64	0-1-0	0-1-0
NY Jets	1	2	0	96	88	0-1-0	1-1-0
Central Division	W	L	T	PA	PF	Home	Away
Cleveland	2	0	0	24	89	1-0-0	1-0-0
Cincinnati	1	1	0	27	55	1-0-0	0-1-0
Houston	1	2	0	112	82	0-1-0	1-1-0
Pittsburgh	1	2	0	106	37	1-1-0	0-1-0
West Division	W	L	T	PA	PF	Home	Away
Denver	3	0	0	55	93	2-0-0	1-0-0
LA Raiders	1	2	0	69	80	1-2-0	0-1-0
Kansas City	1	2	0	74	50	1-1-0	0-1-0
San Diego	1	2	0	80	62	1-1-0	0-1-0
Seattle	1	2	0	68	55	0-0-0	1-2-0

NATIONAL CONFERENCE

East Division	W	L	T	PA	PF	Home	Away
NY Giants	2	0	0	38	81	1-0-0	1-0-0
Philadelphia	2	1	0	82	101	1-1-0	1-0-0
Phoenix	2	1	0	72	57	1-0-0	1-1-0
Washington	1	2	0	76	91	0-2-0	1-0-0
Dallas	0	3	0	85	28	0-1-0	0-2-0
Central Division	W	L	T	PA	PF	Home	Away
Chicago	3	0	0	48	102	2-0-0	1-0-0
Tampa Bay	2	1	0	51	68	2-1-0	1-0-0
Minnesota	1	2	0	72	59	1-0-0	0-2-0
Green Bay	1	2	0	88	94	1-1-0	0-1-0
Detroit	0	3	0	87	54	0-2-0	0-1-0
West Division	W	L	T	PA	PF	Home	Away
LA Rams	3	0	0	76	103	2-0-0	1-0-0
San Francisco	3	0	0	60	88	0-0-0	3-0-0
New Orleans	1	2	0	55	72	1-0-0	0-2-0
Atlanta	1	2	0	65	57	1-1-0	0-1-0

Sports Writers Wanted!

Contact Mike Gomm, Sports Editor

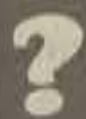
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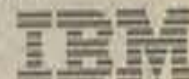
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Micro Channel architecture	-	-	Yes	Yes	Yes
Display	Monochrome	8513 Color	8513 Color	8513 Color	8513 Color
Mouse	Yes	Yes	Yes	Yes	Yes
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Pegasus' orbital flight approaches

Japan looks forward to an aggressive future in space development

by Jose Luis Vazquez-Delgado
Space Technology Writer

The Pegasus space launch booster was rolled out on August 10 for its first public viewing at the NASA-Dryden Flight Research Facility in California. Pegasus is an unmanned launch vehicle capable of launching different kinds of payloads into space. The uniqueness of this vehicle is that it is not launched from any launch site on the ground, but instead it is launched from the air.

Pegasus will be launched from the NASA B-52 aircraft during the first few launches. This aircraft has unique air-launch capabilities and was the "mothership" for the X-15, one of three rocket planes that helped NASA master the reentry from space, and other various lifting bodies that were the forerunners of the Space Shuttle.

The idea for Pegasus was provided by the Orbital Sciences Corporation's (OSC) chief engineer, Antonio Elias, in April 1987. The idea of an air-launched rocket is not a new one, but OSC was the first company to give it serious thought and produce an air-launched booster incorporating modern technology and lightweight avionics with lightweight composite materials.

Hercules Aerospace Corporation was selected to build the major components for Pegasus. Hercules wanted to be more than a contractor, they

wanted to be full partners. An agreement was quickly reached in which both companies would equally pay for the development costs expected to run between \$40 and \$45 million. This means that all the development costs are paid out of private funds and not taxpayer's dollars.

OSC is in charge of the overall systems management for the project, the

rocket casings also act as the booster's external walls.

Besides having a greater payload capability, it is calculated that a single launch will run from \$6 to \$7.5 million, about half the cost of other launch vehicles. Another attractive feature of this rocket is that it can be used for polar as well as equatorial orbits. Maybe one very important fea-

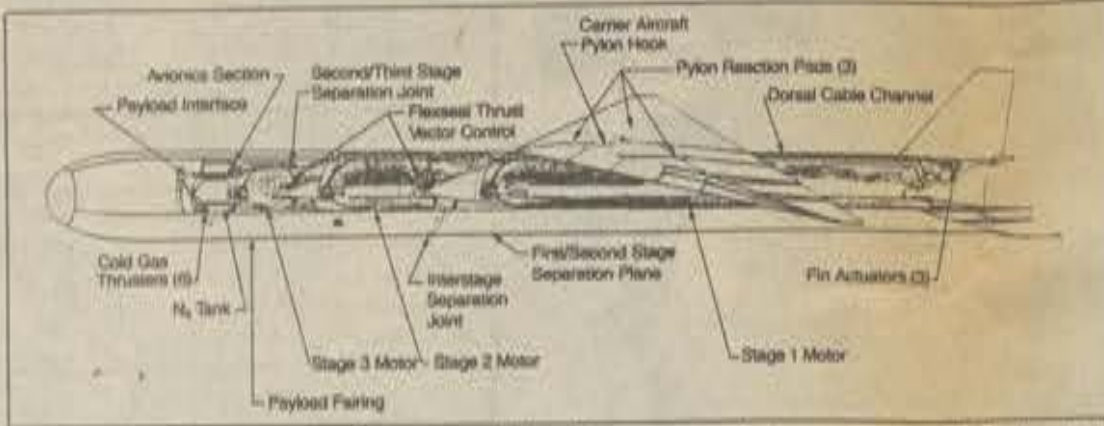
amount of fuel needed.

When Pegasus reaches an altitude of 8.7 the first stage shuts down and separates. The second stage ignites and boosts the rocket to an altitude of 100 miles and a speed of over 12,000 mph. At this point it shuts down and separates and the third stage ignites and places the load on low Earth orbit.

The initial bulk of Pegasus customers will come from government agencies, primarily the military. Currently there are only two scheduled firm launches, both for the Defense Advanced Research Projects Agency (DARPA). Other launches may be reserved by the Air Force for the study of hypersonic flight at

extremely high altitudes. This information could be used for the design of the X-30 National Aerospace Plane (NASP).

The market for Pegasus is presently routed towards government agencies and the private sector, Department of Defense, DARPA, and the Air Force Space Systems Division. It will take several flights before Pegasus proves itself as a reliable launch vehicle. If these launches are successful, the market might then be open for the small satellite launches which are currently limited to land based launches.



Cutaway of the Pegasus rocket

graphics by Gerald Serrano Corp.

systems engineering, the hardware integration, and the launch operations, while Hercules is responsible for designing and building the rocket motors and payload fairing.

Pegasus has many other advantages over any other expendable launch vehicle. First it is constructed out of lightweight and strong graphic composites at the Hercules new automated rocket assembly plant, Bacchus West, in Magna, Utah. This reduces the weight of the booster making it possible to transport almost double the payload of any other ground-launched rockets. It is for this reason that the

ture is that weather will never postpone launches since these are conducted high above storm clouds.

