

11-16-1988

Avion 1988-11-16

Embry-Riddle Aeronautical University

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As the 444th DC-10 rolls off the production line, McDonnell-Douglas announces the phase out of the airplane
see story, page 11

INSIDE:

Piper Cadet makes it debut on the Embry-Riddle Campus

page 11

Successful concert featuring Bad Co. and the Romantics

page 16

AVION

An Award-Winning College Newspaper

Volume 60, Issue 9

Embry-Riddle Aeronautical University, Daytona Beach, Florida

November 16, 1988

Tuition up, again

by **Damian Rohde**
Avion Staff Reporter

In a presentation Monday, Nov. 14, the University announced the tuition increases effective for September 1989. The presentation was given by Eric Doten - Chancellor, Robert Rockett - Dean of Student Affairs and Steve Whitmer - Campus Budget Director.

In a phone interview with Whitmer, he said the tuition for next year will run \$2600 for a 12 to 16 credit hour block. Any credits outside of the block will be \$220 a credit hour. Whitmer stated that tu-

ition will increase for fall of 1990 by nine to twelve percent and for every two years thereafter.

According to Whitmer, the tuition increases are due partly to a rise in the faculty numbers, their benefit program and the need for additional housing facilities.

Faculty salaries have increased from 19 percent in the University's budget to currently over 24 percent. Whitmer also said the benefits the University offers is competitive in comparison to other Central Florida area companies.

Whitmer said the University may

consider an enrollment cap on incoming student number, as they currently have on certain programs of study because of the current lack of facilities. He said that the Board of Trustees has a current cap set at 5,000 students with a plus or minus 10 percent margin.

The University presently has approximately 5,320 graduate and undergraduate students.

In a question concerning student aid for next year, Whitmer said that the University will have, by the second or third week of December, financial packets available. He urged students to have taxes processed early enough because the financial aid is awarded to students on a first come, first served basis.

Whitmer also said that student employment may also rise. It is presently near 680 students (up from 400 three years ago). He also said that hourly rates will increase from \$3.65 to \$3.75 an hour.

One positive note about next year's tuition increase, is that flight deposits may be lowered. The University is presently looking into a self-lease program with Piper. Piper's Cadet has been chosen to replace the aging C-172 fleet. The University is now in a 44 month lease program with Cessna for the C-172 trainers. Present negotiations between Piper and ERAU are continuing.

The University is looking to possibly construct another student housing complex to meet the rising student needs for housing.

Rockett said the University will be releasing a letter to students explaining the tuition hikes this coming Tuesday. It will be further accompanied by an article in the next issue of the Avion.



Home sweet home...

John Paul Riddle University Co-Founder, Don Lopez World War II Ace and Alumni and University President Kenneth Tallman enjoy themselves during the Veterans Day Luncheon at Indigo Lakes banquet center during the Homecoming festivities.

Homecoming lauded

by **Ken Steinhart**
Campus News Editor

This year's Homecoming brought a variety of events and alumni to Embry-Riddle's Daytona Beach campus.

Highlights of the week long Aviation Homecoming Festival included: concerts, comedy acts, art displays, static aircraft displays, a

homecoming basketball game and alumni of every kind.

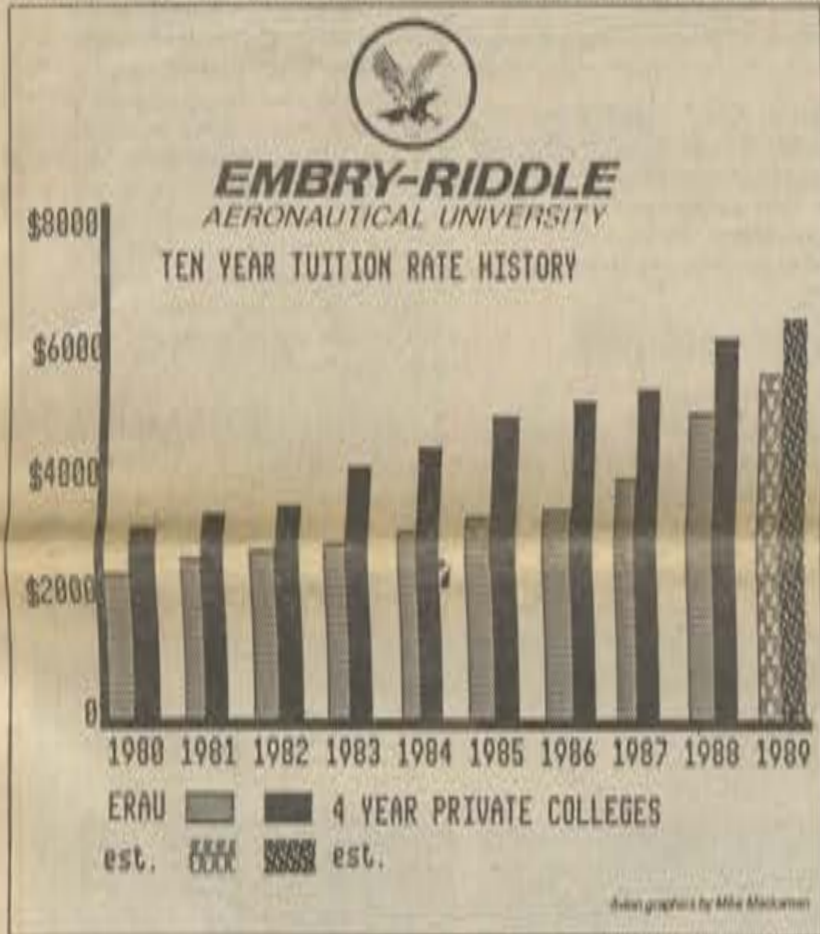
Students displayed a real sense of school spirit during the two ball games that were played during the week. The unknown basketball fan and the gold and blue-faced "Riddlites" were present to cheer the Embry-Riddle Eagles on in a way that is rarely ever seen at even large

state university games.

Even though the Eagles lost the homecoming game by ten points, the students displayed a sense of victory.

Alumni returned from all corners of the globe; some brought jet fighters, civil trainers, stories and history. Many old friendships were

see HOME, page 7



Alumni Wedding in Spruance Hall provides opportunity for Avion Reunion

by **Phyllis A. Salmons**
Avion News Editor

Last summer, I asked Teresa Anderson, then Editor-in-Chief of the Avion, when she and her fiancée, Wes Oleszewski, would be married. At the time, they planned to wed next summer in Michigan.

Wes and Teresa have so many friends among the students and alumni at Embry-Riddle that I suggested an alternate plan. I told her that I thought they should be married here at Embry-Riddle during Homecoming 1988, so that all of their friends could be at the wedding.

Students, faculty and staff of Embry-Riddle for the past ten years have been entertained by Wes Oleszewski, the creator of a long running cartoon strip named Clyde Morris. The strip appeared in the Avion since 1977, providing commentary on all aspects of campus life at ERAU. Teresa, also a graduate of Embry-Riddle was very active in many clubs and organizations, and served as Avion Editor-in-Chief.

On Saturday, November 12, Wes and Teresa were married in Spruance Hall with Dr. John Wheeler, University Chaplain, officiating. The wedding was attended by a virtual Who's Who of Avion editors from the past ten years.

"You are responsible for us having so much fun bringing all our friends back together," said Teresa. Some people wonder why I suggested the Homecoming wed-

ding. The reason was purely selfish: I know it was the only way I would be able to attend the wedding. I think the same is true for many of their friends as well.

When the wedding was over, Wes told me about the circumstances surrounding how he and Teresa came to be engaged. They had met at an Avion function, politely said "Hi" in passing, until they by chance enrolled in the same section of Technical Physics I (PS 103) in the Fall of 1986. Strangely enough, I was the course instructor.

A few days before Halloween that term, Wes said that as a joke, he told Teresa that she was welcome to come to his house for trick-or-treat. She asked for a map which he provided and thought no more of it. That is, until Halloween night when Teresa showed up dressed as a belly dancer. "Three days later, we were engaged!" said Wes.

One thing I can be sure of at least. There are two students in this world who are very happy that they took my Physics class! When I asked Wes if he remembered any Physics, he replied, "I remember why the river sucks!" This, although incomprehensible to most people, refers to a fluid flow question Wes asked about a river back home in Michigan, which we were able to explain by using Bernoulli's Principle.

see WEDDING, page 20



We've got spirit...

Two Embry-Riddle students show their ERAU spirit during a home game against Gordin Community College. See story page 14.



Avion photo by John Swartz

Inside the Avion this week:

Aeronautica	11	Editorial	2
Campus News	4	Greg's Gibe	3
Career Navigator	3	Letters	2
Classifieds	19	Notices	4
Clubs	6	Sports	14
Comics	18	Space Technology	12
Diversions	16	Student Forum	2

Trivia: The SR-71, flying at 3100 feet per second, travels faster than a 30-06 bullet, which has a muzzle velocity of 3000 feet per second.

Editorial

Where's the party?

Embry-Riddle's Second Annual Aviation Homecoming Festival was held this past week with many events organized by a University committee representing various departments. They are to be commended for an outstanding job which obviously took a wealth of time to plan and implement.

However, one drawback was overwhelming; that is, the lack of party atmosphere on campus which was a similar problem last year.

With the exception of banners hanging inside and outside of the U.C., many would not have figured that a Homecoming celebration was happening on campus.

As small a campus as ERAU is, there is no excuse for this happening. Perhaps the committee should go to the Bethune-Cookman College campus and take notes. BCC's Homecoming was a truly a welcome back "party" - and the campus showed it with a parade, banners hanging everywhere and ribbons, balloons, and signs in abundant supply and in school colors.

Questions that can be asked are what are ERAU's school colors and what is our school mascot. Many probably would not be able to answer these questions. Homecoming should be a time where yellow and blue (our school colors, by the way) should be noticeable everywhere and our mascot (the Eagle, that is) plastered wherever one looks. What happened - or better yet - does anybody care?

The committee needs to be mindful that school pride and spirit should be of top concern when planning Homecoming. It is great to sponsor many events in one week. But, what separates a barbecue during Homecoming with a barbecue when Epicure decides to have a special cookout? What separates a static display during Homecoming with one that comes in when the Naval Aviation Club invites one to come? The answer is it's HOMECOMING and spirit and pride is at hand. Events need to be planned with that outlook continually in mind.

Another question is where was the alumni/student interaction during the week and, just as important, where was the faculty/staff involvement? There was little and this needs to change. Homecoming should not only be a time for alumni and students to interact and party, but a time for faculty and staff to likewise do the same with the alumni and students. Classrooms are not conducive for this type of activity.

A lot of commendation should be given to the Homecoming Committee for the work that was done. Considering that this was only ERAU's second Homecoming activity, the events have come a long way. Yet, a lot more has to be done.

One recommendation is to start early. Planning for next year's festivity should start now and not two months prior. Future Homecomings cannot afford to be organized at the last minute.

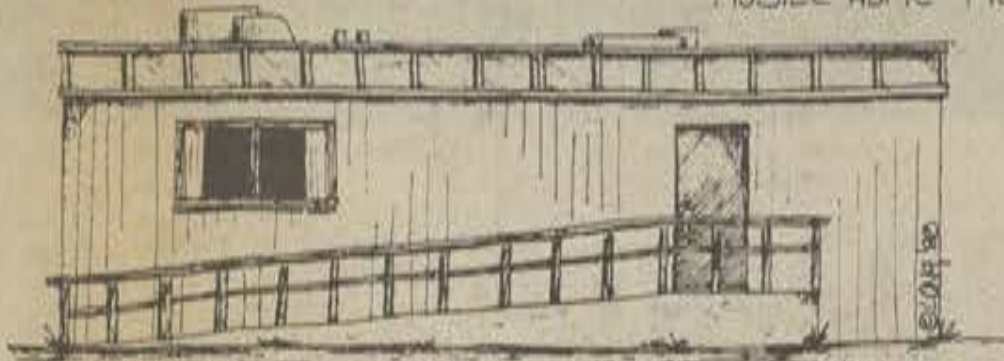
EVOLUTIONARY HISTORY OF RIDDLE'S 'MOD' UNIT



AIRSTREAM-1940



MOBILE HOME-1965



MOBILE CLASS/OFFICE UNIT ('MOD')-1988

Letters to the Editor

Riddle's rip-off

To the Editor:

I simply want to say that I have had enough of meeting Riddle's price tag. Gradual increments of \$200 have begun to be added to the student's tuition and I doubt it will stop anytime soon. I'm still trying to figure out what we're paying for:

- 1) Classes which are practically self-paced because the professors seem to be chosen by lot
- 2) Excessively filled classrooms which, by the way, if checked would prove to be hazardous in case of fire
- 3) Inability to read the chalk board because of its angle
- 4) Graders who, when grading, check correct anything that is boxed in (the surprise comes at exam time)
- 5) I won't even mention parking
- 6) A \$300,000 replica model plane to beautify the library
- 7) Very, very few choices when registering for classes

On top of all this, we have been stricken by a plague that Embry-Riddle calls "technical fees." Is this anything like technical difficulties

where we know that something is wrong, but don't know what?

This means that in addition to the \$195 per credit hour, the school is charging a \$39 technical fee per class. For the average student, this comes out to be roughly \$160 or a river of blood (depending upon how Embry demands payment).

For most courses, this fee provides absolutely nothing! No computer time! No materials! Not even photocopies!

The students are required to buy their books, their materials, and yes, their own photocopies. Nothing is provided by this fee! Where is our explanation? Where is our refund?

I would like to state specific case. Anyone who has ever had drafting at Embry will know what I mean. There is a technical fee attached to ET110. For what, you say? This school does not provide any equipment such as drafting boards and t-squares. We buy our own drafting boards, our own t-squares, triangles, rulers, etc. Nothing is provided.

The students are bound by the administration's yoke and our wal-

lets are squeezed into raw hide. If Embry-Riddle would put out as much as they took in, then maybe we could get back to the ideal that we would ask not what our school can do for us, but what we can do for our school!

But until then, let my people go!

Kevin Stewart
Box 5462

(Editor's note: Funding for the \$300,000 Wright Flyer project will be sought from individuals, foundations and corporations associated with education, photography and the arts and not from University funds)

Student Employees

To All Our Students:
This week has been officially designated as Student Employment Week on the Daytona Beach campus, and I want to express my personal thanks to our students who work both on and off campus for the great job they are doing. I know many of you are employed in posi-

tions of responsibility and at the same time carrying a full academic load - a tough combination by anyone's standards.

While your employment affords you an opportunity to earn necessary income, your employers also benefit and enjoy sharing ideas which may be new and progressive to them. I'm sure that some of you wonder what relationship your present employment has to your future careers in the aviation industry, but let me assure you that as unrelated as your duties may seem at this point, you are developing a familiarization with the "world of work" that will be a great help to you in the future.

Again, accept my thanks for the great job you are all doing and keep up the good work.

Eric Doten
Chancellor

GO EAGLES !!

Student Forum

The Avion asks: What do you think about the recent decision to raise tuition?



Teresa McCrave

"I think it stinks!"



Kevin K. Hylton

"I think it's absurd!"



Jennifer Lowry

"The amount of money we pay is already outrageous for the education we receive...students are not made of money and the University should work with us and not against us."



Howard A. Bowen

"If valid reason can be provided to the student, then and only then, will I agree to a tuition increase."



Nishan Fonseka

"I don't see why it needs to be increased!"



