

6-14-1989

## Avion 1989-06-14

Embry-Riddle Aeronautical University

Follow this and additional works at: <https://commons.erau.edu/avion>

---

This Book is brought to you for free and open access by the Newspapers at Scholarly Commons. It has been accepted for inclusion in Avion by an authorized administrator of Scholarly Commons. For more information, please contact [commons@erau.edu](mailto:commons@erau.edu).



Beechcraft chooses Collins avionics for their Beechjet 400A  
See page 3

Delta rocket finally roars off the pad

page 4

'Scandal' proves to be impressive

page 6

# AVION

An Award Winning College Newspaper

Volume 62, Issue 3

Embry-Riddle Aeronautical University, Daytona Beach, Florida

June 14, 1989

## Army turns Tiananmen square blood red



photo credit Hamilton

### Give us liberty, or death...

Former Embry Riddle professor Fred Hamilton and his wife Caryn had an opportunity to experience the unrest currently going on in China first hand. The Hamiltons were winding up a recent vacation in the country when the political upheaval began. They took these pictures in downtown Shanghai, before last week's bloodshed.

## Former professor returns from China

by Phyllis A. Salmons  
Copy Editor

Fred Hamilton, retired ERAU professor, and his wife Caryn recently returned from China. "We didn't expect to see history being made," said Hamilton, of the five week educational trip sponsored by Ederhostel, an international travel and education program for senior citizens interested in broadening their horizons.

The Hamiltons left Daytona Beach on May 3 and returned on June 3, the day before the violence began. Hamilton said they were treated "like royalty," the people being interested, humorous and friendly.

The Ederhostel trip's purpose was educational. The 28-member group participated in three weeks of lectures and field trips with an optional 12-day tour following. "Most lectures were in English,

but some were in Chinese with an interpreter," said Hamilton. Lectures covered art, literature, music, history and education. Often a lecture was followed by a field trip, providing the group with visits to medical facilities where acupuncture and massage were used for treatment. Other field trips took them to prisons and communes. The group traveled on student visas, giving them an opportunity to go some places where tourists would not normally be allowed.

The Hamiltons arrived in Beijing on May 4 and during the course of the trip went to Jinan, Shanghai, Suzhou, Guilin, Guangzhou, Hong Kong, Xian and Qufu. Practically every city had some form of peaceful demonstration for democracy.

The group visited five different universities and at each received an elaborate welcome from the president, vice president and deans. They told the history of each university and student statistics.

During the three days spent in Shanghai, the bus was often slowed by demonstrators in the streets, carrying red flags and making a "V" for victory sign.

They visited Suzhou, the city of canals, many times called the "Venice of the East." A four-hour trip on a river in Gullan provided a spectacular view of the very unusual mountains. They also visited Qufu, the birthplace of Confucius.

Hamilton elaborated about the Grand Canal, a 100-mile engineering feat which connects the Yellow River and the Yangtze. Naturally, the magnitude of the Great Wall of China causes one to ponder about the determination of those who constructed it.

At Shandong University, the group met with a number of juniors who were "happy for a chance to practice English." They had numerous questions about the United States, the home, the family, what we do for a

living. When Mrs. Hamilton showed the group an aerial photo of Daytona Beach and pointed out the location of their Port Orange home, students asked if they got along well with their neighbors, living so close together.

On the second visit to Beijing near the end of the trip, Hamilton said the city was nearly paralyzed, with subways and public transportation being out of service. "We sometimes had to take an alternate route, but we were still able to get around. They saw students clamoring in Tiananmen Square and had anti-government pamphlets thrust at them through the open windows of their bus."

All demonstrations witnessed by the Hamiltons were peaceful and they were hopeful that they would result in a non-violent change in China. They were very saddened to hear about the violence that followed.

Fred Hamilton taught in the Aviation Management Department at Embry-Riddle for 16 years, from 1969 to 1985. He taught courses in macroeconomics, microeconomics,

finance, industrial management and business policy. He was at one time the faculty advisor to the Skydiving Club.

Last February, Hamilton and his wife traveled to India for three weeks under a program sponsored by Cornell University, whereby the group spent a great deal of time observing wildlife. "We spent three days in the jungle and another three days in a tiger preserve." They still had time to spend checking out the main tourist attractions such as the Taj Mahal.

Few of us can say that we have observed history in the making on a first hand basis. Fred and Caryn Hamilton are exploring the world, making every new day a learning experience. Each trip makes the world seem a little smaller, generating understanding and affection for the people of the world.

**"They saw students clamoring in Tiananmen Square and had anti-government pamphlets thrust at them through the open windows of their bus..."**

## Carnage in Beijing, as protest turn violent

(AP) — A young woman wanted to tell the invading soldiers they were unwelcome in her city. Thinking they wouldn't shoot a woman, she walked fearlessly toward their lines.

They fired. She fell. A bullet wound turned her white shirt scarlet.

A stranger ran to her body. Bullets ricocheted by his feet as he hauled her onto his back and carried her toward safety. The woman, bleeding heavily from a chest wound, was loaded onto the platform of a bicycle pedicab and taken to a hospital.

The incident Sunday on Tiananmen Square is one of thousands of heroic acts that have marked the public's response to the five-day martial law crackdown in Beijing.

From moments of great courage to ones of quiet defiance, the people of China's capital have shown they will not soon capitulate to the army's brutal occupation. Troops continue to fire automatic weapons into unarmed but unyielding crowds.

"The people of Beijing will not die," said a worker as he stood watching troops on Tiananmen Square Wednesday. "The people will be victorious."

To stop soldiers from ripping their way into the city's center Saturday night and Sunday morning, citizens lay down their lives in front of trucks and tanks.

At one point, a young man in a white shirt stopped a line of tanks as they rolled out of Tiananmen Square onto Changan Jie, the city's main boulevard whose name means

the Avenue of Eternal Peace.

Placing his arm up and palm out like a traffic policeman, the defiant youth stood gallantly in front of the tanks.

As the lead tank moved right, he moved right. As it moved left, he did as well. Astonished onlookers first cheered and then ran out onto the street to rescue the man as the military convoy prepared to run him down.

"Only the people can do things like that," said an elderly man, who witnessed the incident. "It shows our power."

On street corners throughout the city, groups huddled together retell episodes of singular bravery.

At the Muxudi intersection on Saturday, machine-gun fire hit a middle-aged man in the back. *see BEIJING, page 10*

## Faculty Profile: Paul Parme fights leukemia with a positive attitude

by Phyllis A. Salmons  
Copy Editor

Paul Parme, a faculty member from the Aviation Maintenance Technology Department, is in the Halifax Hospital for the sixth time. Parme is suffering from acute leukemia which was the result of a "quickened fast-acting" anemia, making his body unable to produce a sufficient amount of white blood cells and platelets.

Last Wednesday, a Red Cross Blood Drive sponsored by Sigma Chi was held at Embry-Riddle to collect blood for Parme. A representative of the Red Cross said last week's drive grossed 61 pints in five hours. A previous drive was held Jan. 18 with 54 pints were collected in just over three hours.

Parme is in his third week of hospitalization this time around and is expected to remain there for another week. After an earlier hospitalization, he was in remission, his body being able to maintain an acceptable production of white blood cells and platelets. Though he was in remission, his temperature would not remain stable and he had to return to the hospital.