The launch will occur at 40,000 feet or higher while the B-52 travels at a speed of mach .82 giving the rocket added boost in velocity so less fuel has to be used. Then Pegasus will be released. The booster will drop for five seconds before the first stage ignites. This means that because the atmosphere is thinner at this altitude there are less dynamic stresses on the vehicle, one reason why it can be built of lighter materials. Using its wings, Pegasus will achieve a relatively flat trajectory. Again, this reduces the

Private commercial space explorers loose a leader but challenge still remains

by Todd Wessendorf
Space Technology Writer

National Aeronautics and Space Administration. We all know what it is. We all know what they do. What a lot of us don't know is that there are several other non-government commercial space exploration corporations such as E'Prime Aerospace Corporation (EPAC) and American Rocket Corporation (AMROC). The Commercial Space Launch Act was passed in October 1984 and encouraged a commercial expendable launch industry. This act also required NASA to assist these corporations in giving them the right to use their launch facilities and services.

It took a brave and courageous individual to head such a complex corporation. George Koopman, one such entrepreneur who headed AMROC, was

killed in an automobile accident on July 19, 1989. George, 44, was traveling to the AMROC test facility in Edwards Air Force Base and was killed instantly.

Risking everything he had, Koopman validated a whole new solid-liquid fuel rocket technology that he believed would greatly reduce the costs of reaching space. He never ceased to push NASA and other government agencies to make it easier for small launch vehicle companies to compete with more established firms in supplying launch services.

He was a man of endeavoring adventures in the risky world of commercial enterprising. He tried and succeeded in many fields before his death. His accomplishments were astounding and he will be fondly remembered.

by Marianne Michaels
Space Technology Writer

Since Japan may have all ready beaten the competition in cars, electronics, and computers, they have also announced an interest in space.

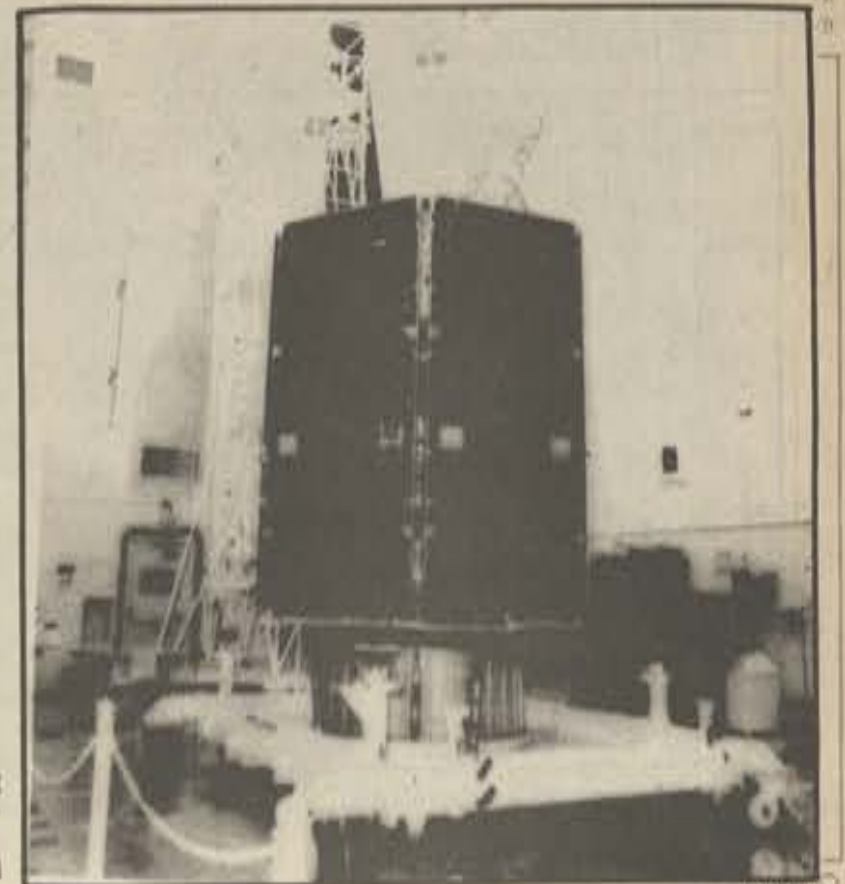
The National Space Development Agency (NASDA), Japan's version of NASA, has announced plans to build a free-flying unit to conduct microgravity experiments, an unmanned rocket launched shuttle called HOPE and all ready in the works is their own space station segment called the Japan Experimental Module or JEM which will be manned by Japan's first three astronauts. Japan's budget consists of barely \$1

billion dollars. Not enough to run a space program. Japan's strategy has always been to let others invest the money and resources to develop the best technology and then take that technology and make it better. This is one reason for joining the space station.

The biggest rocket in Japan today, the H-I (150 tons) and the N-II which uses the first stages derived from McDonnell Douglas Deltas.

Japan does not really know what to do with their space agency yet. Even the people do not know or really believe what to develop in space.

But until they do, the world including the United States will be watching.



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TRW space tug being designed to ease future orbital operations

by Derrick Seys
Space Technology Editor

Providing a low-cost versatile means for orbital operations, the Orbital Maneuvering Vehicle (OMV) will strengthen the capabilities of the Space Shuttle. The remotely controlled OMV will stretch the envelope the shuttle can utilize by transporting and retrieving satellites in orbits 1250 miles above the shuttle.

The OMV is being built under a NASA contract by TRW Space and Technology Group. TRW won the 500 million dollar contract in June of 1986. The company plans for the first test flight to be conducted in 1994 from the Space Shuttle.

The OMV is designed to assist both the Space Shuttle and the Space Station Freedom with on orbit work. Because of the nature of its planned missions, the OMV is often referred to as the space tug. This tug's versatility will make it a useful and inexpensive tool for orbital operations. It will be available for use by commercial, military, and scientific users.

The OMV will execute various missions which include: place and retrieve satellites in orbit, boost degrading orbits, provide visual inspections of orbiting objects, and deboost space debris for proper reentry.

These operations will be remotely controlled from the ground station at Johnson Space Center in Houston. Once the Space Station is operational, the controls can be handled through its OMV dispatch base. It may even assist in the station building process.

Several of the planned missions can only be accomplished by the tug. The OMV has capabilities that the Space Shuttle doesn't. It will be able to go beyond the orbits achieved by the shuttle. Work platforms and satellites can both be placed and retrieved from their respective orbits. The OMV will stretch the life of these spacecraft by refueling and providing them with routine maintenance trips to the station or orbiter.

Several of the new class of great observatories are being designed for repair and maintenance in orbit. The

Hubble Space Telescope and the Advanced X-ray Astrophysical Facility are just two of these observatories.

Although most missions will be orbital transfer missions, visual observations can also be accomplished. The OMV is to be outfitted with a television camera. This camera will allow controllers to inspect the Space Station or any orbiting object within range. This will reduce the need for astronaut extravehicular activity. This activity is more expensive than the OMV used for the same task.

The OMV is a simple space vehicle. The vehicle measures a compact five feet by fifteen inches. It is actually two vehicles in one. The main propulsion system can be separated from the Short Range Vehicle and provide independent mobility.

This propulsion unit can even be used as an upper stage for a satellite. The propulsion stage provides variable thrust from four thrusters. These thrusters burn a hydrazine/hydrogen tetroxide combination and are derived from the Apollo lunar module main engine. TRW has made the OMV a tool that can be repaired in orbit. The four main thrusters can be replaced in orbit should the need arise. The neutral buoyancy tank at Marshall Space Flight Center has been used to test this capability.

Even without the main propulsion unit, the OMV can be a useful tool. Several scientific platforms call for very sensitive docking procedures. The Short Range Vehicle (SRV) can accomplish the required transportation between the free-flying platforms and the desired work station.