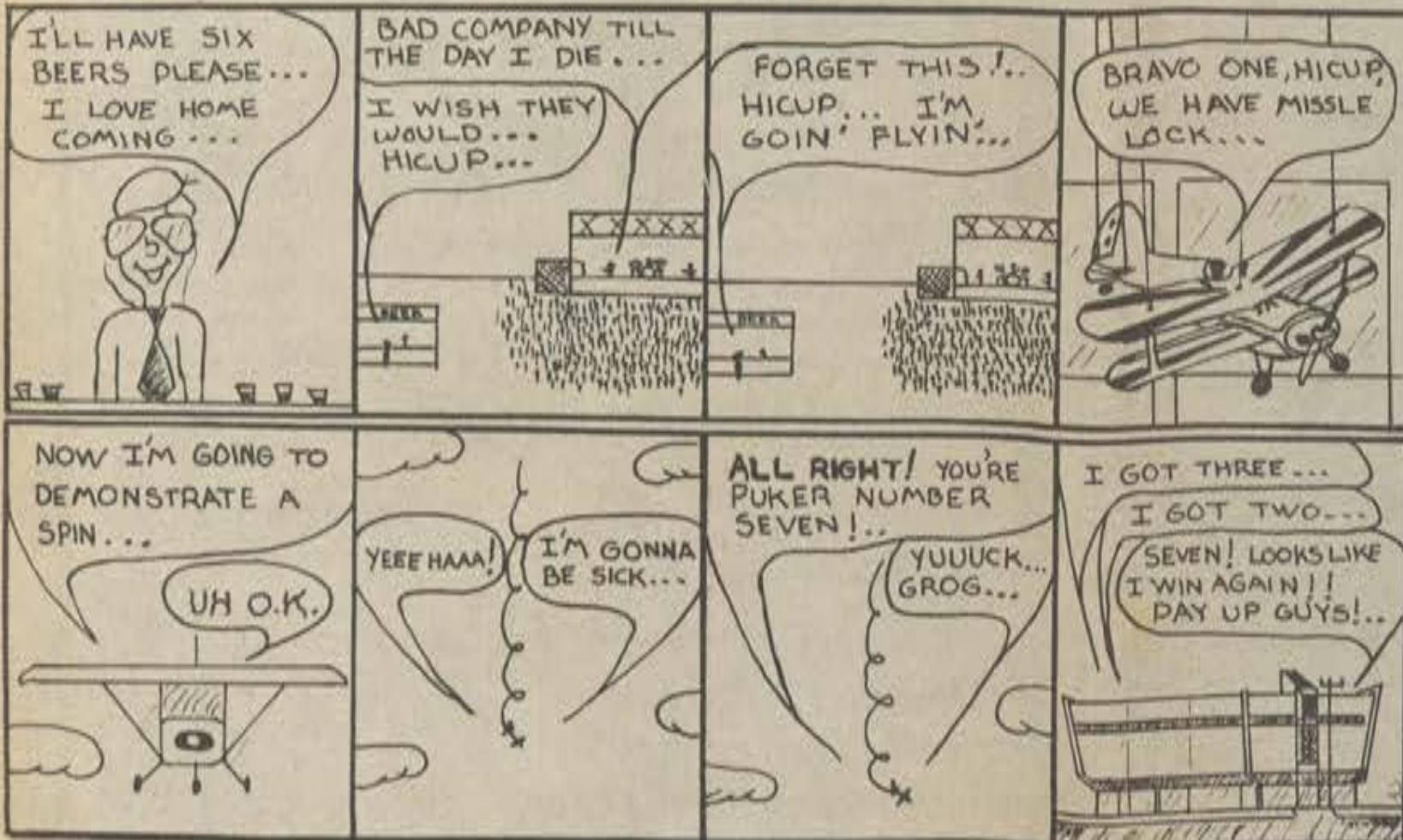
Lahl Anderson Sibanda

"As long as the increase is accompanied by improvement in facilities and the quality of instruction, it may be justified."

Avion photos by Manuel Fernandez-Longo

Joe Pilot

Joe Szarmach



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Avion
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The opinions expressed in the Editorial are those of the majority of the Editorial Board, and do not necessarily represent those of the University, the staff of the Avion or the members of the student body. Opinions are published as they are written, and do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not libelous or obscene. Letter writers shall confine themselves to a single topic. All letters must be accompanied by the signature of the writer. Names withheld upon request at the discretion of the Editor.

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Career Navigator

Design your own Co-op

by Career Center
 The Career Center has established Co-op opportunities with many employers. But, there may not be an employer or job that meets your specific interests or requirements. So - create your own opportunity! An opportunity that is right for you!
 By developing your own Co-op you can find the right job, in the right place, at the right time. It will take time, energy, and persistence, but the result is an experience which will launch your career.
 Once you have decided to create your own Co-op, the work begins. The first step is to write a resume. This will help you focus on the skills, experience, and abilities you have to offer an employer. It will also help you identify the types of employers with whom you would

like to Co-op.
 Identifying potential employers is the second step in creating your Co-op. Consider the type of job you want, the type of employer (airline, airport, manufacturing, etc.), and the geographic location. Once you decide that, look for employers. The Career Center has many directories that can help you. You should also use any personal contacts you may have to find employers. Researching employers will take time! Plan on at least ten hours for researching potential employers.
 The next step is to contact the employers. Either in conversation or by letter, tell the employer that you are seeking a temporary Co-op position. Provide a resume and transcript so your qualifications can be

reviewed. The Co-op Administrator can also provide information about Co-op, if the information is requested.
 The final step to securing a Co-op is interviewing and negotiating compensation and a work schedule. Video tapes and printed information in the Career Center give information on these activities.
 Making a Co-op gives you flexibility. It also requires you to take the initiative, be persistent, and be responsible for finding a Co-op. It requires work and time. But, the worst that can happen is you learn how to do a job search. The best that can happen is you get a great Co-op doing what you want to do, where and when you want to do it!

FLASH

For Leisure And Student Health

Have you let yourself get in the rut of just sitting in front of the TV with the remote control in one hand and a snack in the other? Lack of exercise and inadequate diet are leading factors in the development of heart disease. It has been accepted as common knowledge that about 1/3 of the U.S. population over the age of 16 currently believes that exercising regularly to achieve physical fitness keeps them from getting "soft". Another large portion of the population exercises as a concomitant to reducing diets in order to look slim and trim, while some others exercise as a means they hope will help them prevent heart attack. Whatever the reason, more and more people are turning to a regular exercise program, thus enabling them to exercise vigorously for long periods of time without fatigue and respond to physical and emotional demands with only a slight rise in blood pressure.
 Cardiovascular conditioning increases heart strength, decreases pulse rate, increases cardiac output and reduces blood pressure. Regular exercise will improve your relaxation, thus relieving tension and anxiety. Be certain to get the okay from your physician before undertaking any physical activity if you are on any type of medication or are uncertain of your overall physical condition.
 High blood fat levels and inactivity are two culprits in the development of atherosclerotic heart disease (smoking, diabetes and obesity are others)! Too much cholesterol and triglyceride in the diet lead to a "hardening of the arteries" which doesn't develop in a few weeks or even a few years. You don't have to be "old" do develop hardening of the arteries. It happens gradually, decreasing the inside diameter of the blood vessels. When one of these narrowed arteries is finally blocked off entirely, the heart muscle is deprived of oxygen-rich blood that it needs to do its work resulting in the "heart attack". The longer you wait for help, the more the heart muscle is damaged.
 We all have a tendency to hear about the warnings, but always have the feeling this is something that only happens to others...a worry that will not really come to being. Listen to the warnings now! Begin to make that changes in your lifestyle that will better the quality of your life...make time for YOU!

Winston



Andy Friz



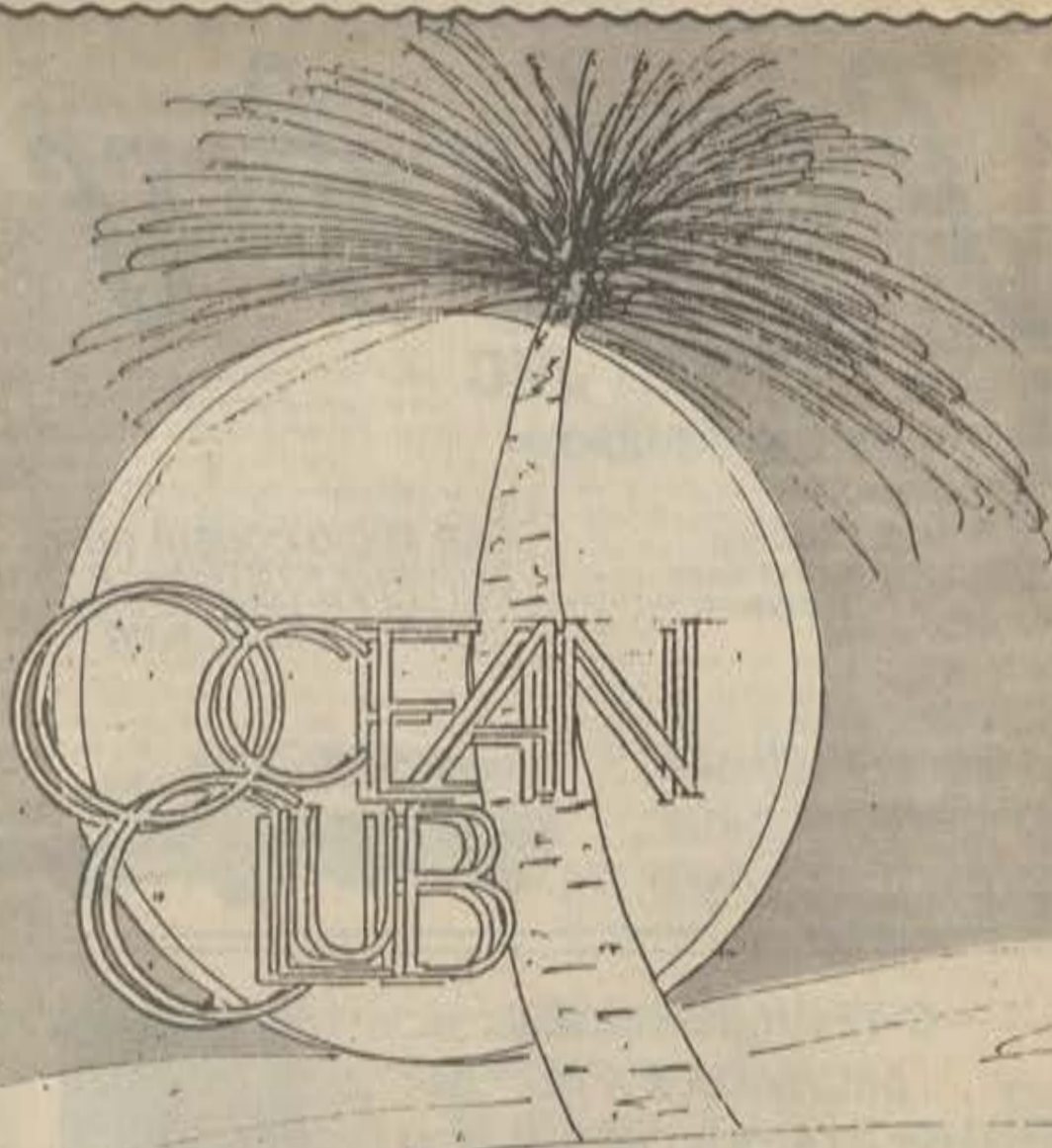
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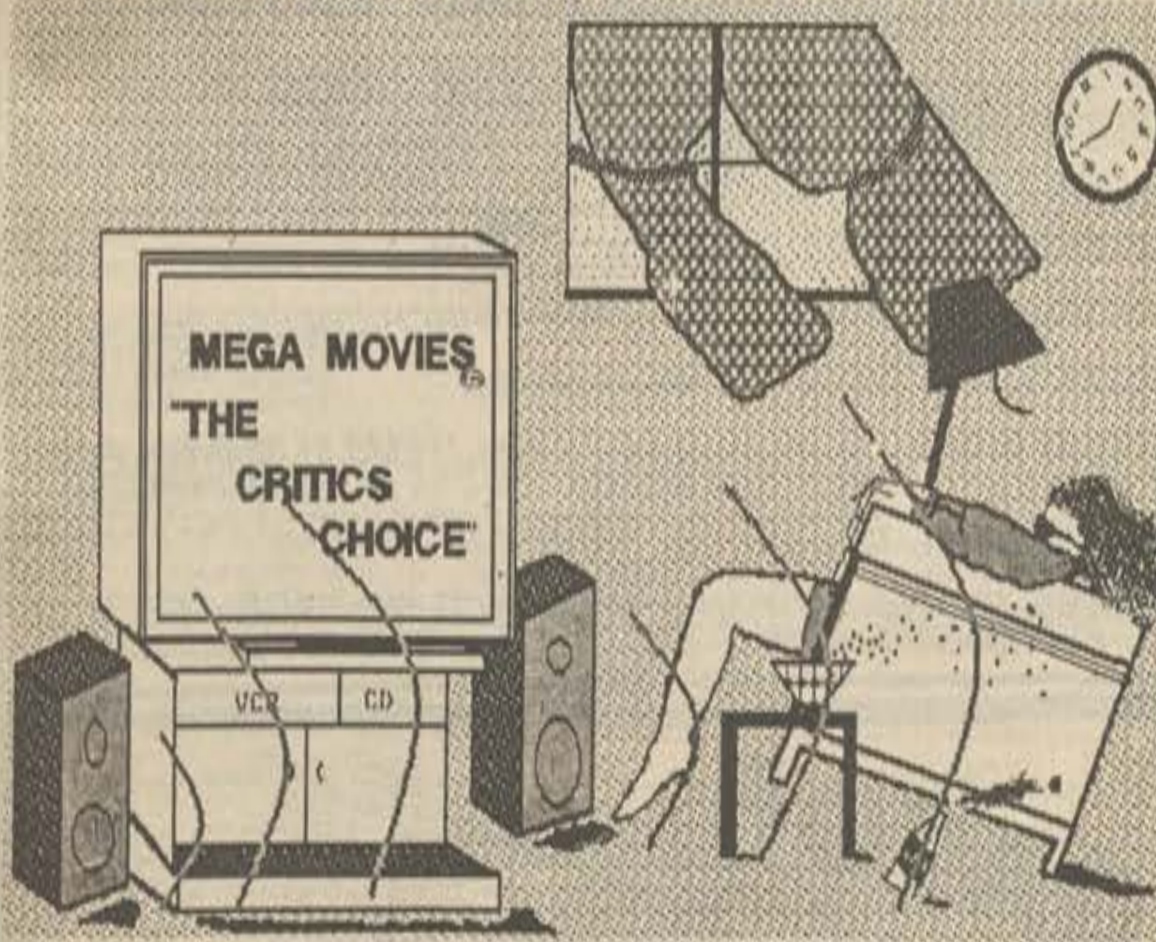
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Small center provides wealth of information

by **Martin Kammerman**
Avion Campus News Writer

Many people regard physical contact, money, and information as the three most important things in the world. Generally, these three are hard to come by here at Embry-Riddle, but one of them is in great supply at the Information Desk.

Many students walk past the Information Desk in the front of the U.C. everyday without even thinking of all the things that go on there.

First and foremost, the Information Desk supplies information. If you need to know how to get to a certain part of campus, who the chairman of Engineering is, your friends' box number, faculty schedules, or even old Embry-Riddle course catalogs, that can be found at the Desk.

Another big function of the Information Desk is the Lost and Found. According to JoBeth Davidson, In/Comm Assistant at the Information Desk, many lost items are never picked up.

"We have a lot of keys, books, notebooks, calculators, umbrellas, backpacks, clothing. We have tennis rackets, sunglasses, computer disks. Those are the main things. If we get

meal plans or I.D. cards we mail them to peoples mailboxes," said Davidson.

When asked what was the strangest thing submitted to the Lost and Found she said, "We had a banana in here last week. We kept it for a couple of days then I decided that we better throw it away."

Normally the Information Desk keeps Lost and Found materials for five months. At the end of five months most things are turned over to the SGA. Clothes are given to Reverend Kenan Morris, Director of the Office of Campus Ministry. Items can also be claimed by the person who submitted the item if no one has claimed it after five months.

The Information Desk also supplies brochures on local attractions. "For Sale" cards are approved at the Desk as well. The Information Desk is normally open from 8 a.m. to 5 p.m. Monday to Friday. There are extended hours during orientation.

When asked why the students should make use of the Information Desk, Miss Davidson best summed it up by saying, "Beat the 'Riddle run around', ask the Information Center first!"



Smile...

Jo Beth Davidson sits at the Information-Communication Center which is located in the lobby of the U. C.



Avion photo by Neil Steinhart

Board meeting...

Members of the newly formed Student Flight Advisory Board pose beside Embry-Riddle's Aero-Commander. Pictured (back row): Michele Lavigna, Lance Coleman. (Front row): Darren O'Neill, Sean Elliot, Erin Lenaghan (not pictured: Arnie Quast).

Flight Advisory Board meets

by **Ken Steinhart**
Avion Campus News Editor

Paul McDuffee, Chairman of the Flight Department announced the creation of the Student Flight Advisory Board last week. Under the direction of McDuffee, the board will represent the students and their interests in Flight Department matters.