Though he is receiving intravenous antibiotics and daily blood transfusions, he is in good spirits and feels that he

is responding better to treatments this time.

Parme has been a member of the Embry-Riddle's faculty for 11 years, teaching courses about aircraft engines such as magnetos and carburetors. He has revised the resource material for his courses a number of times.

"Embry-Riddle students are the finest quality," said Parme. "They know what they want unlike many college students these days." AMT requires close contact with students by the nature of the material. Even after leaving ERAU, Parme says that he still hears from many students. "I get Christmas cards from all over the world."

Coming to Embry-Riddle is "the best thing I ever did," according to Parme, and he is sure that he has enjoyed being here more than any other place he could have chosen.

Parme spent 20 years in the U.S. Navy, having worked as an Aviation Machinists Mate for 10 years and as an

Aviation Fire Control Technician in Electronic Bombing System for another 10 years.

During World War II, Parme served at Los Negros on the Admiralty Islands, located two degrees from the equator. After the war, he served on aircraft carriers around the world.

After leaving the Navy, Parme taught for 14 years at a private technical school in the northeast. He attended the University of Pittsburgh, and later took several courses at Embry-Riddle.

Parme was an charter member of the Professional Aviation Maintenance Association (PAMA), and has served Embry-Riddle on the Faculty Advisory Committee.

Parme is also very active in St. Brendan's Catholic Church. He explained that St. Brendan is the Patron Saint of the Sea, just the right touch for a retired Navy man.

Parme, originally from Pittsburgh, is married and has

two children. His wife, Marie, is a homemaker, son Paul manages a store in south Florida, and daughter Marie, does market research in Orlando.

For relaxation, Parme enjoys leather work and wood-working. "I always have to be tinkering with something. I can't just sit back and let the breeze blow."

The current regime of treatments will keep Parme in the hospital for at least another week. When he heard the news about the number of pints of blood collected by the Red Cross on his behalf, he said, "Embry-Riddle is just wonderful. They're all terrific - you just can't beat them!" He said basically the same about the university employees, especially in reference to the insurance and sick leave policies.

"I am looking forward with a great deal of optimism to getting back into things," said Parme. "I'm doing much better than before."

When dealing with a serious illness the questions are tough and the answers are slow in coming. Mr. Parme's patience and positive attitude will go a long way in his quest for a healthy future. Even though he is not on our campus at this time, we are still learning a great deal from him.



photo courtesy of Fred and Caryn Hamilton

### Not a teddy bear...

The Hamiltons had the opportunity to see the other sides of China as well. They traveled extensively through out the country and saw the great wonders of China.



Paul Parme

Inside the Avion this week

|             |   |
|-------------|---|
| Aeronautica | 3 |
| Classified  | 9 |
| Comics      | 9 |
| Campus News | 8 |

|                  |   |
|------------------|---|
| Diversions       | 6 |
| Space Technology | 4 |
| Opinions         | 2 |
| Editorial        | 2 |

Trivia:  
June 12, marked the 10 year anniversary of the first human powered crossing of the English Channel, by the 'Gossamer'.

Editorial

Chinese politics ebb and flow

Protests and unrest are not new to the Chinese culture. Throughout history, there has been a rise and fall of central control. Usually a strong leader proclaims himself emperor and establishes a dynasty, unifying the country and in the process eliminating rivals. Soon after the emperor's death, their dynasty would collapse and a new regime would take over.

It was in 1949 after a civil war that the communist party took control of the Chinese government. Now amidst corruption and social problems, the communist party has come under fire, and people are beginning to question their authority and lack of positive leadership.

In the world's most populace nation, the cry for reform has shaken the Chinese communist government and exposed a new desire for democracy. The younger generation of Chinese has begun to hold the communist party in disdain and many have refused to join, which was almost unheard of in their parents generation. Deng's refusal to recognize the students as a political force, has distanced him even further from China's young people.

Deng and the hardliners seemed to be in more trouble when cities outside of Beijing condemned his tactics and mass protests erupted. Public opinion outside China was almost universal in its condemnation of how the Chinese government handled the situation.

World press had a tremendous effect on the upheavals in China. The world looked on in shock as innocent people were gunned down by soldiers. As the government of China realized that they were being exposed as villains, they quickly shut down satellite television communications. The damage had been done and they soon realized the futility in trying to cover up their actions. What was even more pathetic was the government propaganda that soon followed and painted a glowing picture of the government and the army. The more propaganda they put out, the more ridiculous it sounded. The Chinese government lost face with the free world by trying to minimize the situation.

The United States has taken a proper stance in keeping diplomatic relations with the Chinese government. Certain trade sanctions were also carried out which would put pressure on the government. These include the shipment of arms and other military technology. To cut off relations with China would ruin years of hard work getting these relations to the point that we enjoy today.

The Communist party is definitely losing its grip on the Chinese people. This breakdown in authority will most likely remain and continue in its decline, until a new generation comes to power. As one student demonstrator said, "Deng is old, we are young. We can wait, he doesn't have time to wait." (ABC News)

It is only a matter of time before a more democratic form of government comes to power. As Lord Acton once said, "absolute power corrupts absolutely" and this is a major pitfall of communistic forms of government. There is a need for checks and balances in government, to keep corruption down and to properly represent the people.

A billion plus people to govern is an awesome responsibility and demands outstanding leadership. When millions of Chinese band together and protest, it sends out a powerful message to the world that communism doesn't work.



Letters to the Editor

A slow process

To the Editor:

The U.S. media has done a great service for the public here and abroad by making sure the events happening in China are known around the world. As soon as the violence erupted in China, there were cries from the American Public for our government to make some radical move to magically end the violence and bring about democracy in China.

The most alarming thing to me is the fact that some congressmen, including one of my own Senators (Jesse Helms) is backing these opinions for some unknown reason. Some are calling for the U.S. to break all ties with China as if that would be a punishment for what they have done.

I say that Congress should let

Mr. Bush, who is supposed to be an expert in foreign policy, handle this situation calmly and professionally, instead of emotionally. I do not think the public nor some of the congressmen making these radical statements even considered the fact that moves such as those they propose may backfire and drive China closer to the Soviet Union.

I believe that there is little knowledge in the U.S. of the fact that the Soviet Union and China have poor relations and that it is to our benefit to keep it that way.

Although the events in Beijing are regrettable the U.S. has to let the Chinese government know we dislike the tactics they used but we also have to maintain good relations with China to improve the situations for future generations. The public in the U.S. will never fully realize the fact that changing to

democracy is a centuries-long process instead of a year-long process.  
John H. Vaughan IV  
Box 1204

Sanctions harmful

To the Editor:

People around the globe have been shocked by the events in China. Thousands of Chinese students studying in the United States have protested in major cities, supporting the students and calling for the resignation of Deng Xiaoping. They are incredulous that the government could shoot their own. According to a Washington official, China does not seem like the land of the friendly Panda Bears anymore - pandas do not slay their young.

The U.S. government has criticized the Chinese Army for its actions but have been cautious in its

approach. The President has pledged his support to the students and suspended military sales to that country. Some members of Congress are calling for more economic sanctions, however.

This in my opinion might hurt the people of China more than their government.

The hard-liners of China are people who have been through the previous Cultural Revolution and at this moment they do not care too much about world opinion. I feel that they will not stay in power for too long. They have lost credibility with the people, by violating the few civil liberties that they did have.