The SRV is equipped with a grapple docking mechanism similar to that on the end of the shuttle's remote manipulator arm. This docking port will be used for most docking procedures.

NASA has no plans to modify the OMV for use as a manned maneuvering unit to transport astronauts about space, however, humans will control the space tug's maneuvers from control stations. The OMV will provide a useful tool to its various users, and they all look forward to its future utilization in space operations.

Landsat is still flying high

by Joshua Mussat
Space Technology Writer

In the shadow of the recent observations made by the Voyager 2 spacecraft, the Landsat satellites have been making some discoveries of their own here on earth. Conceived in the late 60's as an Earth Resources Technology Satellite (ERTS-A), the project was renamed Landsat and began flight operations in July of 1972. The original purpose of Landsat was to determine what data could be obtained from an unmanned spacecraft, how the data could be interpreted and applied, and how the information could be of economic or social value to commercial, scientific, and government interests. Over the past ten years, the program has been very successful through the use of the five Landsat satellites, producing vital information for all mankind here on earth.

Instead of returning exposed film, the Landsat satellites transmit streams of numbers. Through its complex optical system, the Earth's surface is broken down into narrow scan lines. While moving roughly north to south over the sunlit side of earth, a mirror directs the reflected light from east to west sending scan lines into detectors. Before reaching the detectors, the light is broken down into bands, then subdivided into segments of acre-sized plots, that can be recorded. To make just one photograph, more than six million bits of data have to be assembled. Once assembled, the data can be manipulated to show features or trends on earth, not apparent to the human eye alone.

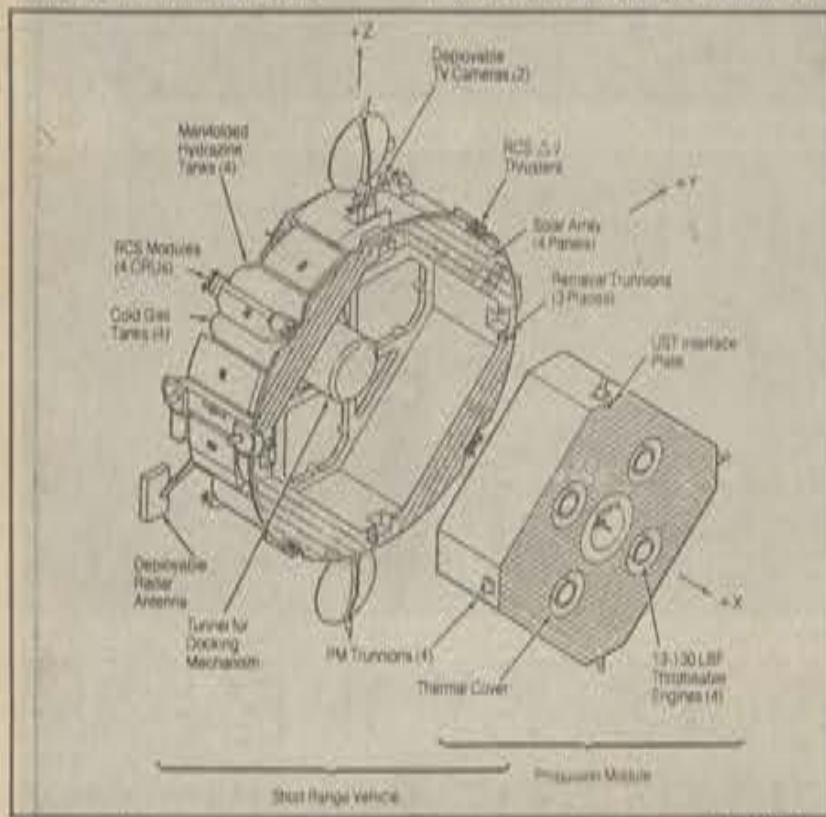
Another feature was added to Landsat 4 and 5, the thematic mapper. The thematic mapper gives Landsat advanced capacity in observing earth. The system has improved resolution, and makes it possible for any receiving site to have complete access to data needed for high

precision processing.

Landsat 5, which is being monitored at the Jet Propulsion Laboratory, in Pasadena, California, has discovered several previously unknown geological faults, some of which may be active. Information about these new faults, became known in April of this past year. The faults are located in the central and eastern Mojave Desert in California. One of the faults, located in the Bristol Mountains, is filled up with gravel and probably inactive. In contrast, the fault lying to the west, in the Cady Mountains, is seismically active. The faults form a complex regional network that runs between the Death Valley region and the San Andreas fault.

Florida's newest tourist attraction, movie making, has brought in such places as the Disney-MGM studios, and keeping up with the current trends, NASA has put together its own production team. Their first major film, entitled "L.A. the Movie" is a two-minute film sending viewers, on a three-dimensional "flight" swooping over various Los Angeles landmarks. The entire production was taken from a single Landsat photo, taken on July 5, 1985. To create the "flight" the photo was computer enhanced and combined with elevation data. Since its first screening, the Jet Propulsion Laboratory has created "Earth the Movie", "Miranda the Movie", and most recently, "Mars the Movie", in which the viewer takes a two-minute journey at fantastic speeds down continental sized chasms and over giant volcanos.

The Landsat program will continue to provide valuable information for use in everyday life here on Earth. The Landsat satellites will continue to make their quiet observations of our planet well into the nineties.



Spacetug... The Orbital Maneuvering Vehicle designed by TRW is to start test flights in 1994. This cutaway shows the two stages of the vehicle, which can be used separately.

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- HOMEMADE CHILI 1.75
- DOZEN OYSTERS (On the half shell) 3.75
- Serving only the freshest Louisiana Bayou oysters.
- HALF DOZEN CLAMS (On the half shell) 3.00

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SCRUMPTIOUS SALADS

Served with your choice of dressing in a chilled bowl.

- CHEF'S SALAD SPECIAL 3.50
- Baked ham, turkey and Swiss cheese slices top off a salad of fresh lettuce, tomato, green pepper and hard boiled egg.
- CHILLED SHRIMP PLATE 4.25
- Half-dozen chilled jumbo Florida shrimp nestled on a bed of crisp, cool lettuce and tomato. Served with our spicy seafood sauce and a generous portion of Beachcomber potato salad.
- GREEK SALAD A LA (For 1) 3.75
- TARPON SPRINGS (For 2) 5.75
- A famous combination of lettuce, Feta cheese, anchovies, Greek olives, mild Greek pepperoncini, tomatoes, pickled beets, potato salad and a plump Florida shrimp.
- TUNA TOMATO SUPREME 3.50
- Large whole tomato stuffed with tuna salad garnished with tomato and hard boiled egg. Served with potato chips.
- BEACHCOMBER SALAD BAR & SOUP DU JOUR 3.25

TASTY TIDBITS . . . ANYTIME TREATS

- FLORIDA FISH FINGER BASKET 2.85
- Fresh Florida filets served with our tangy seafood sauce.
- JUICY CHICKEN FINGER BASKET 3.25
- White meat chicken breast filets, fried golden and served with Beachcomber B-B-Que sauce.
- NACHOS SUPREME 3.75
- Melted cheddar cheese and spicy Jalapeno peppers over our homemade chili on a bed of tortilla chips surrounded with lettuce and tomato.
- BEACHCOMBER'S SAMPLER BASKET 3.75
- Mozzarella sticks, zucchini, mushrooms, pizza roll, onion ring, cauliflower, grouper finger, chicken breast strips.
- BUFFALO STYLE CHICKEN WINGS (10) 2.75
- MUSHROOM BASKET 2.75
- ONION BASKET 2.75
- FRIED MOZZARELLA CHEESE STICKS 3.00

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- 1/2 Pound 5.95
- 1 Pound 9.50
- STEAMED ROCK SHRIMP
- 1/2 Pound 3.60
- 1 Pound 6.90
- OYSTERS
- Raw or Steamed, By the Dozen 3.75
- CLAMS
- Raw or Steamed, By the Half Dozen 3.00
- *COMBO* PLATTER ON THE HALF SHELL
- 6 oysters, 1/2 pound rock shrimp, 1/4 pound steamed shrimp and choice of 3 clams or corn on the cob 6.95

DAILY SEAFOOD BUFFET 7.95
 3-9 P.M. All you can eat - Plus Salad Bar.