The Student Flight Advisory Board is comprised of six flight students currently enrolled in a flight course. The board members were chosen by each of the flight training managers based on the students maturity, open-minded attitudes and professionalism.

The board meets twice a week on Tuesday's and Thursday's at 1 p.m. Among their duties is the review of no show petitions. Board member Darren O'Neill said, "I think the petitions will be judged more consistently and fairly by the students. Students will no

longer be 'no showed' after being involved in a ten car pile-up, while another is excused because he didn't feel like flying."

Other duties include the discussion and debate of new ideas and old problems. One of the main focuses of the group is to gain the students point of view on Flight Department matters, everything from how much instructors get paid, to what kind of complex aircraft to purchase.

All the students can have their opinions heard by the board on Nov. 21, 1988, at 8 p.m.

The Advisory Board will hold a gripe session in the U.C.'s conference room, next to the switch board. All students are invited to come with their complaints and ideas.

Everyone is urged to get involved and voice their opinions.

Journalism offered in spring

by **Marty Kammerman**
Avion Campus News Writer

Survey the elements of newspaper writing and news organizations this spring by selecting Journalism, HU-350. The course offers three, not just two credits, by enrolling simultaneously in HU-399, Special Topics, for the third academic credit.

Journalism is open to any student, not just staff members of the student newspaper. The course will meet Monday, Wednesday, and Friday at 12:30. The instructor will be Professor Osterholm.

Topics will include the principles of libel, fair reporting, story structure and journalistic style. Professor Osterholm notes that it is a good

course for anyone to improve writing skills, because so much of the course is devoted to basic style and correctness.

Students will have the opportunity to add the third credit when the class first meets, in case some students do not add HU-399 when registering.

Revelation made by Epicure

by **Martin Kammerman**
Campus News Writer

"What they don't know can't hurt 'em," said Steve Austell when he was asked if he had any idea where Epicure's food came from.

A good majority of students at Embry-Riddle have breakfast, lunch, or dinner at the U.C. This food is provided by a company called Epicure. Considering the wide variety of foods served by Epicure, one might wonder just where they get all the food from.

Kevin Murphy is the Food service Director for Epicure. According to him, items such as eggs, lettuce, tomatoes, onions, fruits etc. are bought locally from Bass & Swagerty Co. and Watson's Produce.

Most of the meat is supplied by Swift Co., Armour, and Royalty Foods. The frozen and canned food is from P-way Monford. Flavorich distributes milk and ice cream. Juice is furnished by Vitality. Bread is provided by American Bakeries, and beverages are stocked by Coca-Cola.

Epicure's silverware and china are bought from Edward Don of Jacksonville. Murphy tells us that one of Epicure's problems is theft of silverware and china. "We spend approximately \$13,000 a year in china. We can't watch every door in the building since it's not a closed dining room."

Epicure gets its food supplies more often than most students think. Produce and milk are delivered daily. Frozen and canned food is delivered Wednesday and Friday while the meat is received Tuesday and Thursday.

At the moment Epicure has to go outside to have access to its two walk in coolers and one freezer. Construction will soon allow indoor access to the frozen food and cooler area.

While Murphy would not elaborate on any new changes in the menu, he did say that there would be some forthcoming.



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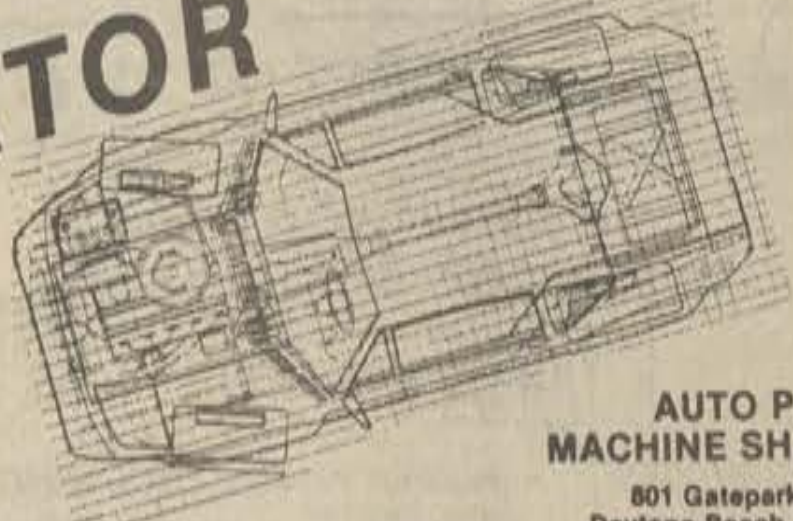
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Notices

Flu vaccine now available

Now is the optimum time for getting a flu shot. The Volusia County Health Department, on Clyde Morris Blvd. across from the campus, is offering the preventive injection on Tuesdays, Wednesdays and Thursdays between 2:30 and 4:30 p.m. for a reduced fee of \$5.00 (most private physicians offices are charging \$15.00). No note from a physician is necessary unless you have a significant acute or chronic health condition. For further information, contact Health Services at Ext. 6036 or the Health Department at 257-1700.

Listening sessions

The College of Aviation Technology will hold its next listening session on Wednesday, November 16, 1988 at 1830 in MO3C. The purpose of these planned listening sessions is to allow students enrolled in various programs offered by the College of Aviation Technology to participate in a review of those programs. These sessions are not planned to be complaint sessions, nor are they planned to solve and individual student's personal problem(s). They are planned so that students who are presently enrolled in a particular program can have an input into the further development of that curriculum or program. The monitors of each session will be there to listen to the students' suggestions and comments; they will not be there to defend the present curriculum or program. The monitors for this session will be Bill Martin, Dean of the College of Aviation Technology; Dr. Tom Connolly, Chairman of the Aeronautical Science Department; Paul McDuffee, Chief Flight Instructor and Chairman of the Flight Technology Department; Richard Ulm, Chairman of the Aviation Maintenance Technology Department; and, Nolan Coleman, Chairman of the Avionics Technology Department. Several program chairmen, training managers, and course monitors will also be in attendance. Please plan to attend and to have an effect on the future curriculum and programs within the College of Aviation Technology, as well as the future graduate who just might be your co-worker!

Participation in graduation ceremony for December '88

According to Academic Standard A-AU-05F, after an application for graduation has been initiated by the student and received by the appropriate Campus Records Office by the deadline established by each campus (Oct. 14, 1988 - Daytona Beach Campus) a student may attend the graduation ceremony when ALL academic and flight requirements have been fulfilled and ALL monies have been paid to the University. However, students may petition the appropriate College Dean of his/her College to attend the ceremony if the student has completed all requirements except for an I or N grade in no more than two courses and arrangements have been made with the Department concerned to make up the work within the time limit specified (incomplete period as listed in the D.B. Campus calendar).

Attention December graduates

The last meeting for December Graduates will be

Johnstone aids S G A

by Martin Kammerman
Avion Campus News Writer
"Service to the students," says Linda Johnstone, SGA Secretary Treasurer "whatever service that may be." The SGA (Student Government Association) is there to help students in a variety of ways. "Weather they need to rent a typewriter, or if they want to rent a VCR, calculators. Of course everybody knows we provide free coffee and tea" says Johnstone. A deposit and a small fee is all that is required to rent an item. Just recently, the SGA office purchased some new Brother model 320 typewriters for student use. The SGA also handles budgets for its divisions which include the Entertainment Committee, the Avion, Phoenix Yearbook, Student Court, Student Finance Board, and the S.G.A activities office. Within the past year and a half the SGA has purchased two copiers which are normally located right in front of the SGA office. These copiers cost \$6,000 apiece. At present, one of the copiers is down due to vandalism. The SGA also supports C.A.R.A.L.(Call a Ride and

held at 7:30 p.m. on Monday, November 28, 1988, in the University Center, voting for the Outstanding Faculty and Staff Awards will take place. Important Graduation information will be reviewed. Since there is no rehearsal for Graduation, it is very important that you attend. If you cannot attend, please contact the Student Activities office, or call ext. 6039. Also, if a prospective employer requests a transcript for a job interview, we must have a written request from you before information can be released. Stop into the Registration and Records Office and see us about request forms. After you leave, NO REQUEST can be done without a written request and a \$2.00 fee, if an Official Transcript is needed.

Anticipating Spring '89 graduation?

We suggest that you fill out your formal graduation application for a preliminary graduation evaluation. We will try to process as many as possible prior to the "Advanced Registration" for Spring '89 held later in November. Please indicate GR 401.50 on your registration form but do not forget to come to the Registration and Records Office to officially apply for graduation.

Creations accepting submissions

Creations, ERAU's literary magazine, is accepting submissions from students and faculty for its next issue. Original works can include but is not limited to poetry, photos, artwork, and short stories. Submit to J. Berg in Room A230 or G. Gougler at Box 5465.

Math and Physical Science Seminars

Nov. 17 Dr. Ala Al-Humadi - Generalized inverses and their applications to control theory.
Dec. 1 Dr. Herbert Neunteufel - The co-orbital satellites of Saturn

All seminars will be held at 1330 in Riddle Theater. Students are welcome. For more information, contact Dr. Shiv Aggarwal, Chairman of the Mathematics and Physical Science Department (extension 6709).

Pain relief guide

Busy schedules, busy lives can cause pressure and pressure can lead to tension and pain. In fact, the more stress individuals experience, the more likely they are to suffer from pain, according to the landmark study on pain, the Nuprin Pain Report. The makers of Nuprin have created a practical Pain Relief Guide that can be used as a reference for controlling tension and relieving pain. The free guide is designed to answer questions people may have about the causes of pressure and pain and remedies for them. The guide allows for instant referral to information on stressful thinking, its results and cures, relieving pain and pain relievers. A free guide can be obtained by writing to: Nuprin Pain Relief Guide, P.O. Box 14160, Baltimore, MD 21268.

Live) which is a service for students in effect from 9 p.m. to 3 a.m. on Fridays and Saturdays. Any student, staff or faculty person can call the switch board if they feel that they have had too much to drink, or are driving with someone who is intoxicated. All that one needs to do is to call 239-6000, give their first name and location, and two students will pick them up and take them home. "We hope that maybe we'll save some lives" said Johnstone. Soon the SGA will be distributing discount cards which will be good at about 45 different locations in Daytona. Every other week the SGA presents 'Monday Night Football' on the Flight Deck. Food is donated for the students and faculty by a sponsoring organization. On Monday the 14th, Dominos Pizza will be donating. If a student has a problem with a teacher, or is looking for tests from last year they will be able to find help from the SGA "The Student Government office is the students office. Don't be afraid to come in and use the services, or just talk to us, ask questions. Don't feel intimidated. This is your office, use it."

Homecoming statics display careers in aviation

by Martin Kammerman
Campus News Writer

The Alumni Homecoming was a big event on campus. One of the more interesting going on's on campus was the Static Display over at the Flight Line. There was a Piedmont DC-3, a Navy T-34 turbo prop, a Hughes 295A helicopter, a Volusia County Sheriff's Dept. Jet Ranger, a Fleetwing's Seabird F-5 seaplane, a Piper Cadet, a Piper Malibu, an F-15 Eagle, a Piper Supercruiser, the Embry-Riddle Aero Commander, and a top secret Stealth fighter.

"The T-34 is an advanced version of an airplane that has been around for about 30 years," said Lt. Jim Thompson who is a Naval Flight instructor. He continued, "It's got a turbo prop engine that's designed to have characteristics that a jet would have. So if (trainees) do go further on in the jet training, they have flown something with the characteristics similar to it."

The main advantage is that the T-34 is that it is inexpensive. It's also cheap to run and maintain. It's known for being one of the primary flight training aircraft.

Bruce Balensiefer is an Embry-Riddle graduate, class of '78. While he was a student here, he was enrolled in the Aeronautical Science Program. He flew in from Whiting field on the T-34 to be here for the Alumni Homecoming. Last spring, Balensiefer flew a helicopter and landed it in the soccer field next to the Library. He also was a part of the airshow last April.



Capt. Dale Faust, ERAU class of 1979 climbs down from his F-15 Eagle which he flew in from Tyndall Airforce Base to show as a static display.

When asked what he thought of the Homecoming, Balensiefer replied, "I haven't seen anything yet. I got out of the airplane and went right into this class, I was running late. But I think it's a good idea."

Balensiefer was recently in the Persian Gulf on the U.S.S. Hawes. When asked if he saw any combat, he said, "The closest to any combat that we had was when we got involved in the interdiction of that mine layer."

Captain Dale Faust is an Embry-Riddle alumni, class of '79. He was an Aeronautical Science Major and was an R.O.T.C. wing commander. Faust was the pilot of the F-15 that was a late addition to the Static Display.

"I can't believe how much it's grown," said Faust when referring to Embry-Riddle's ongoing expansion, "this is the first time I've been back since I graduated."

Piper executives, Douglas Smith (Vice President-Marketing and Sales) and George Brewer (Project Manager-Continuing Support), both Embry-Riddle graduates, returned to ERAU with a Malibu and Piper Cadet. 20 Piper Cadets are scheduled to be delivered to the school in June of 1989. Both men were eager and enthusiastic about the Alumni Homecoming.

One of the reasons for the Static Display was to show students some of the careers in aviation available to them. The organizers of the Alumni Homecoming hope that they have succeeded in broadening the horizons of all at Embry-Riddle.



Douglas Smith and George Brewer, ERAU alumni and Piper executives show off the flight lines new training aircraft, the Piper Cadet.

Alumni lecture in classes

by Martin Kammerman
Avion Campus News Writer

The Embry-Riddle Alumni swarmed over the campus last week. They were seen everywhere, from the U.C. to the dorms, and even in the classrooms.

Hank DeShazo class of '41, and Howard Walton class of '46 surprised everyone in Mr. Bejou's Management Science 201 class by telling of experiences during and after graduation from E-RAU.

DeShazo did most of the talking. He told the students of his

involvement in World War II, when he was part of a B17 crew. He told of his experiences traveling around the world from Allied base to base.

DeShazo had the students captivated with his detailed descriptions of life especially during the war. He told of his first job during the depression and how he worked his way up in the sales department for R.J. Reynolds Tobacco.

"I came to learn that (Embry-Riddle) meant an awful lot to me,"

said DeShazo when looking back over his life's accomplishments. He mentioned a quote that he had heard from J.P. Riddle "Be contented, not satisfied" and suggested that all the students try to live with that in mind.

"It doesn't matter what you are making, save money" was his final word to the management class. After that, DeShazo and Walton got a lively round of applause from the students, and Mr. Bejou thanked them for coming.

Last Laugh

by Martin Kammerman
Avion Campus News Writer

Traveling on commercial airlines to different parts of the country and world, we often come across interesting paradoxes. At a major airport in the U.S, a sign was placed by the arrivals gate. The sign said something to the effect of "Please beware of pickpockets. Check your belongings and keep aware."

Normally, this would seem to be a good idea. Everyone has to be careful not to be ripped off. The irony in this situation is that just about everyone reading the sign immediately checks his or her valuables (wallets, purses, hidden cash) and alerts any pickpockets standing around to the location of valuables on the people. You'd think that the pickpockets put the sign there!

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Army ROTC competes in the 5th Brigade Ranger Challenge Competition

by c/Lt Waterhouse

This past weekend Nov. 5 and 6 a team of Army ROTC cadets from Embry-Riddle Aeronautical University competed in the 5th Brigade Ranger Challenge competition competing against 23 other schools from Georgia, Florida and Puerto Rico including large universities such as Florida State, University of Florida, University of Georgia and the University of Miami.



The 1st event was the 10K forced march. Carrying weapons and approximately 40 lbs of equipment, the team ran the grueling course in high winds and rain, finishing in just over 1 hour and 5 min. This game the team a 3rd place win finishing just 18 sec. behind the 2nd place team the university of Florida, and 1 min and 4 sec. behind the 1st place team of North Georgia College.

The next event was the M-60 and M-16 weapons assembly. The cadets had 6 minutes to sprint 75' to the intermixed weapons parts, correctly assemble both weapons and sprint back to the finish line. E-RAU took 2nd in this event behind the University of Puerto Rico.

The 3rd event was the grenade throw. Cadets were tested for accuracy by

throwing inert grenades at targets 20 meters away. E-RAU placed 2nd. 1 point behind Ft. Valley State.

The next event was the one rope bridge. The team was required to construct a one rope bridge between two anchor points. Separated by a distance of 60 feet. After construction of the bridge the cadets crossed the obstacle, disassembled bridge and retrieved the rope. E-RAU came in fourth with a time of 2 min. and 8 seconds two seconds behind the 3rd place team of the University of Miami.