I do not believe I need to influence student opinion. Almost all students here in the U.S. believe in democracy and support the students.  
see LETTERS, page 10

Student Forum

The Avion asks: What response do you think the U.S. should have toward the crackdown on student protestors in China?



Rob Schulze

"Military and economic sanctions."



John Luke

"We should sell arms to the students, send military advisors and send them Dominos pizza."



Ron Barber

"I think the U.S. should uphold the students rights. No country has the right to use military force on its own people."



Rick Howey

"We should give the students any help they need."



Jeff Tillman

"It's a hard choice to make, between the politics of the situation or the ideals that the U.S. stands for. The ideals are most important in this case."



Lauri Anderson

"I think the U.S. should say something against China, they are degrading their own people simply for what they believe in"

Anderson and Spears

No one knows what to think of Arafat

A born-again Yasir Arafat is doing his best to convince the world that he has put terrorism behind him and wants to play peacemaker in the Middle East.

Why, then, does Congress want the State Department to investigate every pronouncement of the Palestine Liberation Organization to catch Arafat in a lie?

Why, then, does Israel refuse to shake Arafat's hand and let bygones be bygones?

It is because the name Arafat was once synonymous with terror, and while Arafat may truly be ready to play by the rules, he doesn't speak for all Arabs, all Palestinians or even all members of his own PLO. Many of Arafat's supposed allies would rather see him dead than have him continue on his path of conciliation with Israel. That doesn't make him the best person is which to place one's trust.

The renunciation of terrorism by the PLO has not changed life for Israelis. Old people still get stabbed while waiting for the bus. Rocks and firebombs are still thrown at

cars. Individually and collectively, Palestinians are a threat to Israelis everyday. And the threat is not from a foreign enemy in a far-away war. The threat is right next door in the occupied territories that Palestinians want to call home permanently.

The Palestinian uprising, or intifada, in the occupied territories is a daily reminder to Israel of its volatile history with its Arab neighbors. Arafat may be ready to be a good neighbor, but the intifada is not being led by Arafat or the PLO. Our sources say he does not have the power to call it off. It is led by radicals who pose a threat not only to Israel, but to Arafat's leadership. For many of those radicals, the goal is a fully independent Palestinian state.

American and Israeli leaders don't know who to negotiate with. Is Arafat in charge or not? Israeli Prime Minister Yitzhak Shamir told us on our recent trip to the Middle East that he thinks Arafat is fanning the flames of the intifada so he can wring concessions out of Israel.

In Shamir's view, Arafat is an unrepentant terrorist and the PLO is talking peace but waging war. Israel will continue to judge the PLO by what it does, not what it says.

TOO LATE - Ten years ago the federal government was offered the technology to prevent oil tankers from going aground and spilling their contents into the sea. Retired navigation expert James L. Baker, with the help of the National Aeronautics and Space Administration, developed the technique of tracking ships by satellite. But the federal government wasn't interested.

When Baker heard the news of the Exxon Valdez tanker accident in Alaska, he was heartsick. "We predicted this," he told us "we said it's and accident waiting to happen."

In 1979, Baker proposed testing his seagoing equivalent of an air traffic control system in three places - George's Bank off Cape Cod, the Santa Barbara Channel and Prince William Sound. To prove that his idea worked on a small scale, Baker piloted a sailboat

through the Chesapeake Bay while a temporary command center at NASA's Goddard Space Center tracked his course using a satellite. When he strayed off course, the crew at Goddard relayed a signal through the satellite and an alarm sounded on the sailboat.

Baker estimated that it would cost about \$10,000 per ship to install the alarm equipment. He did not estimate the full cost of equipping the command centers on shore, but he figured it would be inexpensive, especially compared to the cost of cleaning up an oil spill. Exxon has already spent more than \$95 million mopping up the Valdez spill.

We asked the U.S. Coast Guard what ever happened to Baker's proposal. We could find no one there who remembered the idea. Other sources who were close to the project speculate that 10 years ago, the federal government was not ready to spend the money, or to push oil companies to pay the bill.

A spokesman told us that the Coast Guard has ongoing research

**AVION** ©Avion Newspaper

Editor-in-Chief  
David A. O'Donnell

Managing Editor  
Ben Brennan

Aeronautics Editor  
Kress Latham

Campus News Editor  
David Fekko

Diversions Editor  
Brian Gerk

Space Technology Editor  
Mike Fried

Advertising Manager  
John Gonzales

Copy Editor  
Phyllis A. Salmans

Photography Editor  
Brian Gerk

Photographer  
Gus Waterhouse

Avion Adviser  
Dr. Roger Osterholm

This week's staff: All of the Above

The opinions expressed in the Avion 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 in letters appearing in the Avion do not necessarily reflect the opinions of the University, the Avion or the members of the student body. Opinions expressed elsewhere are those of the writer, who is identified. Letters submitted may be edited for brevity and may be printed provided they are not libelous, obscene or defamatory. Letters will be returned only if accompanied by a return address. All letters must be accompanied by the signature of the writer. The Avion is an Associated Press member newspaper, and subscribed to the Campus News Digest and College Press Service.

The Avion is produced by a volunteer student journalist staff weekly throughout the academic year and bi-weekly throughout the summer. The Avion is funded through student government fees and advertising revenue. The newspaper and its contents are protected under the copyright laws of the United States. No portion of the publication can be reproduced without express written consent of the Avion Newspaper.

Correspondence may be addressed to: The Avion, Entry-Retelle Aeronautical University, Daytona Beach, Florida 32014. Phone: (904) 226-0044

see A & S, page 10



The new Model 31 sports Delta Fins which give the airplane superior handling characteristics as well as reduced drag at cruise and lower fuel consumption.

## New Learjet debut in Paris

by Kress Latham  
Aeronautica Editor

Learjet's latest addition to the high performance business jet market will make its debut at the 38th Salon International de l'Aeronautique et de l'Espace.

Designated as Model 31, the aircraft sports aerodynamically sleek Delta fins on the lower side of the aft fuselage which dramatically increase directional stability at all speeds.

The Model 31 has been tailored in price and performance to be particularly attractive to companies transitioning from lower performing jets and turboprops.

Brian E. Barents, Learjet President, commented on the new Jet's performance upon his arrival at Le Bourget airport in Paris. "Having flown the Model 31 from Wichita to Paris, I can personally attest to its exceptional performance, particularly with its ability to operate in the high altitude regime between 47,000 and 51,000 feet. Its overall balance is superior and I am confident that as we introduce the aircraft to prospects around the world, they will agree it is a remarkable airplane offering short field performance as well as the ability to truly operate in the high altitude regime."

By far the most eye catching and performance contributing attribute to the Model 31 is its rear Delta Fins. Aligned with the airflow in cruise configuration, they are not affected by the wake produced by the wings. This allows the fins to produce lift in undisturbed air and assists in giving the aircraft the lowest fuel consumption figures of any other business jet, including those that travel at significantly lower speeds.

This improved lift at the tail provides a nose down attitude and makes a stable "deep stall" impossible, even with full nose up elevator at the most aft center of gravity. This allows employment of the full lift capability of the wing, leading to reduced stall speeds, lessened field length requirements and negating the need for complex stall avoidance systems.

With these aerodynamic improvements, the Model 31 exhibits such docile yaw and Dutch roll characteristics that only a single yaw damper is installed and is not required for dispatch of the aircraft.