BEACHCOMBER ENTREES

All entrees served with steak fries or baked potato and salad bar.

- FRIED FLORIDA SHRIMP (8 Fried Shrimp) 6.95
 (Dozen) 9.75
- Served with tangy cocktail sauce and lemon wedge.
- BROILED ROCK SHRIMP 7.25
- 1/2 pound shrimp breaded with drawn butter and broiled to perfection.
- FRIED SHRIMP AND SCALLOPS 8.75
- 5 Florida Gulf shrimp and scallops fried golden brown.
- FRIED OR BROILED SCALLOPS 7.95
- East Coast scallops brought in fresh served with tatar sauce and lemon wedge.
- FLOUNDER FILET 7.50
- Fresh flounder broiled or fried.
- FLORIDA FAVORITES
- COMBINATION PLATTER 9.75
- Fried shrimp, scallops, oysters and delicious grouper fingers.
- BROILED BEACHCOMBER PLATTER 10.95
- 2 broiled lobster tails, flounder, rock shrimp, deviled crab.
- TOP SIRLOIN 7.50
- 7 oz. portion U.S. choice top sirloin.
- PETITE CHARBROILED FILET MIGNON 8.25
- N.Y. STRIP SIRLOIN 10.95
- 12 oz. portion Tender N.Y. strip sirloin broiled the way you like it.
- SMOTHERED SIRLOIN 7.95
- 7 oz. sirloin steak topped with sauteed onion, fresh mushrooms and melted mozzarella cheese.
- CHOPPED SIRLOIN 6.50
- 12 oz. of fresh ground steak charbroiled and topped with mushrooms.

SOUTHERN FRIED CHICKEN 6.75

1/2 fried chicken coated with a golden honey flavored batter.

CHICKEN CORDON BEACHCOMBER 7.25

Lightly fried boneless breast of chicken stuffed with Swiss cheese and Canadian bacon and topped with special sauce.

SPAGHETTI & MEATBALLS 5.95

Served with salad bar.

BAKED LASAGNA 6.95

Served with salad bar. Fresh pasta, sauce and cheese baked in thick spaghetti sauce and mozzarella cheese.

2 LBS. ALASKAN CRAB LEGS
 Crab served with drawn butter, potato, salad bar.
 12.95

COMBINATIONS

Salad bar, baked potato or steak fries.

- FRIED SCALLOPS & SIRLOIN 10.50
- 1 LB. CRAB LEGS & SIRLOIN 11.25
- 1 LOBSTER TAIL & 6 FRIED SHRIMP 7.95
- FRIED SHRIMP & SIRLOIN 9.50
- CHARBROILED CHICKEN BREAST & 7 OZ. TOP SIRLOIN 9.95

HOUSE SPECIALS

- BROILED LOBSTER TAILS 10.95
- Served with drawn butter, salad bar, baked potato or steak fries.
- 7 OZ. CHARBROILED TOP SIRLOIN & 2 LOBSTER TAILS 10.95
- Salad bar, baked potato or steak fries.

KID'S KABIN

- HAMBURGER 2.75
- 1/4 lb. patty, served with fries and sesame bun, pickle garnish and pop.
- WITH CHEESE 2.85
- HOT DOG 2.85
- 1/4 lb. dog with fries and garnish and pop.
- FRIED SHRIMP & FRIES 5.25
- 1/2 doz. fried shrimp with fries, cole slaw and pop.
- SPAGHETTI & MEATBALL W/ BEV. 3.25

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- LITER 4.75 1/4 LITER 3.50

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1/2 pound ground beef, charbroiled to your choice. Served on sesame bun or English muffin, with steak fries.

Fix It Your Way at the Fixin's Bar

Includes: lettuce, tomato, onion, Kosher dill, cheese, mushrooms, hot peppers, chili, kraut.
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SENSATIONAL SANDWICHES

1/2 pound sandwich served with lettuce and tomato on your choice of rye, whole wheat, sub roll or white, toasted on request and steak fries.

- CHARBROILED CHICKEN BREAST 3.75
- On sesame bun.
- BAKED VIRGINIA HAM 3.35
- BACON, LETTUCE AND TOMATO 3.00
- SLICED TURKEY BREAST 3.75
- ROAST BEEF OR BBQ BEEF 3.75
- BEACHCOMBER CLUB 3.95
- Ham, turkey, bacon, Swiss cheese and tomato.
- HAM & SWISS 3.50
- SWISS OR CHEDDAR CHEESE 2.75
- MEATBALL PARMESAN SUB 3.25
- SIRLOIN STEAK SANDWICH 6.50
- 7 oz. sirloin charbroiled and served on toast with steak fries and onion rings.
- WITH CHEESE (your choice) ... 20¢ EXTRA
- FILET OF FISH SANDWICH 3.10
- STEAK-UMMM (Served Philly Style) 3.50
- Topped with peppers, onions, mushrooms and Monterey Jack cheese.
- SUB 3.50
- Ham, turkey, salami, provolone cheese, shredded lettuce and tomato.

LETTERS — TODAY — STONES — INT'L.

continued from page 2

That editorialist took great pains to say he was not advocating that we students remove the speedbumps ourselves with spades and sledgehammers. I've been tempted to do this myself on several occasions, but we've all got to realize that that won't work. The University would only turn around and waste more of our money by replacing the things.

The only way we can get the speedbumps removed is through a concerted effort of self-restraint on our part. We can show the administration that the speedbumps are useless by simply obeying the campus speed limit. Before the University will give credence to our appeals, we must first show that we are a responsible lot of mature individuals capable of conducting ourselves properly without need of "persuaders" like the speedbumps. Then and only then will we be able to achieve our ends.

William L. Stevens
Box 5480

SGA proposal

To the Editor:

The purpose of this proposal is to create the position of Associate Representative in the SGA. The main reason to initiate this is the problem of continuity and training. If we are to have an SGA which is able to continue projects over a long term basis, then younger students need to be recruited and trained.

Under this proposal, students at large could be nominated by a SRB Representative to serve as an Associate Representative. The nomination would then be subject to approval by the SRB, in a 2/3 affirmative vote. The Associate Representative(s) would work directly with the SRB Representative who nominated them.

The responsibility of the Associate Representative would be to help represent the student body to the SRB and define regularly with their Representative to discuss tasks and ideas. The Associate Representatives would not represent the SGA to the University, nor have a vote on the SRB. They would not be required to attend SGA SRB meetings nor serve office hours. Their main responsibilities would be defined by the representative who nominates them. Basically, this would alleviate the span of control problem which currently exists between the SGA and the student body as well as offer involvement to a wider group of students. The gain by offering this status would be well explained by the improved training and continuity in the SGA.

The position would be subordinate to the SRB Representative position. There would be no requirements except that the student be currently enrolled in at least part-time study and be a student in good standing. Thank you for your consideration.