The next event was the Army Physical fitness test. The test consisted of push-ups, sit ups and a two mile run. E-RAU placed 3rd behind University of Southern Florida and North Georgia College.

The last event was weapons

marksmanship with the M-16 rifle. Cadets engaged one target with 10 silhouettes representing distances of 50 to 300 meters. E-RAU placed 3rd behind Georgia Military College and University of Tampa.

The win will give the Eagle Battalion and E-RAU and opportunity to compete against the best schools in a nine state area from Texas East. If this event were football the region competition would be a bowl game.

The team will again be challenged, but are confident of success. We all congratulate them for their win and wish them well at the region competition in April.

The Ranger Challenge Team is comprised of Lt. Lamoureux, SGM Scanlan and cadets Manni, Wojick, Waterhouse, Nibler, Blount, Badar Burrows, Scott, Stelzig, Sluski and Canter.

PHOTO: Left to right: 1st Row: Canter, Badar, SGM Scanlan, Burrows, Waterhouse, Wojick. 2nd Row: Ware, Sluski, Stelzig, Kennedy, Blount, Wojick, Scott, Fuller, Nibler, Manni

Sigma Pi goes camping at Ichanatuchy

by M.W. Martin
Club Writer

The end is near! As the semester draws to a close, the Sigma Pi's are studying hard and partying harder! The camping trip at Ichanatuchy State Park this past weekend proved once more that Sigma Pi strives to have a good time under all conditions. The "Pi Guys" are also planning to travel to Florida State University for the chartering of yet another superior Sigma Pi chapter.

Everybody remember that we have elections for the spring executive council next Monday and we need everyone's vote to uphold the three degrees of Sigma Pi honor. A word to all our pledges of superior quality, you think your Better luck on the test next week; it could be your last: All the Pi's who aren't going home for Thanksgiving are invited to the house for the annual "Thanksgiving Feast." Afterwards there will be a Turkey Carcass throw. Good times will be had by all. Happy Thanksgiving! We would like to thank Delta Slapshot and P.O.S. Pond Scum for the beginning of a great tradition.

Sigma Phi Delta

by Key Collins

A busy semester continues at the SPUD houses. Constant refurbishing of the resident has demand much time and effort from all the brothers and pledges. Last weekend the brothers took hiatus from the work to hold our bi-annual pledge weekend, which turned out to be a great success. Keep up the good work pledges, only a few weeks to go.

Congratulations to Mike and Glenn for the fine job they did on cable repair. Keep up the good work engineers.

Sigma Chi

by Jere Thome

Let's see, Orbital Physics 443, Telepathic Communications 801...hmm...what else should I take next spring? How bout welding?

These days you will find the brothers living moderately and busy honing their scholastic skills. The pledges are quickly learning new memory techniques and how to manage time wisely.

A few highlights of the last couple of weeks include a first round playoff victory for the football team, the pledges doing their school project by cleaning a section of campus over by the dorms, and brothers manning a beerstand for the Homecoming celebration.

Also, we had our annual formal, The White Rose, last weekend at the Desert Inn. Quite a few alumni returned for this and a good time was had by all. John Belleau did a great job of organizing the event and it should be pointed out that the Little Sigmas/sisters all looked great, making it complete.

Naval Aviation Club hosts guest speaker

by Nora Nelles
Club Writer

The last meeting of the Naval Aviation Club was held on November 8th. The guest speaker at the meeting was Embry-Riddle student Lt. Rich Sanders, who is presently a H-3 Naval Maintenance Officer. Lt. Sanders educated the club on one of the Navy's major roles of search and rescue missions. He brought along a live recording of a combat rescue mission in Vietnam. The recording demonstrated the persistence and stamina which combat requires. Lt. Sanders gave the club the unique opportunity to hear live combat and the club wishes to thank him.

Hey all you sports fans! Three cheers for our clubs flag football team which is currently in the third round of the playoffs! Come down and cheer the team on through the championships!

Upcoming events: For all those interested in the trip to Pensacola, please bring a \$20 deposit to the next meeting. The trip is scheduled for Dec 8-10 and transportation will be arranged. The club has also scheduled a trip to the Mayport Aircraft Carrier for Tuesday, Nov 29th. The club will depart at 9:30 am. from K-mart parking lot and return at approximately 6pm. The tour is free, excluding \$2 for lunch. The Club party is Nov. 18th from 4-10 at the Presidents Residence. A barbeque, sports, games and activities are planned and all are welcome!

The next meeting is scheduled for Tuesday Nov 22nd at 7pm. in rm A109. During the afternoon a H-3 flown in from Jacksonville will be on static display. See you there.



AAAE to visit Gulf-stream

by Erinn Moore
Club Writer

The homecoming booth was an outstanding success. If you didn't participate, you missed a lot of fun. At our next meeting we will have the election for vice president. Our trip to Gulfstream is tentatively planned for November 28. If you haven't attended any of the previous trips, please try to attend this one because it's loads of fun. Our last event this semester will be our Christmas party December 3.

CLUBS POLICY

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

ERAS participates in Challenger's 5-K

by Jose Vazquez
Club Writer

Last Saturday eight of our members participated in the Challenger 5-K run which collects funds for the Astronaut's Memorial. They did not win first place, but all finished well ahead of the other runners. This Saturday ERAS will go to the KSC. We will go on the "Shuttle" tour, see the IMAX film "The Dream Is Alive", and get a

chance to buy collector's items from the gift shop. Remember you still have one more week to work on Space Max. There will be no meeting next Wednesday since many will go home for Thanksgiving. In today's meeting we will talk about our speakers Bureau. Rick Thomas thinks we might have a chance to go to a school before the semester is over. Don't forget to attend tonight's meeting in the CPR at 7:00 pm. See you there.



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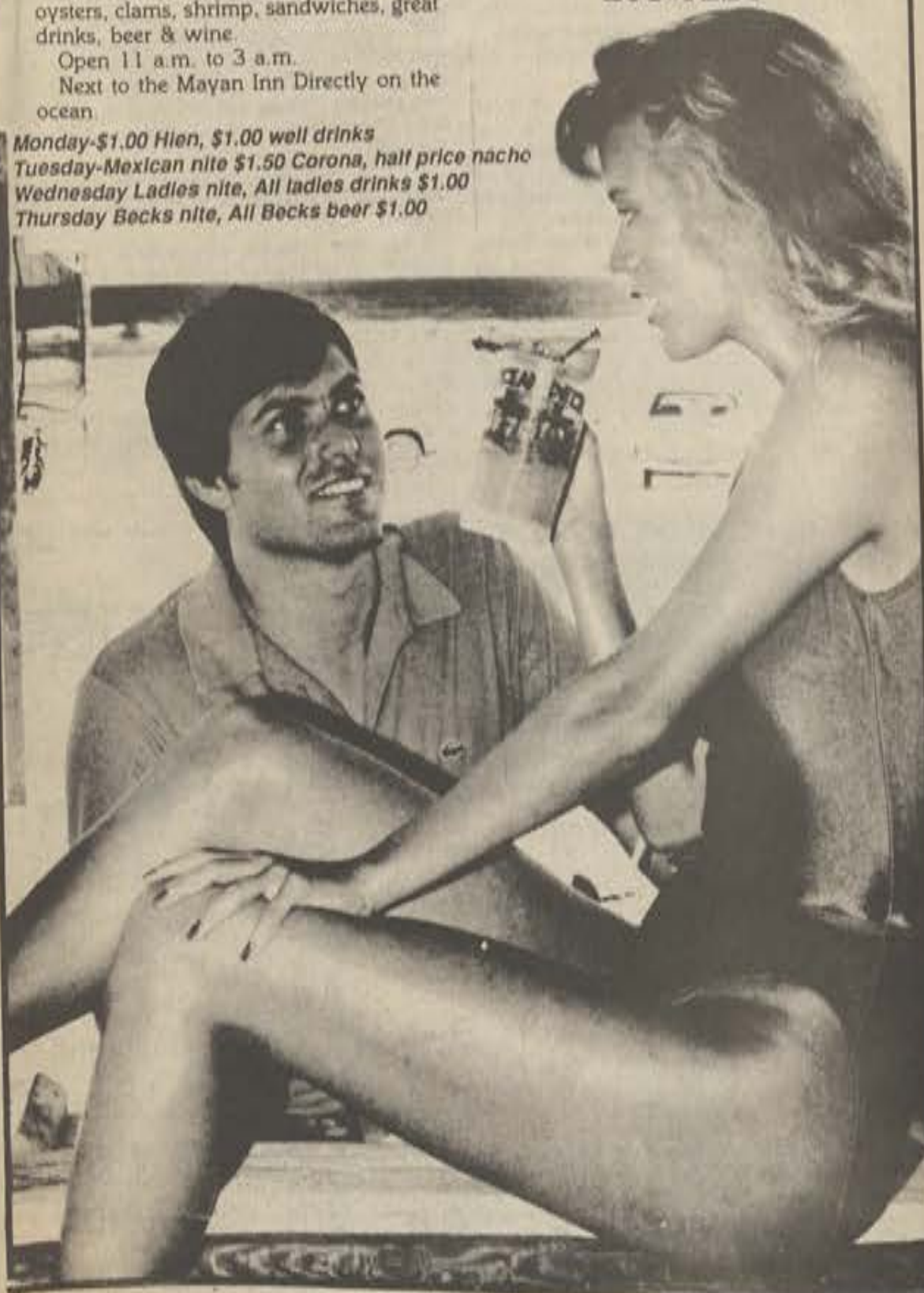
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Ninety-Nines paint the Valkaria airport

by Susan Selig
Club President

Valkaria airport may never be the same again after the Saturday, November 12 attack by the 99s. Armed with paint and brushes, he 99s painted a blue and white compass rose on the center of the Valkaria airport. Volunteers came from the Spaceport 99 chapter, ERAU's 99 chapter, and the FTT flight team. The Department of Transportation has donated 2000 gallons of paint and other necessary equipment needed to improve local airports with accurate compass roses. The Valkaria compass rose should last approximately 10 years.

The Riddle 99s that were so driven on this Saturday morning were Milagros Ramire, Jenny Morrow, Renee Sinnicki, and Susan Selig. Special thanks go to Norma McReynolds with her C-172 and CyBeers with her Bonanza for transporting Riddle 99s down the Valkaria.

The last meeting was held on Monday, October 31. Officials Ninety Nine T-shirts were distributed and T-shirt day was announced. Thanks to everyone who showed their spirit by wearing their shirt on Friday, November 11. Also introduced at the meeting were volunteer opportunities including Halifax Pediatric Ward visits and volunteer work for the Domestic Abuse Council. We still need volunteers in both areas. Those interested should contact one of the officers and come to the next meeting.

The deadline for international member applications is November 18. Any 99 who has her private pilot's license should submit an application, \$45, and a copy of her license, medical and BFR to an officer by that date. See our bulletin board opposite the Health Center for more information.

Next on the agenda is a Christmas Party with the Spaceport 99's at Aunt Catfish's. The party is Saturday, December 3 at 1800. Reservations must be made no later than our next meeting.

The next 99 meeting will be held on the evening of Wednesday November 30; time and place to be announced. This will be our last business meeting for the semester. To remain on the 99 roster and continue receiving bulletins next semester, Riddle 99's must have attended at least one business meeting. Show us your faces at our next meeting and celebrate with us on December 3.

Senior Class Council

by Senior Class Council

At the November 10 meeting of the Senior Class Council, the senior class party arrangements were finalized. The party will be held at the Plantation Club on December 15. There will be an open bar for two hours and afterwards there will be one dollar drink specials.

The senior class project will be a 500 dollar donation to the Wright Flyer structure that will be placed in the traffic circle in front of the library.

With regards to the senior class T-shirts, they will be available at the November 28 senior class meeting.

The shirts will be white with a royal blue design of the Wright Flyer.

Envelope stuffing or admissions was completed on Sunday, November 13, earning the class 1000 dollars. The refreshment booth at Homecoming was a success earning a couple of hundred dollars. The next fundraiser will be a car wash on Saturday, November 19. Stay tuned for more details.

The list of discount hotels and car rentals is available at the Student Activities Office.

Thanks for your support. Keep up the good work... only 32 days!

Management Club hosts guest speaker

by the management club

The Maintenance and Engineering Vice-President of Federal Express, Edward Kowalski will give a speech at a Management Club dinner meeting. A grand occasion to learn something that's not taught in the classroom, and in developing insight towards achieving your business and career goals.

The dinner meeting will be on Friday, November 18, at 6:15 p.m., at the Treasure Island Inn. Located at 2025 South Atlantic Avenue, Daytona Beach Shores. If you are interested in attending, please make your reservation (though walk-ins will be accepted), before Wednesday, November 16, by dropping a note to box 5356; therefore we may plan accordingly. The fare of \$14.00 will be collected at the door.

All are welcome, and bring a date. It truly will be an enlightening and entertaining evening. Come early to enjoy the cash bar.

'Chancellor' announced by Phoenix yearbook

by Martin Kammerman
Avion Campus News Writer

Embry-Riddle will soon be getting a new chancellor.

Normally, this would be a big event, but in this case, the new chancellor will be in charge for only a day.

Embry-Riddle's new chancellor for a day will be Jennifer Cooper. She will be exchanging her responsibilities with present chancellor

Eric Doten. She was selected at a drawing on November 12, and will assume her duties for a day on November 22.

At the same time, Doten will be going to Jennifer Cooper's classes and will participate at her regularly scheduled Air Force laboratory.

Jennifer Cooper is a freshman in the Aeronautical Engineering Major and an Air Force R.O.T.C. cadet.



HOME

(continued from page 1)

re-kindled. Two Alumni were even married in Spruance Hall on Saturday. It was a time for past students to show pride in the school that helped them succeed in their lives.

The concerts that took place on Saturday gave the students a much needed release. Students were dancing to The Romantics and Bad Co., forgetting about their studies for at least a while.

Homecoming gave the students and alumni an idea of what being an Embry-Riddle student is and was all about. This year has seen more alumni return than ever before. It seems as if this, hopefully, will be a continuing trend.

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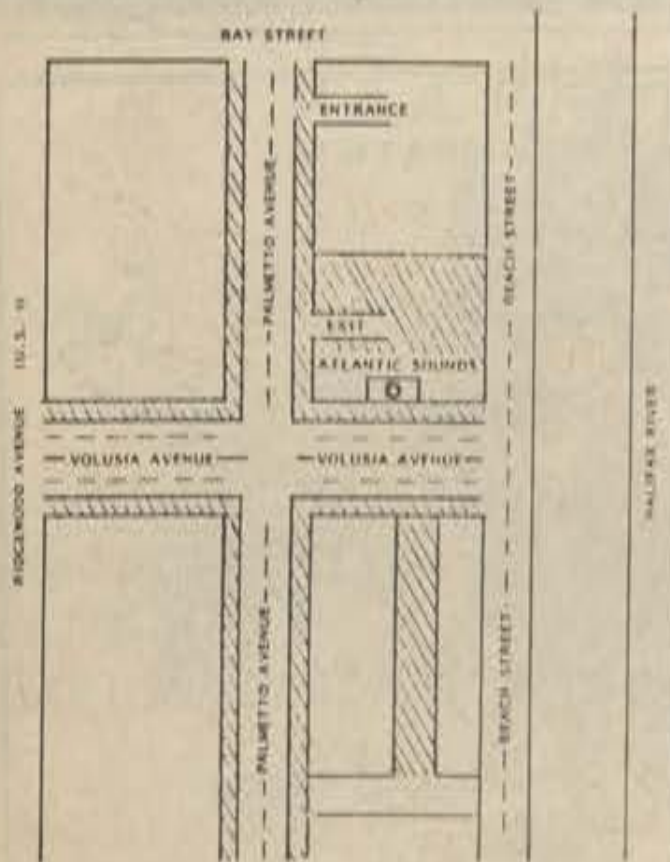
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Comedy Commandos refresh capacity crowd

by Martin Kammerman
Avion Campus News Writer

The Comedy Commandos invaded Embry-Riddle last week.

On Thursday night at 8:30 p.m. John Ferrentino and Tim Settini entertained the student body.

Coors Light Beer sponsors the Comedy Commandos, who perform at approximately 60 campus locations during the year. There are six comedians in all, and they tour in teams of two.