Many of the above mentioned refinements for the Model 31 are also complimenting the new Learjet 55C which also will make its first public appearance at the upcoming Paris Air Show.

In a related press release, Learjet announced that the U.S. Air Force's fleet of 35A's has just passed the 120,000,000 miles of travel mark as of June 1st while continuing to

maintain a mission capable rate in excess of 95%.

The fleet is made up of 83 aircraft operated by the Air Force and the Air National Guard and is stationed at twelve domestic and three overseas air bases.

The aircraft are operated by the Military Airlift Command (MAC) and are utilized for the delivery of time sensitive cargo plus provide passenger airlift and pilot training.

The agreement by the Air Force to purchase 80 aircraft was signed in September 1986 and became the largest single sale in the company's history.

At the time of purchase, General Duane H. Cassidy, Commander in Chief of MAC, said, "The C-21 is a valuable and unique addition to our airlift fleet. It has proven to be even better than we had thought and a very inexpensive way to provide experience to new pilots before they move into larger airplanes. It is a modern, fast jet that has the state of the art equipment that prepares our pilots for the larger, more complicated airplanes of tomorrow. The C-21 has been very reliable, and all of us who fly the airplane love it. It has been one of the stronger programs of the Air Force. I wish we had more."

This Air Force version of the Model 35A is virtually unmodified from its commercial form, yet it is able to meet and exceed all minimum requirements for range, speed, ceiling, payload and reliability.



The reliable Model 35A in U.S. Air Force trim provides a number of important roles, from pilot training to air ambulance.

## Collins chosen on Beechjet

Beech Aircraft Corporation announced today, following an intense competitive analysis among major avionics suppliers, that the Collins General Aviation Division has been selected to supply avionics for the McDonnell Douglas/Beech contender for the USAF Tanker-Transport Training System, (TTTS).

The McDonnell Douglas/Beech team will offer the new, swept-wing, large-cabin Beechjet 400A light jet built in the United States by Beech Aircraft in Wichita and Salina, Kansas. The U.S. Air Force is soliciting program proposals so that in the future many of their multi-engine pilots can be trained in an off-the-shelf business jet rather than in the T-38 jet trainer used for fighter and bomber pilots.

The Collins avionics package for the Beechjet TTTS candidate aircraft will include Electronic Flight Instrument System, Multifunction Display, Air Data System, Flight Management System, Turbulence Detection Weather Radar, Digital Autopilot, Central Diagnostics and Maintenance System, MLS, TCAS II, Global Positioning System, and TACAN with air-to-air capability.

The Collins system makes extensive use of the U.S. military standard programming language, Ada, allowing for growth as needed. Advanced components such as gate arrays and surface mounted devices reduce the Collins systems' parts count and enhance systems reliability for high dispatchability and mission readiness.

Advanced Collins digital avionics have been incorporated in other Beech advanced aircraft, including the first use of Collins' new Pro Line 4 digital avionics in the new Beechjet 400A light business jet.

Collins also designed the unprecedented all-electronic cockpit for the new Beech Starship which enters the business aviation market this June.

Beech selected Collins for the TTTS competition because of its advanced technology and industry leadership in air-to-air TACAN, communications and navigation equipment, flight management systems, diagnostics and progressive learning displays.

Beech, teamed with prime contractor McDonnell Douglas, will offer a version of the new Beechjet 400A meeting the special mission requirements of the TTTS contract. The Beechjet 400A, now in production at Beech facilities in Wichita and Salina, Kansas, offers even more interior space than what is already (in the Beechjet 400) the largest light jet cabin in its class.

Beechjet also offers the unique combination of speed, runway performance, docile handling, and economy not found in any one of its competitors.

Compared to the Learjet 31, for instance, Beechjet offers the same speed with 25% more cabin volume.

Compared with the straight-wing Citation, the swept-wing Beechjet offers more speed and better "wide-oval" cabin dimensions.

## Starship wins award

Beech Aircraft Corporation and Kansas Governor Mike Hayden's office have announced that the Beech Starship all-composite business turboprop has been selected as the recipient of the Governor's New Product Award for 1989.

Starship was one of three products selected for the award, which is given on the basis of the product's economic contribution, including impact on purchases, jobs created and annual sales dollars; innovative use of engineering principles and materials; and improvements in function, ease and savings in operation and overall

benefits. State winners are eligible to compete for national recognition.

The competition is cosponsored by the Kansas Engineering Society (KES) and the state's Department of Commerce. The Professional Engineers in Industry division of KES judges the contest.

Starship is an 8- to 10-passenger business turboprop, made almost entirely of composite materials -- primarily graphite carbon epoxy and Nomex.

Powered by Pratt & Whitney PT6A-67A turbine engines developing 1,200 shaft horsepower each, it has a top speed of 387

see STAR page 10

# MEGA MOVIES



"THE CRITICS CHOICE"

ATTENTION EMBRY RIDDLE STUDENTS  
SUNDAY JUNE 25

MEGA MOVIES WILL PLAY HOST TO A HBO  
PLAYBOY SUPER MODEL

PLAYBOY PLAYMATE MODEL FEATURED IN  
PLAYBOY PLAYMATE VIDEO CALENDAR OF THE YEAR.

AUTOGRAPHS, PICTURES AND VIDEO'S AVAILABLE

FOR MORE INFORMATION CALL MEGA MOVIES

252-3773

F.A.A. WRITTENS  
\$20.00

MON-FRI 8:00 a.m. to 5:00 p.m.

New Air-conditioned Facility

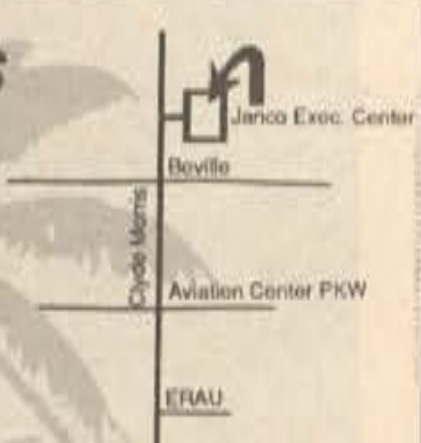
JANCO EXECUTIVE CENTER  
1620 SOUTH CLYDE MORRIS BLVD  
SUITE 210  
DAYTONA BEACH, FL. 32032

Close To Airport

VICTOR E. JOHNSON

760-1705

AVTAR, INC.



### Break New Ground With The Classifieds

You can dig up the values a whole lot faster and easier in the Classifieds. Find fertile ground for what you're selling or what you want to buy in the fast-action Classifieds. Call us today!

239-6049



# LENZ

SE HABLA ESPANOL

MILAME ELLHNIKA  
(Please ask for Chris)

AUTO ELECTRIC

FOREIGN SPECIALISTS

OPEN SAT.