John Luke
Box 7089

continued from page 1

Although the interview was short, President Tallman said it was an excellent opportunity to "make people aware that there is a problem." Earlier in the year, Tallman also addressed a Senate Subcommittee whose specific job is to help solve the airline pilot shortage. As more attention is drawn to the issue, Embry-Riddle hopes to take the lead in meeting the airlines' needs for highly qualified pilot candidates.

Originally, NBC wanted Tallman to appear in New York for the piece, but was unable because of the extremely short notice provided by the Today Show. Therefore, remote satellite equipment was supplied by WESH TV and Tallman appeared in front of one of the Universities new Frasca 142 flight simulators, located in G building. Today Show segment producer Barbra Genicoff was on location to coordinate the affair and was quite pleased with the outcome. "I thought it went great," Genicoff said.

CAMPER

continued from page 17

this philosophy on "Borderline" a tex-mex flavored cut that demonstrates once again the efficient musical ability of these young musicians, especially nineteen year old bassist Victor Krummenacher.

Perhaps the focal point of this album though, is "All Her Favorite Fruit" a hauntingly tender ballad brimming with textured harmony and endearing lyrics, though even this ballad doesn't escape Lowery's wry sense of humor. I suspect that time will prove this song to be one of Camper Van Beethoven's strongest. Hopefully the American public will have thechutzpah to vindicate a song that is as anti-establishment as they come.

Veteran fans of Camper will be delighted by their decision to finally include the cover of Status Quo's seventies hit "Pictures of Matchstick Men" that they have been playing for most of their career (Morgan Fichter performs admirably, smoothly distorting her violin just as Jonathan Segal did). This fifty-minute long album finally concludes with "Come on Darkness," a marching tune of melancholy.

Fortunately for the members of Camper, their fame does not depend upon the feelings of the Southern states of America, and it may be many many years before the public in general will accept an album at this level of integrity, strength, and originality. This is not due entirely to public opinion as much as to radio air play (or lack thereof). Its too bad. In retrospect I believe history will allow for more latitude in the airplay of music of this calibre. Just as The Doors and Led Zeppelin received little if any airplay during their active career, it may take a death or something equally dramatic for the public to take notice.

continued from page 16

the top ten highest paid entities in the country. Net for the year is estimated at about \$40 million. Yet when asked by reporters at a press conference if the band was touring one more time only for the money, Mick Jagger responded, "No, that's the Who." Always the consummate rock and roll bad-boys, Jagger and Richards even seem to have put a rest to their epic power struggle for at least one more season.

The Rolling Stones do have a lot to offer rock and roll history, with the industry's unofficial magazine even bearing its name. Mick Jagger's long time girlfriend, Jerry Hall, was even seen in this summer's Bat-blockbuster.

The Stones' contributions are evident in the band's recent multi-CD release of past singles that reads like a multi-decade top forty. Just giving a listen to almost any cover band will yield at least one or two of the band's songs. Simply listening to Paul "Latenight" Shaffer's World's Most Dangerous Band on any particular evening will give that person a strong dose of classic Stones songs.

The Stones' date in Jacksonville for mid-November is still not completely sold out, so maybe it is not too late to catch the setting sun of music history.

continued from page 4

Mayyed Oloom, a native of Jordan, although not really worried about attending ERAU was curious about cultural differences. Though Oloom traveled from his native country, and has now experienced these differences firsthand, he recognizes the occasion for learning about people from different backgrounds and ways of life. "Everybody's so unique," he said, "explore your opportunity!...get to know, when you have the chance. Don't just watch CNN (Cable News Network)!"

Oloom, DePolo and Rokizas are just a few students representing different parts of the world at ERAU.

Thorger Ibsen Thorgierisson from Iceland, Koral Mordasiewicz from Poland, Bobby Baharri from Trinidad, they could all tell you a story or two from their homeland. Do yourself a favor and take the time to listen and relate.

A fine way to meet with and learn from these students will be at International Day '89. To be held Saturday Oct. 14, from 1 p.m. to 5 p.m. at the U.C. There will be food, native costumes, and entertainment provided by international students. Admission is free and open to the public.

Go Ahead and Register with Selective Service.

Guys, if you're turning 18, race down to the Post Office and register with Selective Service. It only takes five minutes to fill out the card. So what are you waiting for? Join the gang and register. It's quick. It's easy. And it's the law.

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Meg Ryan and Billy Crystal star in award-deserving When Harry Met Sally

by Joe Cambron
Divisions Editor

When *Harry Met Sally* is a sweet, funny, romantic comedy starring Meg Ryan and Billy Crystal. Both of the entertainers give arguably the best performances of their careers in a movie that is startlingly realistic.

Art imitates life as it never has before on the big screen in this Rob Reiner directed film. Ryan and Crystal of course play Harry and Sally. The pair first meets in the late seventies after graduation from college. Harry's girlfriend suggests a friend to share the drive from the University of Chicago to New York City, where they are both hopeful of new careers.

The two "friends" do not meet again until years later. By then, both have established careers, and Crystal is even preparing for his first marriage. Sally, though, is still fiercely independent and definitely resentful of Crystal's sage/philosopher views on life, death, and sex. The two part company after a short airline flight that Harry uses predominantly to embarrass Sally.

A third and final meeting is in the cards, however, and this proves to be the perfect time for both of them. Sally has just lost her long time boyfriend and Harry is getting divorced. Harry and Sally soon become friends, although Crystal is adamant that men and women cannot be friends.

The film is a little less than two hours, but it seems to package a

used by Ron Howard in "Parenthood." Certain scenes are simply overpoweringly hilarious. Three separate scenes of Crystal and Ryan eating dinner at different points in the film are comic masterpieces. One in particular produced riotous laughter for over three minutes in the theater.

At the same time, Crystal's Harry character is a perfect repre-

and started taking the furniture," Crystal says. Throughout his sorrowful monologue of desperation, he must do the wave every three minutes or so. The mental contradiction of a man spilling his emotions while having to stand up and wave his arms in the air gave thought to a psychologists office where the patients play "Simon Says."

Crystal's sage remarks about love are truly jewels that stick in the memory like quotes from Shakespeare. "Men and women cannot be friends, because the sex thing always gets in the way. A man just cannot be friends with a woman he finds attractive," Harry says, to which Sally responds, "Then a man can be friends with a woman he doesn't find attractive?" "No, you pretty much want to do them too," Harry answers.

When *Harry Met Sally* sets a high standard for the romantic comedy, and is sure to garner several Academy Awards next year. Treat your girlfriend or boyfriend to an enjoyable evening by seeing this movie before it's too late.

The film is a little less than hours, but it seems to package a whole lifetime between the titles and credits.

whole lifetime between the titles and the credits. Character development is accomplished in the form of short skit-like scenes that mold themselves into a weaving of plot interspersed by scenes of older couples talking about how they first met.

Rob Reiner's directing allows the film to avoid the predictability so apparent in similar films. Reiner's mating of comedy and drama is even more successful than that type

sentation of himself. He can be funny, vulnerable, and sometimes insecure.

One scene at a New York Giants game is demonstrative of the effectiveness of the film and Crystal in particular. Harry discusses with his best friend the details of the onset of his separation and later divorce. "She just came in and said 'I'm tired of being married' like it was the institution or something...but then the movers arrived

Douglas makes movie of violence and crime in Mafia-filled Japan

by Joe Cambron and Mike Koster
Divisions Editor

Black Rain stars Michael Douglas (Nick) as a down on his luck New York City cop. Facing investigation for theft of stolen property, Nick is soon thrust into a story of international intrigue.