An interesting feature of the production was the pre show paper air plane display. Dozens of paper planes were seen gliding through the U.C. to unknown destinations. Most of them ended up as garbage on the floor after a few minutes of unrestrained flight.



Comedian Tim Settini

At this point, the show began. Ferrentino was the first comedian to hit the stage. He used a combination of comedy and magic with volunteers from the audience in his act. Guido Lyons assisted Ferrentino with the magic rings, while Scott Kelly took a risk with his cash in the disappearing money trick. Karrie Shearer was called upon stage for a sword through the neck feat that brought the crowd to roaring laughter.

Tim Settini surprised everyone by entering the stage on roller skates. He even rolled off stage and landed on some cardboard boxes. His routine included jokes about sex, cow tipping, dogs, valley girls, nuns, alcohol awareness, laughing in church, babies, and a hilarious baby impression.

Settini also used his mime talents to enchant the audience. The crowd was impressed by his guitar parodies of popular songs, such as Tie a Yellow Ribbon, I Guess That's Why They Call it the Blues, Let it Be, I'm All Shook Up, Don't Worry Be Happy, Walk Like an Egyptian and Stairway to Heaven.

Settini ended his routine with an unusual ventriloquist act. The odd thing about it was the fact that his dummy was a plastic clown nose.

John Ferrentino used to open up for Crosby, Stills and Nash and he also worked at the Ocean Center, while Tim Settini has been on the Campus Satellite Network. When



Comedian John Ferrentino

asked what they had been doing in Daytona before their show Ferrentino went to a magic store in Bel Air Plaza, and Settini bought new clothes, went to the beach and "got gas" at T.C.'s Top Dog.

"Tough Crowd" was Settini's response when questioned about audience reaction. Unfortunately there were some hecklers in the audience that made the Commandos work harder. In addition, the U.C. was filled to capacity with hundreds of people.

Overall, just about everyone enjoyed the presentation. A student, Jason Simon said, "I'm glad I went tonight, I had a good time." Jason had the privilege of having a plunger on his head during a magic rope trick, but he didn't mind,



Avion photo by Doug Miller

Star search...

Talent Night '88 will be held tonight (Wednesday) in the U. C. at 8:00 p.m. Students from Embry-Riddle showcase a myriad of talents. Co-hosts Heidi's Gang jam during try outs last Sunday night.

Talent Night
tonight 8:00 p.m.
University Center
M.C.
Phyllis Salmons
as **Lucy May Lovitt**

Speech night approaching

By Martin Kammerman
Avion Campus News Writer

Fall student speech night at Embry-Riddle Aeronautical University is soon approaching. The long awaited event will take place in the University Center (U.C.) at 8:30 p.m. on Tuesday, November 22, 1988.

The ten student finalists were chosen from auditions held last Friday night from among the many Humanities speech classes.

The Master of Ceremonies was chosen as well that

some evening.

Each finalist will make a five minute presentation that either persuades, informs, entertains or dramatizes any topic that may interest him or her.

The master of ceremonies was chosen to keep the event rolling smooth and provide entertainment inbetween participants speeches.

Students are encouraged to arrive early to get a good seat. Additionally, all participants are wished luck during trials as well as during the evening event, itself.

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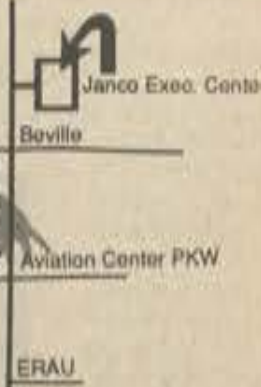
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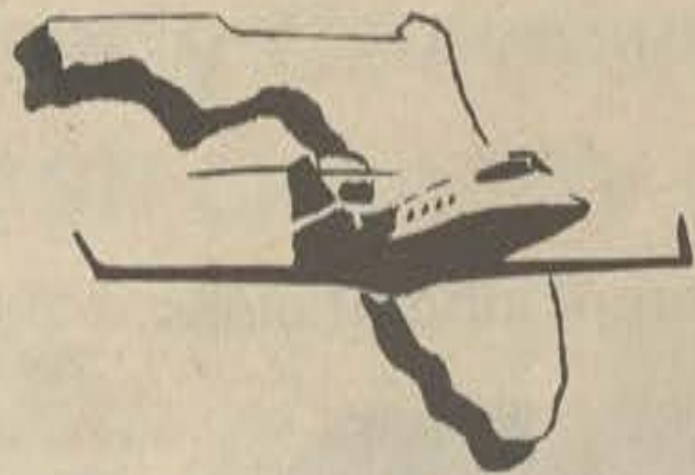
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Lopez brings tales to ERAU



Then... Don Lopez with his P-40 in southern China, 1940.

As part of last week's Aviation Homecoming Festival, Deputy Director of the Air and Space Museum, Don Lopez spoke at the Alumni Speaker Day. Before his speech, ERAU alumni Lopez honored the Avion with an interesting insight into his most colourful life and career.

Like so many Riddle students, Lopez fell in love with aviation at an early age. When he was about seven or eight, he often went up in a family friend's biplane. Later he would ride his bike from his home to the nearby Floyd-Bennet Field. It was here that he many epic flights began: Lopez actually saw the dirigibles "Graph Zepplin" and "Hindenburg" and the famous flight of Wiley Post.

His family moved to Florida when he was fifteen and he was disappointed at the lack of flying when he got there.

In his first year at the University of Tampa, the government began the Civilian Pilot Training Program in an attempt to prepare for the War. Lopez signed up for the free scheme but only a few weeks into the course, the Japanese attacked Pearl Harbor. Though he tried to enlist into the Army Air Corps at once, he was dissuaded by a Lieutenant who told him to wait until the flying schools were less crowded. So instead, Lopez finished off his flying course at Tampa and avoided the extra marching and K. P. which would otherwise have faced him while awaiting the start of his flight instruction.

He finally enlisted in May of 1942 but it was not until August of that year before he left for pre flight at Maxwell field in Montgomery Alabama. His next move was to Union City Tennessee, an Embry-Riddle Flying school. Lopez reflects that this was one of the nicest places he went to as a cadet, in fact he says he was very lucky to go there because of the superior training he received. Following Union City, Lopez attended basic training at Newport Arkansas before moving on to advanced flight training at Craig field in Selma, Alabama. It was here that Lopez was lucky enough to finish off his last ten hours of training, in the P-40. He then went through several weeks in Sarasota, Florida, training as a P-40 fighter pilot before assignment to the "fighter pool" in Tallahassee.

Lopez first combat assignment was to southern China where he flew with the 23rd Fighter Group, the direct descendants of the famous "Flying Tigers". Lopez impressed the Group

a Japanese fighter along ways off. So I took a giant lead and fired just to try and scare him off the other guy. He turned right toward me so we were making a head on pass! I was hitting him, I could see my bullets flashing on the front of his plane. He was hitting me; although I didn't feel it, when I landed I had great holes in my propeller and front of the wing! Just before we hit he went into a vertical bank to try to turn. My wing hit his wing and he went flipping down into the haze. My plane flew about the same."

The collision actually broke off about three feet of the thirty seven foot wing span. Yet, even with his plane damaged, Lopez engaged another enemy aircraft while returning to base.

Lopez gradually worked his way up to flight leader and eventually to Operations Officer, which was the number two man in the squadron. He succeeded in shooting down an additional four aircraft, three in his P-40 and one in a P-51.

After the War, he returned to the States and became a test pilot for the Air Force. During his six years as a test pilot he saw action with No. 4 Fighter Group, flying F-86 Sabres over Korea. He was then assigned to the Pentagon where he "flew a desk". see LOPEZ page 20

"when I landed I had great holes in my propeller and front of the wing!..."

Dan Lopez Class of '42

Commander "Tex" Hill (a distinguished "Flying Tiger") so much that Hill insisted that he join his old squadron, the 75th.

His first eight missions were straffing missions, aimed at Japanese food and troop movements to the North. Then on December 12 his famous mid air collision with a Japanese fighter occurred. Lopez accounts the events of that day with crystal clarity.

"When we got up to altitude, all of a sudden my leader dropped his tank and rolled over. I dropped mine and rolled over too, and there were about forty Japanese fighters just below. There were four of us! We dove down through them and I understand, I didn't see him myself, that one guy on my tail was shooting but never hit me. The number two man shot at him and got away with it. [Our] number four man got killed. It was very hazy, I lost my flight leader. I pulled up above the haze and for a minute I couldn't see anything. No other aircraft at all that happens a lot in combat. Then all of a sudden I saw a P-40 being chased by



Now... Don Lopez, is now the Deputy Director of the National Air and Space Museum in Washington D.C.

Death of the DC 10 program announced by McDonnell Douglas

by David A. O'Donnell

McDonnell Douglas has delivered its last new DC-10 freighter to Federal Express Corp., which operates the world's third largest fleet of DC-10s. These represent some of the last DC-10's that Douglas will manufacture.

The aircraft, a series 30F model, is the 444th DC-10 delivery. It is powered by General Electric CF6-50C2 engines. Total orders placed for the DC-10, nearing its end of production, are 446, including 60 KC-10 aerial refueling versions for the U.S. Air Force.

This newest DC-10 freighter will increase Federal Express' DC-10 fleet to 24 aircraft. It is the last of three ordered by the carrier in July, 1985, an order that helped provide for an uninterrupted transition from the DC-10 to the new McDonnell Douglas MD-11 tri-jet. Federal Express also was one of the first airlines to commit to buying the MD-11, and was among the 12 launch customers when the formal go-ahead for the tri-jet was announced in December 1986. Its initial order was for two MD-11 freighters. Subsequent firm orders for two more aircraft with options and reserves for six others makes a potential of 10 MD-11s to be added to the Federal Express fleet. With

headquarters in Memphis, Tenn., Federal Express pioneered the concept of overnight package delivery by air and is the largest express delivery company, handling approximately one million packages per night between cities throughout the United States and overseas.

Federal Express operates its DC-10s across the Pacific and Atlantic oceans. The aircraft delivered today and the MD-11s joining its fleet beginning in 1990 will allow continued growth of both domestic and international service.

Only two DC-10s, both passenger models, remain in the final stages of production at McDonnell Douglas' Long Beach facility. Since the program's beginning in 1971, DC-10s have flown more than 6.64 billion miles (10.68 billion kilometers); and have shown an outstanding daily utilization which exceeds 14 hours per aircraft for some airlines. Work on the MD-11 is moving ahead quickly. The first MD-11 is in final assembly, moving toward roll-out and first flight next spring. Four more are in the production line, with others following for deliveries beginning after completion of the flight test program in 1990.



Piper Aircraft sponsored a very appropriate static display. They showed off the brand new training aircraft that ERAU will be using as their primary trainer. The first of the new fleet is expected in June with a total of 50 aircraft by the end of the summer.

Piper cadet makes campus debut

by David A. O'Donnell Aeronautics Editor

Embry-Riddle students finally got a look at their new training aircraft. Two Piper Aircraft Representatives brought a sample of the new training aircraft that Piper is offering. A fleet of the sleek little two place trainer has been purchased by Embry-Riddle to replace its aging Cessna 172 fleet.

The snappy little trainer is basically a stripped down version of the very popular Piper warrior. The cadet is a "no frills training aircraft" according to George Brewer, Project Manager for Piper. You will not find any plush seats, curtains, or luggage compartments in the Cadet. All of the non essential options have been taken off the airframe to keep the price of the airplane down. The simplicity of the interior is striking. The molded instrument panel found in most light airplane has been taken out and replaced by a flat panel. Not only does this help with cost reduction, it makes many

different configurations possible and very easy. Since the airplane is primarily a trainer, the basic model does not even include a back seat. Even though the rear seats can be added as an option, Piper reps believe this model will sell primarily as a two place trainer.

Piper has done other things to keep the cost of this new airplane down. They are not producing the Cadet like many other manufactures probably would. They are producing the airplane in lots of 50 or more. This allows the company to mass produce and therefore take advantage of lot purchasing. The primary market for Piper Cadet is the training market, schools like Embry-Riddle and small training facilities.

All of the comments on the flight line last weekend were very positive. Every one here seems to be very enthused about the new airplane. "No more climbing to check the fuel" seemed to be a common sigh of relief, as students look forward to the Pipers introduction at ERAU this spring

Wrights were first as far as we know

by Mike Lionarons Aeronautics Staff Reporter

The Air and Space Museum is home to a great many exhibits of trivial, technical, and of course, historical interest. There is a fine representation of some of aviation's greatest landmarks: the first powered and controlled airplane, the earliest supersonic jets, and the first spacecrafts.

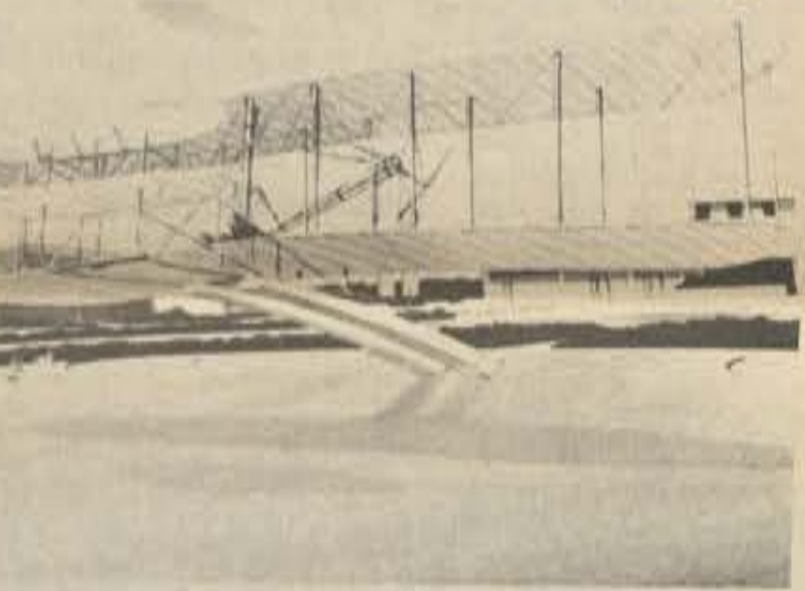
Yet every so often there comes a wave of doubt as to the authenticity of these "firsts," and the museum defend its position.

One such rumour question whether the "Wright Flyer" was actually the first controlled and powered airplane. It has been claimed that the Wright brothers made an agreement with the Smithsonian that it may remain the custodian of their aircraft so long as the

Museum recognises only them as the discoverers of the airplane. If the Museum was ever to acknowledge any one else as making the first flight

, the "Wright Flyer" is to be given back to their present-day descendants. This agreement has led to accusations that the Museum operates a policy of "his-

see Wright Bros., page 20



GAMA demands review of U. S. Aviation Policy



General Aviation Manufacturers Association

GAMA News Release

Edward W. Stimpson, president of the General Aviation Manufacturers Association (GAMA) has called for reform of the federal aviation budget process to insure that aviation trust funds are used for intended purpose. In a presentation to the Air Traffic Control Association Conference in Washington, DC, Stimpson said, "On the budget, our message is quite simple. The sanctity of the trust fund monies must be preserved and they must be spent for aviation system improvements, not retained for budget or deficit reduction. Specifically, aviation trust fund programs should be exempt from Gramm/Rudman reductions. A special Federal Aviation Administration account should be set up in the treasury which is not subject to sequestration and the FAA Administrator should prepare an annual budget which is submitted to Congress without the 'massaging' of the Office of Management and Budget. Funds allocated to the FAA account would be given a separate allocation under Sec. 302 of the Congressional Budget and Impoundment Control Act, and could not be allocated or ap-

propriated to any other program. The Appropriations Committees should have the authority to appropriate money in the FAA account on a multi-year basis. If these recommendations were enacted, it would be a major step toward ensuring that trust fund monies are being spent for their intended purposes."

On the subject of airports, Stimpson also pointed out "The military base closing legislation passed by the last session of Congress offers a unique opportunity for aviation. Suggestions have already been made for using these bases as prisons or drug rehabilitation centers. But why not airports? With the scarcity of airport capacity in major metropolitan areas, there could not be a more economical and efficient solution. A government/industry task force needs to be established immediately to work with local sponsors in promoting joint use

total aviation system today, including air traffic controllers, maintenance technicians, engineers and pilots."