SERVICE WHILE YOU WAIT

1 HOUR OR LESS (UNDER NORMAL CONDITIONS)

★ 10 PERCENT DISCOUNT WITH STUDENT I.D. ★

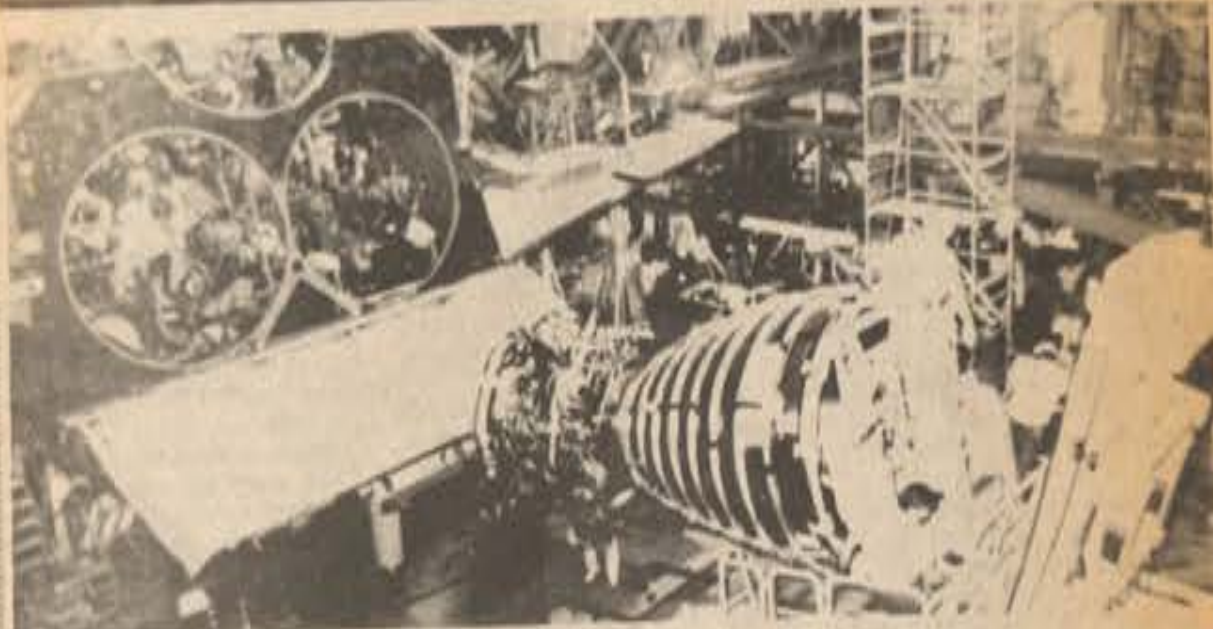
255-3111

STARTERS & ALTERNATORS FOR ALL FOREIGN & DOMESTIC UNITS. IN STOCK 1940-87

Inexpensive Reconditioned Batteries

LENZ AUTO ELECTRIC

551 N. RIDGEWOOD AVE., DAYTONA



**Aligned up...**  
Workers hoist one of Columbia's three main engines before placing it inside the shuttle. The shuttle is scheduled to be transferred to the VAB on June 23.

## NASA pushes ahead towards STS-28

by Michael Fried  
Space Technology Editor

Workers at the Kennedy Space Center continue to work hard for an on-time liftoff date for the shuttle Columbia.

Currently inside the Orbiter Processing Facility (OPF), Columbia is being prepared for a rollover to the Vehicle Assembly Building (VAB) on June 23, and a subsequent rollout to the pad should occur about a week later.

Currently, Main Engine number one is being serviced after a problem was found in the High Pressure Turbopump for the hydrogen fuel. The pump may be replaced inside the OPF instead of on the launch pad. The delay is not expected to effect the flight schedule. In addition to that, normal operations continue such as the landing gear being serviced which includes tire and brake checks.

A slow and tedious process of tile bonding continues and workers have it under control. As of last Wednesday, 68 tile cavities remained. The majority of

those cavities were located on the payload bay doors.

The door cavities were not easily accessible late last week as the doors were open. The exposed cargo bay allowed the STS-28 Columbia astronauts a chance to inspect the flight hardware. Crew members Leestma, Adamson and Brown were on hand for the inspection. The remaining crew members Shaw and Richards were elsewhere continuing their training.

Other activities at the space center included the annual emergency escape drill on launch complex 39-B. The drill keeps ground crew personnel and astronaut procedures sharp. One drill, an emergency evacuation of the pad as a result of a fire, was practiced. Rescue workers transported simulated injured people to an area hospital via helicopter. The reaction time was obtained so improvements, if necessary, can be made.

Inside the VAB the STS-28 boosters and external tank have been mated and are ready for the mating with Columbia.

## Galileo spacecraft arrives at Space Center

by Michael Fried  
Space Technology Editor

The Galileo spacecraft has arrived at the Kennedy Space Center and is being prepared for its October flight aboard the space shuttle Atlantis.

The satellite will be sent to orbit the planet Jupiter on NASA's second planetary mission this year. The Magellan satellite was sent to Venus in May.

Upon arrival at KSC, technicians began installing electronic systems. That was followed by integration of spacecraft elements which includes the propulsion module and the probe installation.

Last Monday electrical tests were conducted, and sometime this week the spacecraft will be fueled with its flight propellants.

June 28 is the target date for the high gain antenna installation. Last

week the antenna was deployed in the clean room to verify its systems.

During the last week in July, Galileo will be mated to its Inertial Upper Stage (IUS). The mating will take place inside the Vertical Processing Facility (VPF). The spacecraft will remain inside the facility until its transport to the pad. The current pad date is August 23 which is early considering the

launch date in October. The long pad time will allow technicians to troubleshoot any problems that may arise during processing.

Galileo is a planetary mission that will provide the first direct sampling of the atmosphere. A probe will be dropped into the atmosphere to take data samples.

During its drift to the planet, the spacecraft will study an asteroid which is also a first.

## Delta rocket succeeds

by Derrick Seys  
Space Technology Writer

On Saturday June 10, the Air Force successfully launched a Delta II rocket built by McDonnell Douglas. The launch occurred after five delays over the course of two weeks. Many of the delays were due to the threat of lightning in the launch perimeter.

An attempted launch on May 24th was aborted after the main liquid fuel engines had started. The reason for this abort was due to a faulty fuel valve in the liquid oxygen system. This valve was replaced and the rocket prepared for another attempt on June 9. Thunderstorms from the southwest moved in and caused the cancellation of the launch attempt.

Last Saturday at 6:30 p.m. the Delta rocket lifted off. No delays were encountered during the countdown. This shows the launch team was properly prepared for their second Delta II rocket launch. A McDonnell Douglas engineer and 1988 ERAU graduate remarked, "the launch was a typical Delta success and feels good."

The GPS spacecraft was reported in nominal condition after separation from its third stage. It will become operational in about 30 days after it has been placed in its 10,898 nautical mile orbit. This is the second satellite in a 21 satellite constellation which forms the Global Positioning System. When the system is completed in 1993, it will provide accurate navigational information for any user with a receiver.

McDonnell Douglas Space



### Finally airborne...

A Delta rocket lifts off from Cape Canaveral on its way into orbit. A total of two delta two rockets have flown to date.

Systems Company representative, Tom Williams said he was "very relieved and ready to move on to other launches." Another Delta II rocket is to deploy INSAT, unofficially on June 29th. Another commercial payload is also planned for August. In regards to commercial launches, Williams said, "we think we can do it better than Ariane."

A Titan IV is expected to be launched in the near future. This will be the first launch of the powerful Titan IV.



## A Man's Gotta Do What A Man's Gotta Do

All young men have one responsibility in common. They have to register with Selective Service within 30 days of their 18th birthday.

It's no big deal. It just takes five minutes to fill out a simple form at the post office, but it is important. Registration is a requirement for federal student loans, job training benefits and most federal employment.