It seems that the Japanese mafia is scheming to unload millions of counterfeit dollars using near perfect printing plates. Nick and his partner stumble upon a Mafia hit, while lunching at a New York eatery. After a numbing chase through a meat packing factory, Nick overpowers the outlaw.

Upon returning his prisoner to the station, Nick is in-

formed of the extradition requirements on foreigners and is convinced to escort him back to Japan.

After arriving in Tokyo aboard a Northwest 747, police take possession of the prisoner almost immediately, only they turn out not to be the real police. From there, Nick sets out to recover the prisoner he lost, while juggling the investigation back home, the restrictive rules of Japanese law enforcement, and the language barrier.

Black Rain is an exciting, although violent, view of Japanese crime and punishment. Its accuracy is difficult to determine, however, and sales for the film in Japan will probably reflect that. Whatever the case, *Black Rain* contains some

excellent cinematography, including an aerial view of Tokyo and a fly-by of a 747.

Michael Douglas performs admirably in a *Lethal Weapon* type role. His preoccupation with motorcycles and petty theft make his performance at least believable, not in the way most New York cops are portrayed. Besides not being straight as an arrow, Nick's character is compassionate with a vengeance for those who have hurt him.

An interesting symbolism to the film is the way the Japanese people seem to think of Americans. After Nick loses the young ruffian leading the new generation Japanese mafia at the airport, his feat is immediately transmitted across Japanese TV to the chagrin of the locals who consider Americans "nothing less than perfect" as a result of imported American films and television. He is, however, an American hero by the film's end despite his lack of respect for the formality of the Japanese legal system which seems to only get in his cavalier way.

Another sideline to the film is the origin of its name. To

quote the head of the Japanese mafia, "After you Americans dropped the bomb, we lived underground for days, we forgot who we were." When they emerged from the tunnels and shelters, it rained. It rained "black rain."






All in all, *Black Rain* is a distant second to the comedy of *Lethal Weapon II*, but still close in action and suspense.

The greatest similarity between this movie and *lethal weapon* is in its level of violence. Decapitations, dismemberments, and ninja battles litter the film without offering as much drama as it could have.

Biker fans will enjoy the film's wide range of motorcycles. Nick, himself, is an excellent writer and often resorts to raising locals to feed his kids, an interesting hobby for a cop. Nick's ability to ride becomes an intimate part of the film's climax.

During the summer, this film probably would have been plowed over by the wealth of competition it would have faced. In the slow fall season, however, it is likely that little else will surpass it for a fresh evening's entertainment this September.

Movie Rating System

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

Stones to rock Jacksonville

by Joe Cambron
Divisions Editor

The Rolling Stones are coming to Jacksonville. The rockers of the ages are undergoing a renaissance of sorts after a decade of mediocre rock and roll.

True, not many people have the right to call any of the Stones work mediocre, but the author of that statement is none other than Mic Jagger. After the "Dirty Work" album, Jagger did not even feel the material was strong enough to tour with, despite his showbiz zest at the time.

Whatever the past may include,

the future has never and looked brighter for the Stones. Critics have taken to raving over their new offering of songs, and "Mixed Emotions" is holding the Hollywood spotlight on MTV, radio, and concerts throughout the country.

The Stones are hard to escape these days. Keith Richards and Mic Jagger can be found on the network news, Good Morning America, and even Business Brief. Business is good for the band, this tour will launch the Stones as a group into

see STONES, page 16

MICHAEL DOUGLAS

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Camper's Key Lime Pie is a sweet surprise

by Brian Gerk
Diversions writer

Having lived down their reputation from the college-radio smash hit "Take the Skinheads Bowling," Camper Van Beethoven has since cast away the joke-band status that plagued their early career. Camper also left behind their moderately successful homemade independent record label; Pitch-a-Tent records in favor of larger and more widespread Virgin records. These two factors have had a dramatic influence upon both the type of audience attracted by this band and the number of fans who vow allegiance to their very unique yet strangely traditional style of songwriting.

Many questions have been raised by the apparent departure of violinist/guitarist Jonathan Segal. The initial evidence of his falling out was at Camper's first pre-tour show at the Coach House in San Juan Capistrano, California. Incredulous fans watched female violinist Morgan Fichter belt out all of Segal's leads with a calm prowess. Morgan also accompanied the Camper's on their subsequent national tour opening for 10,000 Maniacs. Whether Segal will join the band again in the future remains yet to be seen.

Camper Van Beethoven's latest release, *Key Lime Pie* distinctly breaks away from the progression

many felt would continue with their last album *Our Beloved Revolutionary Sweetheart*. *Key Lime Pie* instead seems to deliberately re-

By stark contrast, "Sweethearts" gently sweeps the listener into an easy country ballad that would seem right at home on a Randy

"And on a mission over China, the flowers bloom where you have placed them . . . angels wings are icing over. McDonnell-Douglas olive-drab, they bear the names of our sweethearts and the Captain smiles, as we crash. Because in the mind of Ronald Reagan, wheels they turn and gears they grind."

It is occasionally difficult to appreciate the bone-dry sense of humor that Camper Van Beethoven incorporates into most of their songs. The possibility of a completely serious song is admittedly remote, though not quite so obvious on the surface as from the days of albums such as *Telephone Free Landslide Victory* or even *Vampire Cnn Mating Oven*, though ardent fans will be pleased by the extraordinary amount of effort that has gone into the liner notes and cover for this album.

A surprising lack of actual hard-rocking songs on *Key Lime Pie* is somewhat disappointing, though hardly surprising. Camper Van Beethoven tends to have a dramatically different type of sound live, and can work equally well with songs that have a fast tempo or not. On their last tour they were known to occasionally lurch into a breath-taking bar of Led Zepplin's "Kashmir" only to smoothly transition into a waltz or anything else that suited their fancy. This could be disconcerting at times but usu-

ally made the show that much more memorable.

Quite often in the past Camper has included at least a few scaring,

is quickly becoming equated with Apple Pie and Mom.

"When I win the Lottery," croons Lowery "I'm going to buy the



David Lowery of Camper Van Beethoven

strain itself with darker, deeper strains of discordant harmony. The appropriately named "Opening Theme" begins the album with a lilting instrumental, strong with overtures of Eastern Indian melodies. This is common with Camper, a band that constantly sticks its nose into musical philosophies that few American musicians would touch.

Travis album if it weren't for lead singer David Lowery's pointedly humorous lyrics. More than ever does the inherent talent of the young members of Camper shine throughout on this song. Lowery paints a poignant picture of America's past and the mystical presence of a World War that is remembered less for tragedy than for romantic wanderlust. Singa Lowery:

tongue-in-cheek heavy rocking instrumentals. There are very few on this latest album. The one exception on *Key Lime Pie* is "(I Was Born In A) Laundromat" a twisted heavy cry for attention that delivers. More tendencies towards a country twang are obvious on this album as well. "When I Win The Lottery" hysterically describes a Marxist twist on an institution that

American Legion and paint their flag red with gold stars . . . maybe I can find a fight in any bar but I'll never call myself a hero for killing a known communist."