"In the next administration, an early attempt should be made to look at the manpower requirements for both government and industry. Industry must participate strongly, but the FAA is the most objective and logical entity to perform this comprehensive review. It is conceivable that such a study would even reach a conclusion that legislative programs, such as the expansion of Airway Science programs, guaranteed aviation student loans, and the promotion of minorities and women in aviation, should be initiated to help assure an available pool of talent for both government and industry.

"To maintain its world leadership and a high level of safety in our system, we must have a strong and vigorous cadre of properly educated and trained individuals. It is the key to our future success," Stimpson said.

In closing, Stimpson congratulated the aviation community on its unity. "The recent 'Critical Agenda for the Next Administration' submitted by the 14 major national aviation associations is an excellent example of how the industry can work together. We all face the same problems. Any real solutions will require all of us to work together: airlines, manufacturers, pilots, general aviation, the Congress, the Department of Transportation and the Federal Aviation Administration. Individually we will never do it—collectively we can," Stimpson said.

"The sanctity of the trust fund monies must be preserved and they must be spent for aviation system improvements, not retained for budget or deficit reduction."

George Stimpson President

where it makes sense and civil use of surplus military airports. If we wait, further debate will increase the chances of losing the facilities for aviation purpose."

Addressing the issue of future manpower requirements for the national air transportation system, Stimpson noted that last comprehensive study of aviation manpower needs was conducted by GAMA in the early 1980's and that the last federal study is now nearly 25 years old. "I submit that we need to pay even greater attention to the manpower requirements of the

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The winner of last week's Aero Identification was: Adam Candib Last week's Aircraft was correctly identified as: U-2 CT This modified version of the U-2 was used for training U-2 pilots, only two were ever produced in this configuration Good luck this week.

Orbital Inclinations



by Kevin Stewart
Space Technology Writer

Two and a half decades ago, our goal was to land a man on the moon. With the encouragement of John F. Kennedy to put together our resources, this goal was soon achieved. Now that America's Space Shuttle is operational again, there should be a new aim in our Space Program.

Our government should see to it that a permanently manned space station is constructed in the near future so that we may not forfeit space to the Soviet Union and so that we may explore a broader range of space missions such as manned flights deeper into our solar system.

A manned space station would benefit scientists who are monitoring the earth's climate, resources, and other humanitarian concerns. Further study of the sun could be better accomplished from a space based laboratory. "Space-based" telescopes could be set up to detect planets in the distant solar system.

Along with the constructing of a permanent orbiting space station, we should also look into the building of a lunar base where we could establish a colony and use it as a base of exploration from which we could launch deep-space probes.

After that, we might also establish a manned Mars base as an advancement of planetary exploration. Planetary exploration would include all of the planets (and their moons, if any) in our solar system and any planets detected outside our solar system. Scientists could explore the long term biological and medical effects of humans under the living conditions of space during their studies and experimentations conducted in the space station, and they could use that information later for the advising of lunar and Mars base activities.

The studies conducted on the space station would lead to a better understanding of the formation of life on earth as well as to the formation of stars and planets in the universe, moreover, it would enhance positive progression of human life on Earth.

Electrical Mishap Board reveals findings

by Roland Houle
Space Technology Writer

A NASA accident review board recently announced their findings in the investigation of the Magellan Spacecraft Electrical Mishap.

A small fire broke out on October 17 at the Kennedy Space Center when a worker inadvertently connected a lead into the wrong socket of a test battery aboard the Magellan Spacecraft. This caused a short circuit in the connector and some minor damage.

Although the lead and the socket were thought to be incompatible, the angle at which they were connected allowed enough of the two to come in contact with each other to create a power flow. According to the review board, the fault of the accident was not of workers but of the procedures.

Until now, a single worker would climb into the bottom of the spacecraft and perform their duties in a very confined area.

The particular procedures being performed during the mishap entailed a worker to connect three separate leads to a test battery.

Because of the position of the sockets on the battery, the worker cannot actually see what he is doing. At the board's suggestion a new procedure was quickly developed.

Now, a side panel of the

spacecraft has been removed. This exposes all three sockets to a worker outside of the spacecraft.

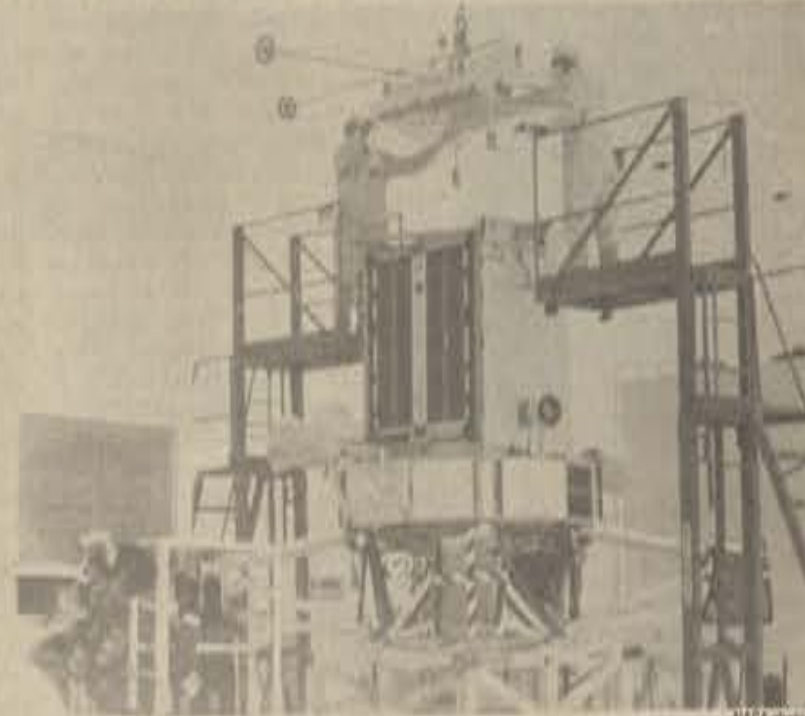
The review board, composed of scientists from the Kennedy Space Center, Johnson Space Center, Goddard Space Center, the Jet Propulsion Lab, and Martin Marietta, the prime contractor for the spacecraft, announced the damage was minimal from the type-B accident.

A type-B accident means the cost of the damage does not exceed \$1 million.

The actual cost of damage is much less, in the neighborhood of \$87,000. The damage included the destroyed test battery and lead and the rest is due to contamination of some spacecraft parts from the smoke.

Since shipping covers had not been removed from many of the spacecraft's components, the damage was confined and should not effect the scheduled launch of the craft.

Magellan will be launched from Atlantis on STS-30 in late April of next year. For the next fifteen months it will voyage to Venus. Upon its arrivals to the planet in August, 1990 until April of 1991, the spacecraft will use its imaging radar designed to penetrate the dense Venusian clouds. The data provided



Short circuit...

The electrical mishap board released its findings revealing a procedures error in processing the Magellan spacecraft

by the radar will allow scientists to produce a high resolution map covering 70 to 90 percent of the surface of the planet. Other spacecraft, including the NASA Pioneer Venus Orbiter and the Soviet Union's Venera 15 and 16, have used radar altimeter and cameras to make low-resolution maps of Venus in the past. The Magellan project is managed by the Jet Propulsion Lab for NASA's office of Space Science and Applications.

Soviet space station crew conducts space walk

by Erinn Moore
Space Technology Writer

On October 20, the Soviet Mir Orbital station crew performed a number of intricate operations in open space, according to the Soviet senior information officer.

The operations were carried out by Vladimir Titov and Musa Manarov, while Valery Polyakov was standing by in the reentry module of the Soyuz TM-6 craft docked with the station.

The deputy flight director Victor Blagov says, "the space walk pursued several claims: the first two were to test new spacesuits and to complete repairs on the Dutch TTM Telescope on the external wall of the Kvant Astrophysical module, which forms part of the orbital complex. Additional operations were also planned included: to

assemble an aerial for radio communication with amateurs, to mount a special anchor for a Soviet French crew that plans a spacewalk late in December of this year, and

The spacesuit doesn't look too complex, but that is only at first sight. Experts noted that the suit contains more elements and systems than a car.

to remove dust from portholes and a TV camera on the Kvant outer wall."

The tests for the spacesuits were

planned in advance of the expedition. Unfortunately, the lens of the telescope deteriorated and had to be repaired. The repairs began but were not finished

because the key for unlocking the block ring was broken. The replacement of the lens was initially postponed, but now it was

decided to combine the two tasks during one space walk.

Mikhail Balashov, one of the developers, says that the new spacesuits do not differ from the old ones in appearance, it is the sleeves that have seen mostly modified. Normally one spacesuit is used many times, and the leg and arm sleeves, being most vulnerable, are sometimes damaged. Then sleeves can be replaced totally, since modifications have been made to the gloves and life-support systems.

The spacesuit doesn't look too complex, but it's only at first sight. Experts stated that the suit contains more elements and systems than a car. It contains a heat regulation system, medical monitoring block, and radio communications facilities, to name a few.

Bush outlines plans for NASA

by Michael Fried
Space Technology Editor

As president elect, George Bush has outlined his future plans for NASA well into the 21st century with exciting manned and unmanned missions.

Bush is for the re-establishment of a cabinet-level National Aeronautics and Space Council. The panel would report directly to the White House instead of issues getting tossed around in multiagency committees.

Concerning planetary exploration, the Republican's are for a strong commitment to a manned Mars mission around the year 2000 along with continued exploration of the Moon.

Bush's "Mission To Earth" support includes a replacement orbiter for the Challenger, the development of a heavy lift launch vehicle, and the National Aerospace Plane.

The Strategic Defense initiative (SDI) is also likely to boost America's involvement in space with the help of new technologies created.

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Shuttle crew conducts rehearsal

by Roland Houle
Space Technology Writer

Nearly at noon on Saturday, November 12, three T-38's landed at Kennedy Space Center's Shuttle Landing Facility. The five astronauts scheduled to fly aboard Atlantis late this month on a DOD mission ended their journey from Johnson Space Center. The high spirited crew members, Robert Gibson (Cdr., USN), commander; Guy Gardner (Lt. Col., USAF), pilot; and mission specialists Richard Mullane (Col., USAF), Jerry Ross (Lt. USAF), and William Shepard (Cdr., USN) posed briefly for the media before beginning a routine pre-launch training session.

Later that afternoon, the five astronauts practiced emergency evacuation procedures. As they will be on launch day, Gibson and Gardner donned full pressure suits. The remaining three were in half pressure suits. They practiced getting in and out of an armored personnel carrier quickly.

On November 13, the astronauts again went over emergency procedures. These procedures involved the emergency egress system on Launch Pad 39-B. The egress system is made up of baskets with a cable running from the Launch Pad Fixed Service Structure to a safe haven on the ground. In the event an emergency evacuation is necessary while the shuttle is still on the pad, the crew can get into these baskets and escape from danger.

Although the crew did not actually practice with the equipment, one basket was launched containing sandbags. After which, the astronauts and NASA officials inspected it, only to find the system had worked perfectly.

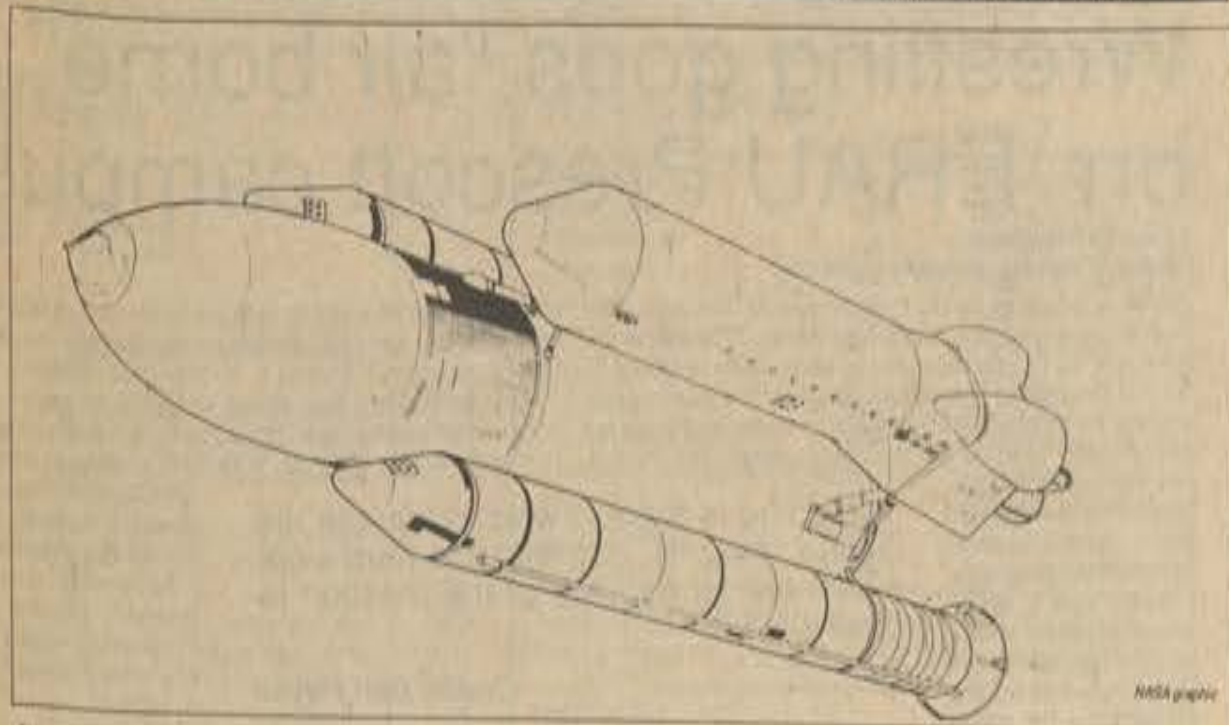
In an emergency, the crew can do one of two things once they are on the ground. Either they can climb into the armored personnel carrier and drive to a safer place, or they can enter a nearby, underground concrete bunker. For practice, the crew entered the bunker. It is 20 feet long by 13.4 feet wide, with 15 inch thick walls. The bunker contains emergency air, an emergency

shower, a telephone, and four fold-down bunks. The willing crew again posed for photographers outside of the bunker after the practice session.

In the early morning of the fourteenth, the crew entered the orbiter. They ran tests during a simulated countdown with "T-Minus-0" at 11 am. The entire test encompassed nearly four hours. It was the last time the crew will see Atlantis until it is almost launch time. In the evening, the crew flew back to Johnson Space Center, where they will remain until a few days prior to launch.

STS-27 CREW

Commander:	Robert Gibson
Pilot:	Guy Gardner
Mission Specialist:	Jerry Ross
Mission Specialist:	Richard Mullane
Mission Specialist:	William Shepard



Added muscle...

NASA has designed a new heavy lift launch vehicle using a existing shuttle parts. The Shuttle-C design will cut the space station construction time in half, freeing the shuttle for other missions. The Shuttle-C is expected to make two to three flights a year.

NASA studies Shuttle-C design

by Michael Fried
Space Technology Editor

The National Aeronautics and Space Administration has designed a cargo version of the Space Shuttle which will give the U.S. a needed heavy lift launch vehicle.

The Shuttle-C is an unmanned rocket using existing hardware from the Space Shuttle which can launch 25 ton payloads as compared with the 50 to 75-ton limit of the Shuttle-C.

The payload capacity varies with the option of having three or two engines on the Shuttle-C. The range is from 100,000 pounds with two engines to 170,000 pounds with three engines.

The Space Shuttle lifts into orbit about 230,000 pounds including its own weight and crew. Because the Space Shuttle is so heavy, the payload can only weigh 25-tons or 50,000 pounds. However, the Shuttle-C increased payload weight will result from no life support systems nor any re-entry systems being that it does not return to Earth.

From an economic standpoint, the Shuttle-C offers many advantages, it uses current Space Shuttle hardware along with its fa-

ilities.

The Shuttle-C consists of two sections, the payload carrier and the aft fuselage holding the propulsion devices. The payload carrier does not have payload bay doors but instead an upper shroud.

The aft fuselage holds the shuttle main engines which are capable of 50 missions. Unfortunately, the engines will be the only reusable part destroyed. However, NASA can use old engines not capable of flying on the shuttle due to fatigue.

Another cost effective piece of equipment is the pre-Challenger Solid Rocket Boosters which cannot be used for manned space flight due to the O-ring flaws, but can be used on the Shuttle-C because of the reduced safety parameters.

Shuttle-C would greatly enhance the U.S. lift capability by cutting the assembly time for the Space Station Freedom in half, likewise, a Mars Rover/Sample Return mission could be launched at one time instead of using two expendable launch vehicles.