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

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

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

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

# DAYTONA GYM

GRAND RE-OPENING

- \* STATE OF THE ART EQUIPMENT
- \* OVER 60 MACHINES AND FREE WEIGHTS



1500 Square foot aerobic studio  
Suspended wooden (oak) floor  
Certified aerobic instructors  
5 ladies' classes daily Mon-Fri., also Sat., Sun.  
Low impact/ High Impact / Stretch

15 NEW STATE OF THE ART CHROME MACHINES  
CIRCUIT TRAINING

BODY MASTERS, CAMSTAR, ICARIAN

ONE YEAR ALL  
INCLUSIVE MEMBERSHIP  
\$100.00

DAYTONA GYM  
242 SOUTH BEACH ST.  
DAYTONA BEACH  
253-8188

# Eagle Flight Center Inc.



**pursue your dreams.....**

# Bob Mould goes solo with *Workbook*

by Brian Gerk  
Diversions Editor

Who remembers where they were when they heard that President Kennedy had been shot? I can't, but I do remember where I was the day I was told that the members of Hüsker Dü had parted ways. It was a staggering blow to myself and the thousands of fans who had followed their brief yet prolific career through its turbulent rise to college and hard-core fame. If that wasn't enough, we were bombarded by rumors of substance abuse and various other theories as to why the "Hüskers" had terminated their friendship and working relationship. Gone were the whirlwind tours through the U.S., no more extraordinary albums to look forward to, and, (perhaps the most dismal possibility) a cessation of song-writing by the combined talents of both drummer Grant Hart and guitarist Bob Mould.

Hart soon produced his own EP, *2541* under his old standby label, SST. His work answered some of the questions that had plagued the band, yet was understandably one-sided in nature. Now, after a two year absence from the market, Bob Mould has released his own solo LP, *Workbook* on the more commercial (and larger) label of Virgin Records. When thinking in terms of production schedules, remember to think in dog years with Hüsker Dü, these are the same guys who released four albums in roughly three years, two of them double-length. After listening to *Workbook* though, it becomes painfully apparent as to why Mould took as long as he did.

*Workbook* is a journey into the personally disrupted world of Mould, a dramatic twist from the hard-core king who was usually more concerned with other peoples struggles rather than his own. There are some fans who may be distressed by the more mellow approach that Mould has taken with this album, yet after considering the emotionally charged lyrics, there is a realization that a part of Mould died with Hüsker, and that he would not be true to himself (much less his fans) if he tried to recreate the reckless enthusiasm found on those earlier break-neck albums. Instead, Mould in many ways attempts to resolve the conflicts

that he was struggling with during his tenure as the lead guitarist of Hüsker. With insider revelations only now describing the concealed rivalries between Hart and Mould, the abrasive lyrics on *Workbook* expose yet another unique side to Mould's songwriting.

The opening cut off of *Workbook*, "Sunspots", is a knotty yet subdued instrumental that says a lot about things to come on the rest of the album. Obviously, no one realistically expects Mould to pound out another "New Day Rising" at the start of his solo album, and "Sunspots" readily asserts the new-found independence now enjoyed by Mould. There are a few songs that still showcase Mould's blistering guitar riffs, like "Wishing Well" and the last song on the album "Whichever Way The Wind Blows," but for the most part this is a dramatically different approach for Mould concerning his songwriting. The listener no longer has to swim upstream against the layered distortion that blanketed previous Hüsker songs, nor struggle to decipher any roars by Mould. By no means is this a simple album though, the high production values are apparent, the complex interweave of acoustic and electric guitars blend together well, catching the listener up in a rush of energy that Mould has always been known for. With the addition of cellist Jane Scarpati, this album has a texture to be marveled at.

There is no attempt by Mould to conceal the bitterness he feels towards his current situation, and the way things were before. In the song "Poison Years", he broods over the turn of events he has had to put up with:

"Treason is the reason for my poison years / Poison years in my mind / Got to free myself from this bind / I know I'm a reasoning guy / Every time you knock me down / Its all that I can do to get up / To get up off the ground"

That is about as blunt as Mould gets on this album, where it apparently concerns his years with the Dü, but he also sings about the images some fans may have built up of him, and how his hard for anyone to live up to their image. The song "Heartbreak A Stranger" delves into his confusion about it all.

"Now and then, these words / Make me laugh so powerful / Going through several lies / They've never been so true . . . Some words make us all cry / Its all so talented . . . Tell me why do these words ring home / How can you heartbreak a stranger?"

*Workbook* is definitely a solo project, yet the influences of the other studio musicians who worked on it with Mould can also be felt. Anton Fier on drums does not attempt to mimic the crashing sledgehammer style of Grant Hart, which I'm sure was Mould's intention. Fier is a much more disciplined drummer, and though

this doesn't necessarily make for exciting, frenzied songs, it does allow more concentration upon the songwriting. Steve Haigler also adds a few tid-bits of percussion on this record. Pere Ubu bassist Tony Maimone joined Mould to record this album and though he has been playing with Pere Ubu for many years, his role on this album is quite droll in nature. I must admit to wondering that perhaps Mould should have hung on with Greg Norton. Admittedly, he wanted to make a clean break, but sometimes it is the cleanest breaks that cut the deepest.

## Movie review . . . *Scandal* probes Profumo

by Brian Gerk  
Diversions Editor

In these days of senate investigative committees and ethical misconduct inquiries, the movie *Scandal* strikes a familiar chord in today's Washington. Though the setting for this film is admittedly more than twenty years old, the questions it raises are the same. Who did it happen to, and what really happened? With George Bush disparaging the current situation on Capitol Hill as "ugly" and "reckless," *Scandal* offers insight as to how blown out of proportion certain events involving persons of status have become.

The 1964 "Profumo Affair" as it came to be known in Britain bears many similarities to the situations that Gary Hart and John Tower have had to endure, letting the press play havoc with their political careers and personal lives. The main conflict investigated by director Michael Caton-Jones is whether there was a substantial basis for the rumored affair between Minister of War John Profumo and dancer/model Christine Keeler. Caught between the two was part-time chiropractor and full-time socialite Stephen Ward, played by John Hurt. Ward allegedly introduced the two and was later portrayed by Scotland Yard as the "pimp" who only wanted to defame the then

controlling Tory government with a destructive scandal.

Hurt delivers a stunning performance (no surprise) playing Ward, beginning the movie as an intensely amicable bachelor who simply likes to see and be seen with anyone of fame. As he winds his way through the inner circles of society (which, coincidentally, are sometimes found in the least reputable parts of town), he meets a young dancer named Christine Keeler. He woos Keeler with his social status and coerces her into living with him in his flat in London. Keeler soon meets many of Ward's close friends one of whom happens to be War Minister John Profumo, who she is smitten by. Profumo initiates an affair with Keeler and thus begins the same standard affair that is as old as biblical prophecy.

The clever dialogue and tasteful treatment of an otherwise tasteless lifestyle add to the charm of this movie. A small part by Roland Guest (of *Fine Young Cannibals*) is surprisingly well acted. But it is Hurt's role that is the most engaging. His portrayal of Ward, who at film's end has been debilitated by rumor and criminal allegation to the point of melancholy, is the real shining jewel of *Scandal*. If it is a juicy story of sexual intrigue and political maneuvering that you enjoy, then be sure to catch *Scandal* before it leaves the theaters.