David Lowery professes an affinity for the beat of a song rather than the outward sound of the music is general, and he readily asserts

see CAMPER, page 15

1	2	3	4	5	6	7	8	9	10
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51		52		53		54		55	56
57		58	59		60		61	62	63
64		65		66		67		68	

ACROSS

1 Room in harem
4 Equally
6 Sumptuous meal
11 Slay
13 Sword
15 Near
16 Frowns
18 Sun god
19 Latin conjunction
21 Certain
22 Without and
24 Cicatrix
26 Rise and fall of ocean
28 French for "summer"
29 Small stoves
31 Small children
33 Teutonic deity
34 Liquid measure
36 Gangster's girl friend

DOWN

1 Anglo-Saxon money
2 Discover
3 Morning monogram
4 Is ill
5 Long nose of wine
6 Liberty
7 Organ of hearing
8 Part of church
9 Spanish for "yes"
10 Cylindrical
12 Symbol for silver
14 More unusual
17 Court order
20 Zest
23 Brother of Odin
24 Compass point
25 Shower
27 Short jacket
30 Killed
32 Winter vehicle
35 Chiefs
37 Deposited

ACROSS

38 As far as
40 Want
42 Approaches
45 Wine cup
47 Hospital section
49 Food program
50 Writes
52 Extremely terrible
54 Fulfill
55 Negative prefix
56 Make ready
59 Ma's partner
61 Mand
63 Slice of fish without bone
65 Cares for
66 Symbol for tellurium
67 Individual

DOWN

38 Nocturnal mammal
39 Egg dish
41 Fall in drops
43 Unlock again
44 Street abbr.
46 Article
48 Tentative sketch
51 Bridge
53 Great Lake
57 Free of
58 Spanish article
60 Consumed
62 Hebrew letter
64 Behold!

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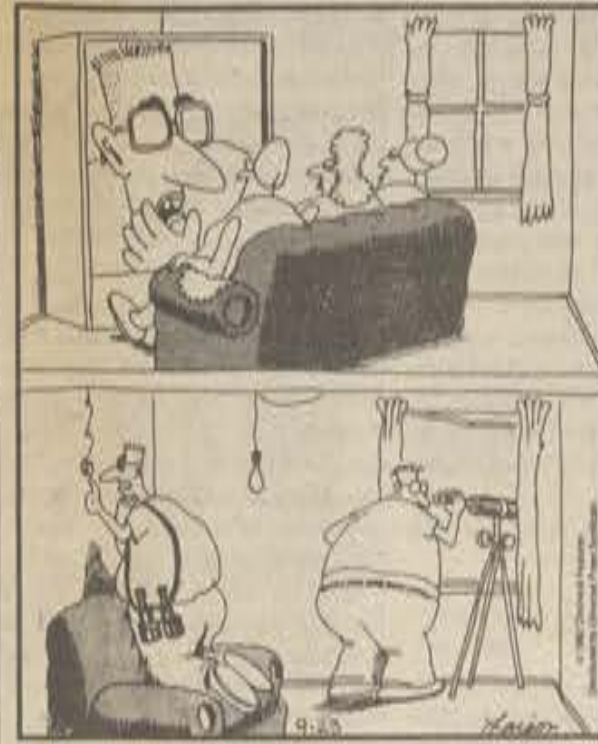
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Off the Leash

by W.B. Park



Mister Boffo

by Joe Martin



Mother Goose and Grimm

by Mike Peters



Notices

Mathematics and Physical Science Seminar Series

Oct 5 Dr. Lance Erickson
 Oct 19 To be Announced
 Nov 2 Dr. V. Lakshminathan
 Nov 16 Dr. Zoubir Benzaid
 Nov 30 Dr. Robert Fleck

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

Entertainment Announcements

September	28	Bill and Ted's Excellent Adventure
October	5	Rainman
	12	Lethal Weapon II
	19	Fletch Lives
	26	Bat Man
November	2	Licence to Kill
	16	Dead Poet's Society
	30	Field of Dreams
December	7	Turner and Hooch

New procedures for graduating seniors

According to University Academic Policies and Procedures, every student must make formal application with the Registration and Records Office for degree completion. Due to the fact that there are now two commencement ceremonies per year, new procedures have been devised. Formal application for degree completion may be made the semester prior to expected completion with the Registration and Records Office. A second form designates which commencement ceremony the student will attend, information for ordering cap and gown and information for the commencement program. Both forms must be completed and submitted to the R & R Office no later than the application deadline published in the University calendar and the Avion "Notice" section.

If you will NOT be completing ALL degree requirements in the term you are requesting ceremony attendance, you need only complete the "Commencement Ceremony" form. If you do not wish to attend either ceremony, only fill out the "Degree Completion" form. Forms will be left with the R & R Office and checked for eligibility. If you are found ineligible for degree completion or ceremony attendance, you will be asked to reapply at a later date.

Applications received after the published deadline may cause the prospective graduate to relinquish privileges for participation in commencement exercises, publication of student information in the program, eligibility for Chancellor's Award and announcement of Graduation Honors. Diplomas will not be available after the ceremony for "Late" applicants.

Anyone who has already applied to the R & R Office for December '89 degree completion (and ceremony attendance) and received a Preliminary Evaluation need not reapply.

Please be aware of your responsibility for application in order that your degree completion may be a smooth one.

International Day

The office of International Student Services at Embry-Riddle Aeronautical University invites you to attend the annual "International Day" hosted by international students representing 85 countries from around the world on Saturday, October 14, from 1 pm to 5 pm in the University Center on campus.

International students will share the traditions and customs of their cultures with a sale of ethnic foods, displays of cultural artifacts, costumes and craft items from their respective countries, and a program of entertainment.

Don't miss an opportunity to broaden your horizons and enjoy an International Day!

Singing club forming

Any ERAU student interested in singing should come to the Student Union conference room Thursday Sept 28 at 5:30 pm. The club is looking to organize various singing groups, from Barbershop to Pop, Rock to Classical, and anything else you can come up with. Backup musicians are also welcome. Hope to hear and see you there.

Corrective eye care

On Wednesday, October 4th, Dr. Leonard E. Indianer, a Daytona Beach optometrist and orthokeratist, will present a program entitled "The Control, Reduction and Elimination of Near-sightedness." This is precisely what Orthokeratology is—corrective eye care brought about with the therapeutic use of contact lenses.

Indianer's interest in Orthokeratology developed while serving as an optometry officer in the U.S. Air force between 1962 and 1965. During that time, he saw many pilots and navigators have their hopes for flying dashed because of inadequate eyesight. Prior to the Air Force, he attended the University of Alabama and Southern College of Optometry where he was awarded Bachelor of Science and Doctor of Optometry degrees. Dr. Indianer is currently the International President of the Orthokeratology section of the National Eye Research Foundation. He has given lectures throughout the United States, South America, Europe and the Soviet Union and recently was guest speaker to the Society of Optometrists in Peru. His lecture, entitled "The Embry-Riddle Study," concerns a three year statistical analysis of 30 aeronautical university students participating in a contact lens program designed to reduce their myopia and astigmatism.

Students are invited to attend the presentation, sponsored by Health Services, which will begin with a free visual screening at 6:30 pm in W206. A lecture followed by a question and answer period will take place between 7:00 pm and 8:30 pm. For more information on the subject, phone the National Eye Research Foundation at 1-800-621-2258. Handouts and pamphlets will also be available following the October 4 program.

Beware the creeping eruption

Embry-Riddle Aeronautical University's Health Services Department would like to warn its students against the threat of creeping eruption (cutaneous larva migrans). What is it? Basically, it is a dog or cat hookworm and you can get it from feces deposited by animals in sandy soil. It looks like winding, threadlike, reddened burrows on feet, legs, buttocks or

back. The rash is intensely itchy!

To avoid being infected, try not going about barefoot or sitting in sandy soil (i.e. volleyball court with sandy surface). Also, air your athletic shoes out by spraying the insides with Lysol.