Due to the simplicity of the system, the Shuttle-C could be launched within three to four years after a go-ahead.

A typical Shuttle-C schedule would include 2 to 3 flights a year which would keep the assembly lines open resulting in reduced costs.

Launch and ascent are similar to a Space Shuttle flight including the payload down orientation. A two engine Shuttle-C would fire its engines for 620 seconds while a three engine flight would last for 520 seconds.

There would be no abort options meaning the payload would have to work the first time such as an expendable launch vehicle.

On the cargo pod, the payload shroud is jettisoned after SRB separation while the nose is jettisoned after main engine cutoff.

Orbital insertion is done by the Orbital Maneuvering System pods (OMS), similar to the Space Shuttle. Once the payload is deployed the Shuttle-C reenters the atmosphere which will burn up over the ocean.

The U.S. currently lacks a heavy lift launch vehicle as compared with the Soviets Energia Booster or the European Ariane 5 rocket. With the Shuttle-C, the U.S. will be able to contend in the heavy-lift launch vehicle

TDRS-C ready to support shuttle

by Marianne Michaels
Space Technology Writer

The Tracking and Data Relay Satellite (TDRS), which was launched aboard the Space Shuttle Discovery in October, is functioning well and is ready to support the next shuttle mission.

TDRS is able to transfer in a single second the contents of a 20-volume encyclopedia with 1200 pages in each volume and 2000 words on each page. These exchanges can be made almost continuously during an orbital mission.

NASA now has two satellites in space with the launch of TDRS-C from Discovery. TDRS-B was destroyed in the Challenger accident and TDRS-A was launched during the sixth flight of the shuttle.

With two satellites in space, 85 percent of the orbit can be covered compared to 15 percent with the old system. The increased coverage translates into more live television and communications with the crew. The remaining 15 percent is called the Zone of Exclusion

or black out period due to the curvature of the Earth.

Ground Stations in White Sands New Mexico provides communication to and from orbiting spacecraft. Three giant 60 foot dish antennas provide communication with the TDRS system.

Although the testing is not finished, NASA feels that TDRS-C is ready to support the next shuttle mission in November. The testing will continue after the mission.

TDRS was not designed solely for the Space Shuttle. In the future, the Hubble Space Telescope, The Space Station, and other satellites will be the heaviest users of TDRS system.

Next February, the Space Shuttle Discovery will carry another TDRS satellite into orbit. The satellite will be a backup while it will also cover the Zone of Exclusion. Once launched the NASA TDRS satellite system will be completed, however, expect to see more TDRS's launched for private companies.

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Wrestling goes "air borne" on ERAU Prescott campus

by Larry Stephens
Athletic Director, Prescott Campus

Amateur wrestling on the Prescott campus has gone "Air Borne" says wrestling coach Dan Payne. "The sky is the limit is what I really mean to say when I talk wrestling." This is the second year ERAU-Prescott has shown great support for a wrestling team which someday may be an intercollegiate sport on the Prescott Campus. The interest has been good and getting better as more and more people become aware of the program. Coach Payne is beginning his seventh season as a college coach and has an impressive career thus far which includes; building a regional & national reputation in the sport for fund raising, promotions and technical expertise at camps and clinics. "It is my hope to build the reputation for excellence Embry-Riddle currently has to include the sport of wrestling. Wrestling is a sport which requires discipline, integrity, intensity, and hard work; which are all aspects of the aviation industry. Academics come first

Wrestling is a sport which requires discipline, integrity, intensity and hard work; which are all aspects of the aviation industry...

Coach Dan Payne

and sports can be a tool to help students do even better in school. Sports allows all students to budget time and channel excess energy toward a worthy goal. Arizona and Florida have strong high school wrestling programs. We need to begin gathering all those young men who may want to wrestle starting this year. With 5000 students to draw at the Daytona Campus, possibly students who are interested in wrestling would consider transferring to the Prescott Campus to become involved in wrestling." The Arizona wrestling schedule includes such powers as Arizona State, 1988 NCAA Champion, Sunkist Open, BYU, Oregon, and the Air Force Academy Prep School, Colorado Springs. "In the future I hope to get a home and home with the Air Force Academy, they are very interested," added Payne. Interested students should contact Coach Dan Payne in Prescott at (602) 775-5458 or (602) 776-3791.

Intramural sports

Soccer

Atletico Milano B.O.W. 10
0

Rock Throwers Icaros 9
2

Atletico Milano Falcons 2
0

Racquetball A

Mike Stauffer 2
Adam Rose 0

Racquetball B

Cary Taylor 2
Gary Cazenias 0

Softball Round One

Cheap Thrills 14
Lambda Chi Alpha 12
Moving Violations The Force 8
Meat Machine Reserve Officers Assoc. 7
Housing Hurricanes Laminators 19
3

Round Two

Cheap Thrills Silver Bullets 20
1
Vets Club Moving Violations 13
5

Black Sheep Meat Machine 13
11

Brothers of the Wind Housing Hurricanes 15
6

Semi-Finals

Vets Club 8
Cheap Thrills 3

Black Sheep Brothers of the Wind 8
5

Finals

Vets Club 5
Black Sheep 4

Table Tennis

Ezzedin Ozeor 3
John Morningstar 0

Mike Hosein 3
Becky Morrisette 0

Ezzedin Ozeor 3
Mike Hosein 2

Billiards

Trevor Brown 2
Kenneth Harkin 0

Max Guide 2
Randy Wilson 0

Max Guide 2
Trevor Brown 0

Volleyball Round One

Lambda Chi Alpha 2
Reserve Officer Assoc. 0
Sleazy Spikers Nads 8
7

Team Honda Prime Time Players II 6
5

Bad Mice A.C. Bad News Bears 19
3

Jammers Icaros 20
1

Still Undecided Army ROTC 13
5

Bundies Undecided Too 13
11

15
6

Tennis

Round One

Alejandro Lami-Dozo 8
Pete Rios 3

Round Two

Alejandro Lami-Dozo 6
Jason Osgood F

Ron Koch 6
Marcos Carvalho 4

Tennis B

Marcos Carvalho 2
John Morningstar 0

Lee Stonebeck 2
Marcos Carvalho 0

Alejandro Lami-Dozo 2
Paul Wheeler 0

John Strolecky 2
Sunil Patel 0

Tennis A

David McMillan 2
Selwyn Shand 0

Mike Barrientos 2
Brian Kane 0

Round Two

Sleazy Spikers 2
Lambda Chi Alpha 0
Bad Mice 2
Team Honda 0

Jammers 2
Still Undecided 1

Bloody Facials 2
Bundies 0

Semi-Finals

Sleazy Spikers 2
Bad Mice F

Bloody Facials 2
Jammers 0

2
0

Semi-Finals

Alejandro Lami-Dozo 6
R.A. Howard 2

Ron Koch 7
Scott Farrar 5

Finals

Ron Koch 6
Alejandro Lami-Dozo 2

Top 20

- | | | | |
|----|----------------|--------|------------------------------|
| 1 | Notre Dame | 9-0-0 | idle |
| 2 | Southern Cal. | 9-0-0 | beat Arizona State, 50-0 |
| 3 | Miami | 7-1-0 | idle |
| 4 | West Virginia | 7-0-0 | beat Rutgers, 35-25 |
| 5 | Florida State | 9-1-0 | beat Virginia Tech, 41-14 |
| 6 | UCLA | 9-1-0 | beat Stanford, 27-17 |
| 7 | Nebraska | 10-1-0 | beat Colorado, 7-0 |
| 8 | Oklahoma | 9-1-0 | beat Missouri, 16-7 |
| 9 | Auburn | 9-1-0 | beat Georgia, 20-10 |
| 10 | Wyoming | 10-1-0 | lost to Houston, 34-10 |
| 11 | Arkansas | 9-0-0 | beat Texas A&M, 25-20 |
| 12 | LSU | 7-2-0 | beat Mississippi State, 20-3 |
| 13 | Michigan | 7-2-1 | beat Illinois, 38-9 |
| 14 | Oklahoma St. | 7-2-0 | beat Kansas, 63-24 |
| 15 | Syracuse | 8-1-0 | beat Boston College, 45-20 |
| 16 | Clemson | 8-2-0 | beat Maryland, 49-25 |
| 17 | Georgia | 5-2-0 | lost to Auburn, 20-10 |
| 18 | Alabama | 7-2-0 | beat SW Louisiana, 17-0 |
| 19 | Colorado | 7-3-0 | lost to Nebraska, 7-0 |
| 20 | Washington St. | 7-3-0 | beat Oregon State, 36-27 |

ERAU varsity sports

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6:30 p.m. MEETING
WHERE: WESTERN STEER STEAKHOUSE (CONFERENCE ROOM)
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DAYTONA BEACH, FL.
SPEAKER: BOB JAHNKE
MANAGER, BUSINESS DEVELOPMENT - GENERAL ELECTRIC/SCSD
TOPIC: "LOGISTICS MARKETING"
AGENDA: - BUSINESS MEETING
- UPDATE ON FUTURE CLASSES/SEMINARS
- MEMBERSHIP
- SPEAKER

ERAU Basketball team's gallant attempt results in narrow defeat

By Cobb Underwood

The Eagles continued their home game schedule by playing the DBCC Scots on Nov. 9 and the Gordon College Generals on Nov. 11.

The homecoming spirit was carried from the campus to the gym. The first homecoming game, which was against the DBCC Scots, was doomed from the upoff.

The Eagles played a more individual "run and gun" game with the baskets not falling. The Scots, however, played a more "under control" game and were not intimidated by the newly formed Eagle zone defense.

There were several individual plays by the Eagles. John Arnold, a 6'5" junior showed his defensive ability by drawing charging fouls and stealing the ball.

On the other side of the floor, two freshmen, Dennis Morrill and Renardo Tyner, showed their quickness and agility by taking the ball successfully to the basket. The game never had a dull moment. DBCC's 6'9" Harry Hart slammed the ball that brought both DBCC and ERAU fans to "ohh" and "ahh."

The most exciting part of the game came with just minutes left in the first half. Tom Schlageter, DBCC's athletic director, stopped the game to warn the fans that "...if you don't stop throwing things on the floor, your season will be over."

This comment brought out reactions from both sides.

In a half time interview with Kenneth Tallman, university president, he said, "I am embarrassed by the student behavior." He then added, "I am a very staunch supporter of varsity sports and I am very concerned that we may portray the wrong image to the community."

He later added, "I am very pleased with the enthusiastic showing of school spirit and hope the support will continue."

His final comments were, "Our program is young, but we have big plans to include other varsity sports. I hope the support will continue."

A DBCC supporter said, "The comment needed to be made, but not in that 'tone.' Threatening college students isn't necessary; that's the wrong thing to do."

He went on to say, "...have fun, but don't throw things at other people."

The first half finished on the same sour note with the scoreboard quitting with 1:45 left. The teams went into the locker rooms with the score: DBCC 55, ERAU 32.

Before the second half started, senior Al Jackson

made an announcement to the fans. "These guys (DBCC) are nice enough to let us use their gym, so lets show a little consideration and not throw things at the cheerleaders." This comment was all it took to settle the fans.

The second half started just as the first one did. The Eagles defense was getting worked and posed no competition.

DBCC team members such as 6'9" Harry Hart and 6'6" Eric George had little problem going around

David Salvi. It took a little over three minutes for the Generals to score.

As seen in the previous games, the Eagles showed the "run and gun" offense early. When they finally settled down, the Eagles played control basketball.

The teams were basically evenly matched. With the score going back and forth, no team controlled the game.

The Eagles showed some strength under the boards by getting 6 offensive rebounds before 6'3" junior Alan Cissa put the ball in for two. Gordon used the full court press to push the Eagles after the baskets. Down the floor, the Generals used the man to man defense successfully.

Halfway through the half, the pace of the game slowed. The Riddle fans rose to their feet as the Eagles took their first and only lead of the game.

The lead was taken away by the Generals on their next trip down the floor. It was from this point on that the Eagles played catch up basketball.

With the clock winding down, David Salvi scored on a last second shot.

After the first half, the Eagles were down by eight points: Gordon College 36 to ERAU's 28.

The Eagles came out of the locker room with more intensity to get back in the lead. The Generals, however, had a different idea for the Eagles by putting them down by 10 with 15:00 left on the clock.

The pace of the game slowed until the Eagles saw the 20 point deficit with 4:50 left in the game.

The Eagles developed some fine offensive plays, but they were nulled out by the three point shots by the General's guard Andre Favors.

The ERAU pressure was applied with 3:30 left. The Eagles staged a tremendous comeback by coming within 10 points.

With one minute left in the game, the fans were on their feet. The Eagle comeback was too late, so ERAU lost by 10 points: Gordon College 94 to ERAU's 84.

Coach Caylor replied, "We should have won" when asked about the game. He went on to say, "...we've got a long way to go, but we're improving."

John Paul Riddle, co-founder of Embry-Riddle, mentioned, "it was a terrific game...our boys have tremendous potential."

The next game will be Nov. 17 in Sanford against Seminole Community College.



Avion photo by Ken Shaver

Slamming...

Two points appear certain during last Wednesday against Daytona Beach Community College.

two to three Eagles to get to the basket. The game was not a total blow-out. There were plenty of team plays by the Eagles and missed shots by the Scots.

With just under ten minutes left in the game, the Eagles showed for the first time a loss of confidence.

The game ended with a "slugfest" under the boards and a final score of: DBCC 112 and ERAU 67.

The official homecoming game was played Nov. 11 against the Gordon College Generals.

The game started well for the Eagles with the opening tip and first basket of the game by sophomore

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LaCrosse team photo

High Stickin'...

Camaron Sears sets the pace at Midfield during an unexpected scrimmage after Stetson University failed to show for their scheduled match against the Eagles.

Contest winner announced by team

by Max Anthony

Being the results of our contest were due to be announced Wednesday afternoon, I'm sure the majority of the student body spent a very restless and troubled Tuesday night wondering which lucky three of you will be the recipients of the prizes we've been touting to try to get you to buy tickets. Well, you can put the Maalox away because the results are

see SOCCER, page 20

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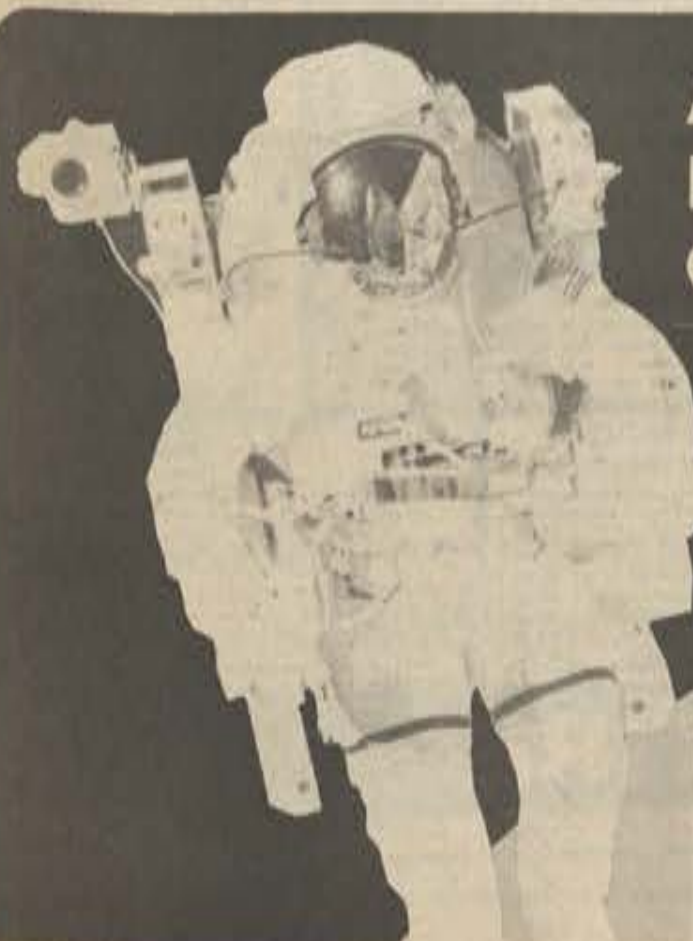


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Concert rocks homecoming

The Embry-Riddle campus was rocked this past weekend by two well known bands. The Embry-Riddle Entertainment Committee successfully hosted Bad Company and the Romantics. Both bands managed to thump the ears of a good sized crowd.