ROBIN WILLIAMS

He was their inspiration.  
He made their lives extraordinary.

DEAD POETS SOCIETY

PG PARENTAL STRONG CAUTIONED  
SOME MATERIAL MAY BE INAPPROPRIATE FOR CHILDREN

Now Showing at AMC 8  
Volusia Square

Please be sure to bring ERAU ID

KILROY WAS HERE!

ENTERTAINMENT

Kevin & Kristy Kilroy

Daytona Mall • 138 N. Nova Rd. • Daytona Beach, FL 32014 • (904) 257-7719

Complete Discs  
Records & Tapes  
Books  
VCR + Cassette Rentals  
Movies

# OPEN IN DAYTONA

AIRLINE TRANSPORTATION PROFESSIONALS, INC.



1-800-ALL-ATPS

IN GEORGIA (404) 696-5599

MEI \$695

\*\*\*TOP MEI STUDENTS ARE CONSIDERED FOR FULL TIME EMPLOYMENT\*\*\*

WHEN YOU COME TO ATP YOU'RE GETTING THE BEST VALUE FOR YOUR FLIGHT TRAINING DOLLAR. ATP OFFERS THE MOST COMPREHENSIVE TRAINING IN THE BEST EQUIPPED AND MAINTAINED AIRCRAFT WITH THE MOST QUALIFIED INSTRUCTORS.

HSI-DME EQUIPPED SEMINOLES

- AIRLINE TRANSPORT PILOT \$795
- MULTI ENGINE RATING (IFR) \$795
- MULTI ENGINE RATING (VFR) \$695
- MULTI ENGINE INSTRUCTOR \$695
- ATP AND MEI COMBINED \$1095

MULTI (IFR) AND MEI \$2,795.00  
(INCLUDING 16 HRS PIC TIME REQUIRED BY FAR) MEI & IFR \$1,095.00  
PIC TIME AND INSTRUMENT CURRENTLY REQUIRED  
MULTI (VFR), MEI AND IFR \$2,995.00  
(INCLUDING 16 HRS PIC TIME REQUIRED BY FAR) ATP, MEI AND IFR \$1,395.00  
(PIC TIME AND INSTRUMENT CURRENTLY REQUIRED)

8 LOCATIONS ACROSS THE USA ATLANTA\*CHICAGO\*DAYTONA\*DALLAS\*LOS ANGELES\*TAMPA\*OAKLAND\*PHOENIX

## The View's Incredible!

Anytime is the right time to party hearty at the Ocean Deck.

Dance or listen to Daytona's finest band, "Whirlwinds" The sounds of the islands, live Reggae at its best, 7 nights a week!

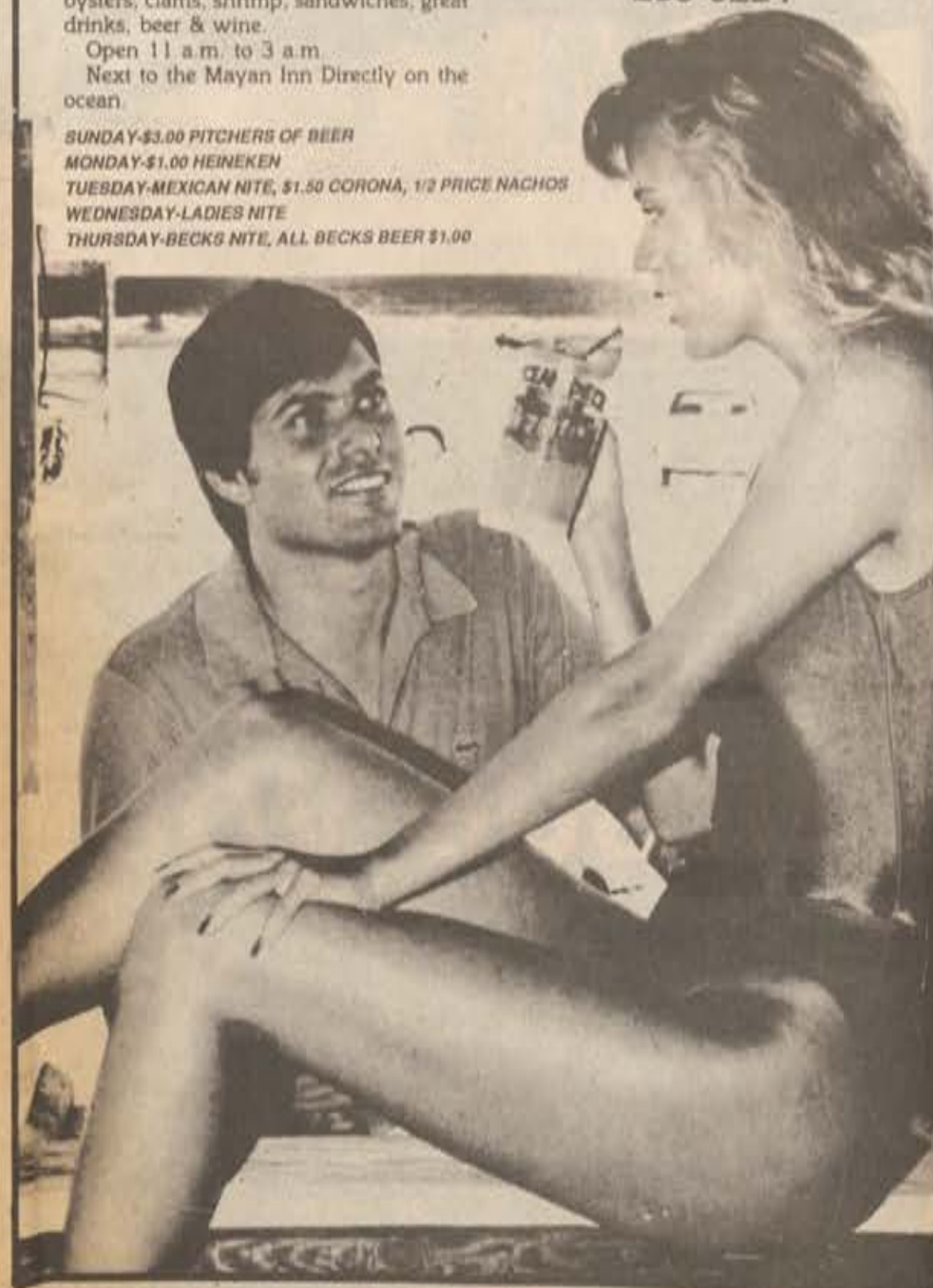
The Ocean Deck specializes in seafood, oysters, clams, shrimp, sandwiches, great drinks, beer & wine.

Open 11 a.m. to 3 a.m.  
Next to the Mayan Inn Directly on the ocean.

- SUNDAY-\$3.00 PITCHERS OF BEER
- MONDAY-\$1.00 HEINEKEN
- TUESDAY-MEXICAN NITE, \$1.50 CORONA, 1/2 PRICE NACHOS
- WEDNESDAY-LADIES NITE
- THURSDAY-BECKS NITE, ALL BECKS BEER \$1.00



Raw Bar & Spirits - The Local Favorite  
"Never A Cover"  
253-5224



**PHOENIX East Aviation**  
INTERNATIONAL FLIGHT TRAINING CENTER

**NEWS**  
**NEWS**  
**NEWS**

Paris (June 9, 1989) - In celebration of the spirit of excellence and dedication to progress in flight that characterizes the Paris Air Show, Captain Nino Ciancetta, President of Florida's Phoenix East Aviation, today announced the endowment of the superior airmanship award, to be presented annually to the outstanding graduate of the school's professional pilot training course.