If you already have it, consult the Registered Nurses at Health Services, between the hours of 8:00 am and 5:00 pm Monday through Friday. Or call ext. 6036.

Get High On Health Fair '89

The Departments of COUNSELING, HEALTH SERVICES & RECREATION invite you to participate in HIGH ON HEALTH FAIR '89!

The HEALTH FAIR at Embry-Riddle is divided into six dimensions—Physical, Social, Occupational, Emotional, Intellectual and Spiritual Exhibits.

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<i>Health Services</i> -Height/Weight -Hearing/Vision -Body Composition Profile * \$4.00 fee	OCCUPATIONAL
<i>Recreation Department</i> -STEP Test -Flexibility -Strength Testing -12 minute run/walk 10:00 am Oct. 11 -1/2 mile swim 10:30 am Oct. 11	<i>Career Center</i> -Exhibit with handouts -Dressing for success <i>Color Tique Cosmetics</i> -Color analysis
<i>American Cancer Society</i>	EMOTIONAL
<i>American Heart Association</i> -Explanation of related services	<i>Counseling Department</i> -Biofeedback Machine -Bio-dots -Stress Self Test <i>Inventory</i> -Relaxation techniques -Books/Tapes on Emotions Stress Relaxation
<i>American Lung Association</i> -Smoking Cessation Information	INTELLECTUAL
<i>Granada Chiropractic Center</i> -Posture Assessment -Stress Survey	<i>Counseling Department</i> -Study Skills
<i>Physician's Weight Loss Center</i> Port Orange -Weight Loss Analysis	SPIRITUAL
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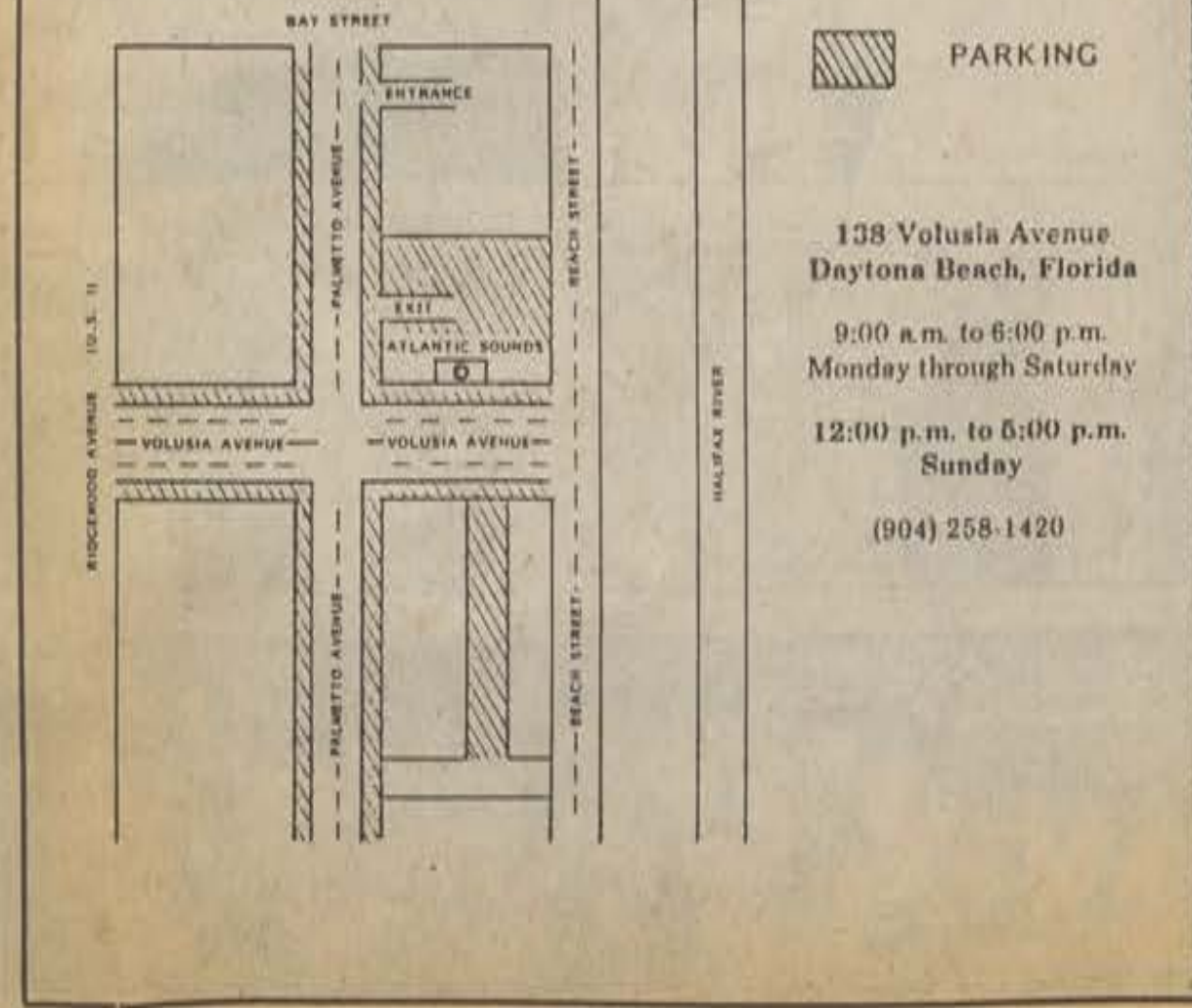
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 9:00 a.m. to 6:00 p.m.
 Monday through Saturday
 12:00 p.m. to 6:00 p.m.
 Sunday
 (904) 258-1420

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

Tonight, ERAU Night at 701

THE ROLLING STONES
Oct 25, 1989 In New York City
YOU AND YOUR GUEST
ERAU STUDENTS ONLY
Airfare, Hotel Accomadations,
25th Row at the Rolling Stones
with special guest Living Color and
Guns and Roses

FREE, FREE, FREE

Drawing every Wednesday Night.
ERAU NIGHT.

Show your school spirit

WEDNESDAY

ERAU NIGHT!

LADIES FREE ADMISSION 9-10 pm
LADIES DRINK FREE 9-12 pm
GUYS-\$1.00 DRINKS 9-11 pm
75 CENT BUD DRAFTS 11pm TIL CLOSING

WET T-SHIRT CONTEST WITH
\$150.00
CASH PRIZE!

THURSDAY

METROPOLIS!

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

**IT'S A FULL MOON
TONIGHT!**

FRIDAY

FULL MOON I-100 PARTY!

\$1.00 DRINKS 9-11 pm

MALE & FEMALE
BEST BUNS CONTEST
WITH
\$150.00
CASH PRIZE!!

SATURDAY

**FULL MOON
I-100 PARTY!**

\$1.00 DRINKS 9-11 pm

DANCE CONTEST
WITH
\$100.00
CASH PRIZE!

SUNDAY

**SUNDAY, BLOODY
SUNDAY!**

2 FOR 1 HEINEKENS,
MICHELOBS, AND
MICHELOB DRYS
PROGRESSIVE ROCK

**IMPROPER DRESS
REQUIRED!**

MONDAY

**MIDNIGHT
BUFFET**

FREE DRINKS 9-12 pm

**WATCH FOR SOMETHING
SPECIAL EACH MONDAY**

TUESDAY

**SUNDAY, BLOODY
TUESDAY!**

FOR THOSE WHO
DIDN'T GET ENOUGH
ON SUNDAY!