The crowd was warmed up by the hilarious antics of Edward Jackman, a budding comedian who amused the crowd with a variety of comedy and juggling. Ed managed to juggle every thing from tennis rackets to tennis balls. He even managed to get some crowd encouraged participation from a scantily clad young lady from the audience. He then managed to pull off a group juggle with several people in the crowd. After a few strained minutes for him, as he waited for the opening act, Bad

Company thundered on stage. They launched the concert into a nostalgic trip, with a mix of music of their twenty year history. The selection included cuts from many of their albums. They managed to get to some songs from both their old and new albums. The band

played for about an hour and finished the show with a truly "Bad Company" encore.

After a demonstration jump by the skydiving Eagles sport parachute team the Romantics then took the stage. The progressive rock band rocked the rest of the afternoon with their unique sound.

They also mixed it up with several of their old songs and a few of the newer ones as well. They rocked the crowd for a good hours worth.

The entire afternoon was enjoyable with plenty of BEER, a nice cool day, and plenty of good music. The Entertainment committee deserves a definite at-a-boy for providing all who attended a good time.



All Bad...

The lead singer for Bad Company, Brian Howe appeals to the crowd during Saturday afternoons concert. The group's recent hit "No Smoke With Out A Fire" highlighted the show (above).

The Romantics played during the second half of the outdoor concert. They performed such hits as "That's What I Like About You", "Route 66", and "Talking In Your Sleep".



Concert Close Up

Fantasma Productions Presents
Kenny G.
Kenny G., world renowned saxophonist, will be performing at Tupperware Auditorium in Kissimmee on November 19. Tickets, which are still available, are only \$17.50 and are going fast. Recently, a

second show was added to accommodate overwhelming ticket demand. Shows begin at 7:30p.m. and 10:00p.m. Tickets are available at the Tupperware Auditorium box office and at all Ticketmaster outlets. To charge by phone call: 1-353-3309.

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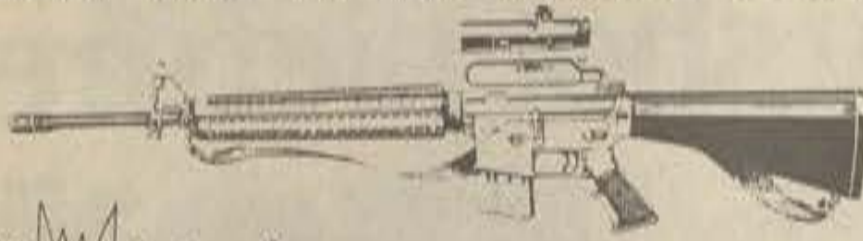
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Record review

Bon Jovi
New Jersey
Polygram Records
by Joe Cambron
Divisions Editor

Welcome to another attempt at Top 40 dominance by Jon Bon Jovi. Although not as innovative as *Slippery When Wet*, Bon Jovi has probably insured themselves of another parade of hits by keeping strictly to the formula that they established with "We". The problem is, they could have done better. First, they are inviting comparison with Bruce "the Boss" Springsteen by calling their album *New Jersey*. Even some of the tracks mock Springsteen songs. "Homebound Train", for instance, sounds suspiciously like "Downbound Train". On that very song, Jon Bon Jovi chants "I'm going down, down, down, down", sound familiar? If they are going to repeat the same word over and over again, couldn't they at least be the first to do it.

Second, what original lyrics they do have are relatively pathetic. For example, these two verses from "Love Is for Sale":

Verse I
Well I woke up this morning
I rolled out of bed
I felt like a dog who's been
Kicked in the head
Checked out my mail
There was letter that read
Love for sale, love for sale
Verse II
I picked up the phone
I called everyone I could
I let my fingers do the walking
Through the telephone book
You can't catch a fish
If you ain't got a hook

Love for sale, love for sale
Third, this album is simply a carbon copy of their first one with one goal in mind: To make more money. Well, I have nothing against capitalism, but try harder next time, guys.

Bobby McFerlin
Simple Pleasures

EMI
by Joe Cambron
Divisions Editor

If Bobby McFerlin is ahead of his time, then America isn't ready for the future. With that said, this album is unique in that only one person performs on all ten of its tracks. In fact, not a single musical instrument is utilized on the album, either.

Bearing that in mind, and probably having heard "Don't Worry, Be Happy," you have a good idea of what this album is like. The original songs on the album are worth listening to, and range from pseudo-rap to Top 40 pop. The attitude therapy implied by "Don't Worry, Be Happy" is well executed, and achieves a lazy, fun musical movement.

Intermingled with the original tracks are "Drive My Car," "Good Lovin'" and "Suzie Q." "Drive" is a novel interpretation of the Beatles' tune that is both memorable and melodic. "Good

Lovin'" and "Suzie Q", however, fall short of fair comparison to their originals.

The big problem with the album, however, is repetition. Sure, novelty is great in short doses, but whether it can captivate someone for fifty minutes of new wave a capello, is another matter.

Halfway through side two, you may find yourself craving a guitar, a piano, something! Too much of even a good thing can be annoying.

As the album moves to side two, it seems to plod on with an endless parade of oral percussion. There is, after all, a fine line between novelty and real music.

For this reason, I am not able to recommend purchasing this album, but I can the "Be Happy" single.

Movies

AMC Volusia Square 8 Theaters

- | | |
|-----------------------------|-------------------------|
| 1. Punchline | 1:45, 5:15, 7:30, 9:55 |
| 2. Gorillas in the Mist | 1:30, 5:00, 7:30, 9:55 |
| 3. Die Hard | 1:30, 5:00, 7:35, 9:55 |
| 4. Iron Eagle II | 2:00, 5:30, 7:45, 10:15 |
| 5. U2-Rattle & Hum | 2:00, 5:30, 8:00, 10:15 |
| 6. Earnest Saves Christmas | 1:45, 5:15, 7:45, 9:45 |
| 7. Everybody's All American | 1:30, 5:00, 7:30, 9:45 |
| 8. Split Decision | 1:45, 5:15, 8:00, 10:15 |

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- | | |
|------------------------------|-------------------------|
| 1. A Nightmare on Elm Street | 2:00, 5:30, 8:00, 10:15 |
| 2. A Fish Called Wanda | 1:45, 5:15, 7:45, 10:15 |
| 3. Big | 1:45, 5:15, 7:45, 9:55 |
| 4. Miami Connection | 1:30, 5:00, 7:30, 9:55 |
| 5. Coming To America | 1:30, 5:00, 7:30, 9:55 |
| 6. Young Guns | 2:00, 5:30, 8:00, 10:15 |

United Artists Mall 1-3

- | | |
|--------------------|------------------------------|
| 1. The Good Mother | 1:35, 3:35, 5:35, 7:35, 9:35 |
| 2. They Live | 1:45, 3:45, 5:45, 7:45, 9:45 |
| 3. Clare's Heart | 1:10, 3:15, 5:20, 7:25, 9:30 |

United Artists 4-9

- | | |
|-------------------------|------------------------------|
| 4. Bat 21 | 1:40, 3:40, 5:40, 7:40, 9:40 |
| 5. Feds | 1:50, 3:50, 5:50, 7:50, 9:50 |
| 6. The Accused | 1:30, 3:35, 5:40, 7:45, 9:50 |
| 7. Tougher Than Leather | 1:25, 3:25, 5:25, 7:25, 9:25 |
| 8. Alien Nation | 1:45, 3:45, 5:45, 7:45, 9:45 |
| 9. Child's Play | 1:35, 3:35, 5:35, 7:35, 9:35 |

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LET'S GO HOME, MILO.

THAT'S ME, JUST ANOTHER POLITICAL POOPER-SCOPPER.

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SPOSE WE'RE SHARING THIS WITH CAROL BURNETT?

PLEASE! AS OF NOVEMBER 15TH, THIS IS NOW A "KINDER, GENTLER NATION."

HE'S RIGHT, I'M SORRY.

SHARE A TOOTSIE POP?

POOR OL' BILL THE CAT... WHAT IS THERE LEFT FOR HIM NOW?

WHAT ELSE REMAINS FOR A FAILED POLITICAL ANIMAL TO OFFER HIS COMMUNITY?

LET'S FRY 'EM FOR BRUNCH!

NO NO, THIS IS A "KINDER, GENTLER NA..."

THEN BAKE HIM! BAKE HIM!

IT'S MIKE DUKAKIS. HE WANTS TO KNOW IF BILL WANTS TO SHARE A BUNK BED WITH HIM AT THE "BETTY FORD HOME FOR BENDSIBERS."

WIVES?

CONJUGAL VISITS ON WEEKENDS.

DOES KITTY SHORE?

SHORING?

Berke Breathed

The Far Side

Gary Larson

"Not just like every time, you'll get about 100 yards out before you start heading back."

"Okay, buddy. Then how 'bout the right arm?"

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THE END OF THE WORLD IS COMING

"Wouldn't you know it!... There goes our market for those things!"

"The herring's nothin'... I'm going for the whole shmeer!"

"Egad!... Sounds like the farmer's wife has really flipped out this time!"

"Well, we're back!"

Calvin and Hobbes

Bill Watterson

Off the swing, Twinky.

FORGET IT, MOE. I JUST GOT ON. YOU HAVE TO WAIT YOUR TURN LIKE EVERYONE ELSE.

I said, "OFF."

I KEEP FORGETTING THAT RULES ARE ONLY FOR LITTLE NICE PEOPLE.

HEY, SUSIE. CAN I BORROW YOUR BLACK CRAYON?

OK, BUT DON'T BREAK IT, AND DON'T PEEL THE PAPER OFF, AND COLOR WITH ALL SIDES OF IT SO IT STAYS POINTY.

GEEZ, WHY DON'T YOU TAKE OUT AN INSURANCE POLICY ON IT?

JUST DON'T RUIN MY CRAYON. WHAT ARE YOU DRAWING ANYWAY?

BLACK BEARS ATTACKING A BLACK FOREST CAMPGROUND AT MIDNIGHT.

GIVE ME MY CRAYON BACK.

HEY! WHAT'S THIS STUFF IN MY SOUP? YECCH! IS THIS RICE?? IT HAD BETTER NOT BE!

RICE? LET ME SEE.

LOOK! THESE LITTLE WHITE THINGS! SEE, THERE'S RICE IN MY SOUP! I HATE RICE!

I DIDN'T PUT ANY RICE IN. THOSE ARE MAGGOTS.

EW! EW!

ANOTHER LOVELY MEAL AT HOME WITH MY FAMILY. I WISH MY JOB REQUIRED MORE TRAVEL.

WELL, HE'S EATING IT NOW, RIGHT?

GOSH, WNT ILL I TELL EVERYONE AT SCHOOL WHAT WE HAD FOR DINNER!

UH OH.

HOOP

EEP!

I'VE GOT THE HICCUPS SOMETHING TERRIBLE, MOM.

DRINK SOME WATER.

Garfield

Jim Davis

IT'S GOING TO BE ONE OF THOSE MONDAYS.

PICK PICK PICK PICK

DO YOU KNOW WHAT YOU GET WHEN YOU PICK THE RAISINS OFF YOUR TOAST?

SWISS TOAST!

BRRRRR

IS IT ME, OR IS THE HOUSE FREEZING THIS MORNING?

IT AIN'T ME



Believe it or not...

Is that my HU/SS instructor? Pictured is the entire HU/SS department of 1979. All but three still work for Embry-Riddle. Can you spot Dr. Jim Cunningham, Dr. Roger Osterholm, Heywood Sauls, Roger Cambell, Nancy Parker, Dr. John Wheeler, Dr. Ann Apperson, Ann Magaha, Mary McLemore and Sarah Fogle?

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LOPEZ—WRIGHT BROS

(continued from page 11)

Lopez later went to the Air Force Institute of Technology where he earned his bachelors degree. He taught at the Air Force Academy and worked toward his masters degree from Cal Tech. Following his tour at the Academy, he lectured at Cal Tech before returning to his work at the Pentagon. Dissatisfied because he was not using his engineering talents, Lopez left the Pentagon after two years. He got a job at a Federal lab, working on the Space Program for seven and a half years.

Lopez finally ended up at the National Air and Space Museum as the Curator of the Aeronautical exhibits, in 1972. He has since been promoted to Deputy Director. As such, Lopez plays a major role in deciding what goes into the museum and how the public sees it. Any one who has been to the National Air and Space Museum in Washington D. C. will readily testify that Don Lopez has been a worthy and most appropriate custodian of the Nation's aviation past.

(continued from page 11)

Explaining the Museum's position, Assistant Director Don Lopez stated that, "There is some truth to that but it's not quite like that." Lopez added that the museum would have to return the airplane if it recognizes some one else. But, he stressed, if it could be proved, the Museum would not hesitate to recognise another inventor.

"We are not the arbiters. We don't decide on who was the first airplane to fly. We reflect history and it would have to be the whole historical community who would have to acknowledge it."

He cited one example of a man in Connecticut who has been trying to prove that Gustav Whitehead made

the first flight. "He keeps bringing in people about a hundred years old who just remembered seeing him fly! This is not very good evidence," Lopez quipped. Other sources are even less credible: Scientific American actually had to withdraw an article when a witness of the epic flight later admitted to fabricating the account.

Lopez further scrutinizes the fact that Whitehead's airplane incorporated two engines - one actually drove the wheels on the ground! It takes very little imagination to see that such a heavy craft would not have flown too readily.

Thus, for the time being atleast, the "Wright Flyer" proudly remains the pioneer of manned flight.

WEDDING

(continued from page 1)

In attendance at the wedding were a number of Embry-Riddle students, faculty and staff, as well as alumni who returned to participate in the wedding in conjunction with Homecoming.

Wes figures that over the years, he worked with approximately 19 editors-in-chief of the Avion. His wedding brought a number of them back together, including: Tim VanMilligan (ERAU Class of 1988, Avion Editor Spring and Summer 1986); Mark Storm-Montagny (ERAU Class of 1987, Avion Editor Fall 1986).

Also attending was Patrick McCarthy (Class of 1985, Avion Editor Summer and Fall 1985); Louis Kady (ERAU Class of 1985, Avion Editor 1984); Jim Banke (ERAU Class of 1987, Avion Editor Summer 1986); Ray Natac (Current Avion Editor-in-Chief) and Dr. Roger Osterholm, the adviser to the Avion. As mentioned earlier, Teresa was Avion Editor-in-Chief during the summer of 1988.

Other past and present members of the Avion staff in attendance included: Robert Watt (former Business Manager and Copy Editor), Brian Nicklas (former Space Technology Editor, Aeronautica Editor and Circulation Editor); Pete Merlin (former Space Technology Editor, Reporter and Photographer); Jeff Barrow (former News Editor and Copy Editor); Jeff Guzzetti (former Space

Technology Editor, Copy Editor, Advertising Manager, and Reporter). Others attending were Joe Elm (former Sports Editor and Business Manager); Tom Juliani (former Space Technology Editor, Aeronautica Editor, Managing Editor, Reporter and Photographer); Mike Racine (former Secretary, Lab Technician and Photographer).

Members of the wedding party included Kelli Young, Maid of Honor (and current Phoenix Editor); Bridesmaids Karen Anderson, Bert Sprinkle, and Melissa Anderson. The Best Man was Brian Nicklas and Groomsman were Joe Elm, Robert Watt, and Craig Oleszewski. Ushers were Ray Natac and David Noveroske. Flower girl was Tracy Noveroske, the niece of the groom.

Comments about the bride and groom attest to the fact that the two of them belong together. "They are a perfect balance for one another," said Best Man Brian Nicklas. Tom Juliani tells the story of how one Valentine's Day, Teresa decorated every square inch of the apartment with ribbons and hearts just for Wes. "I've never seen anyone go to such an extreme," recalls Juliani.

Saturday was certainly a day to remember, for all of us who know and love Wes and Teresa. It was best said in the wedding toast, compliments of Best Man Brian Nicklas: "May they climb out of sight, into blue skies and carry with them the best of wishes."

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SOCCER

(continued from page 15)

in; First prize went to Scott Michonsk, Scott wins one hour of dual or solo in a C-172. Second prize went to Erik Treudt, Erik wins one hour dual or solo in a C-152. Third prize went to Keith Basket, Keith gets a Mini-Mag lite. Congratulations guys! Winners will be contacted through their P.O. Box. To those who bought tickets: we really appreciate the support.

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