The award, honoring achievement in aviation skills and technique, carries with it a \$2,000 scholarship toward the tuition for Phoenix East's renowned Airline Transport Pilot (ATP) course, taught at the school's Florida campus. The name of the first recipient of the award will be announced later this year.

Phoenix East training course for the ATP, known at the "P.H.D." of pilot ratings, requires certification in a wide range of skills. "Phoenix East is one of the few schools worldwide that offers a complete course and flight training necessary for the ATP, as well as specialized training designed to meet the specific requirements of a number of governments' pilot certification regulations as well," Ciancetta said. Nearly 50 percent of all Phoenix East graduates come from foreign countries, and it was this tradition of international education and cooperation that led the school to make the announcement of the award at the Paris Air Show.

Phoenix East, headquartered in Daytona Beach, Fla., has provided training to pilots from around the world for nearly twenty years, and has been a pioneer in training new pilots for careers in commercial aviation.



PHOENIX EAST AVIATION, INC.  
258-0703





Bloom County

Berke Breathed



The Far Side

Gary Larson

Calvin and Hobbes

Bill Watterson



"Well, that's how it happened, Sylvia ... I kissed this frog, he turns into a prince, we get married and whom! ... I'm stuck at home with a bunch of polywogs."

"Uh-oh! It says here: 'A good mimic, this bird should not be exposed to foul or abusive sounds.'"

Autos for sale

1987 Buick Century - New tires \$100. 761-7836.

Cycles for sale

For Sale: 1987 GSX-R-1100 Suzuki, 9K miles, immaculate condition, blue & white, performance header, matching shoe, rims and lots of extras. Runs great, selling for \$3900 or best offer, call for Chad or leave message at 756-9238.

1980 Vespa Bike - white, low mileage. 200cc, 2 cycle engine. Runs great. Asking \$375 negotiable. Call Jack on 258-8959 before 1 p.m.

1981 Suzuki 550 G.S. Good condition. Must sell \$600 or best offer. Call Joe, Jim or Mark at 258-4232.

1981 Yamaha SP250. Lights and brakes good. Runs. Cheap transportation for only \$120. Call 252-7870 days.

Motorcycle - 81 Suzuki GS850GL 8000 mi. \$1000/best. 761-7836.

Misc. for sale

Motorcycle/Jeep Trailer, fresh paint, built in loading ramp, single rail, brand new tires & wires, \$300. Call for Chad or leave message at 756-9238.

For Sale: Sony D-10, Portable CD player. Includes: 4.5 hr rechargeable battery pack (new); wired remote control (wireless capable); random programming of 21 songs; 4 repeat modes; 1 all A-B; shuffle; Sony MDRV2 Headphones. Asking \$200. Call Francis at 252-5434 or 557-4067.

Refrigerator. Used two years \$100. Call Mark 761-7836.

Car Stereo. Sherwood CDD-175, AM/FM Cassette, auto reverse, music search, Dolby, metal, CD inputs. Two infinity 6 & 9 speakers, 3 way 70 W Targa 7-band equalizer, 50W \$300 complete. Call Phil 767-2928.

Kinwood stereo system: 120 W amp with 8 point EQ, digital tuner, dual cassette deck with Dolby NR, turntable, and ADC compact disc player. Includes speakers and cabinet. Excellent condition. \$950 or best offer. Call 767-3544, leave message.

Wanted: King size, 6 drawers headboard, sheets, pillow. Best \$75. 761-3893.

Windsurfer for sale. Mistral Tejo. Excellent Condition \$450 plus. Call Andy 788-7837.

Furniture for sale. Purchased new, 2 years old, excellent condition. 6-pillow L-shaped couch with fold-out Queen sized bed. \$275.

Discount - brass frame with glass top and brass chair with rust colored pillows. \$300; 3 table living room set, \$150; matching dresser and nightstand \$225; 2 matching bedroom chairs \$100. Call 257-2594.

Nearly, newly constructed Townhouse for sale at 142 Baywood Square, Forest Lake subdivision off Beville Road. One story, 2 bedroom, with pool and city water, sewer and trash collection. Central heat/AC. \$53,000. Call 788-6616.

For Sale: Mens 1/4" Parkway seat suit \$100 or best offer. Call Doug 258-5974.

10 speed mountain bike \$50. Darcy Weight bench & weights \$100. 8.5 m<sup>2</sup> Astutech Sail \$110. Windsurfing lessons \$10/hr (includes everything). Call Dan 255-8853.

Miscellaneous

Discover scuba diving. Lifetime P.A.D.I. International certification. \$100. Learn on campus! Advanced courses available. Call Jan 761-3021.

Need to pass MA 111 or MA 112/77? If you definitely want to pass MA 111 or MA 112, don't hesitate! Call 673-6492 now and secure a passing grade this summer A.

Professional Word Processing Service. Fully edited and spell checked. Tech reports, term papers, resumes, cover letters. Full service \$1.25 double spaced page. Call Mary ext. 6232 or 767-0778 after 5:30.

Dive into summer! Take a break to go scuba diving. Exciting specialty classes in underwater photography - wreck diving - deep diving. Get adventurous! Call Sharon 788-8052.

Professional window tinting. Warranty work. Professional film and installation. Student discounts. Save the interior of your car and yourself from the heat. Call 760-6738. Ask for Mark.

Wanted: Radio controlled glider 3-channel w/airal gas engine. Call Doug 258-5974.

Wanted Airline ticket Daytona/Orlando round trip to LA. Call Doug 258-5974.

Wanted scuba divers! Are you good but want to be better? If you want more out of your diving become an expert in such areas as navigation, deep and night diving. Call Paula 788-8052.

Wanted: Looking for Scuba gear: BCD/Regulator/Bank. All or any. Call Mark 255-2725, box 2093.

Spacious, Quiet, 2 bedroom, 2 bath apt. Own room with connecting bathroom, walk-in closet, cable and water free - microwave and dishwasher. Pay half electric. Four miles to ERAU \$205/month. Call anytime 239-0432 or Box 2054.

For rent, near college. Quiet private locked front bedroom. Shared apartment, 2 utilities, furnished, central air, cable, laundry, non-smoking. Male \$55 week. 788-2951.

Responsible individual with references and transportation available for babysitting and house sitting. Please call 257-6126.

Roommates

Roommate needed - startin summer II or share 2 bedroom apt near ERAU. Facilities: tennis courts, pool. Expenses around \$200 + 1/2 utilities. Non-smoker, no pet, quiet person. If interested, please contact Enrique at 760-0744 or leave message in Box 1112.

Roommates wanted. Need two roommates to share 3 bedroom, 2 bath apt. Must be non-smoker, non-petier. Rent is \$165/mo & 1/3 utilities. Will have own room, microwave, dishwasher, vanity's free. Two miles from campus. Call Maibeth 252-4566.

RESEARCH PAPERS

16,278 to choose from - all subjects. Order Catalog Today with Visa/MC or COD. Call 800-351-0222. Or, rush \$2.00 to Research Assistance 11327 Idaho Ave. #209-58, Los Angeles, CA 90025. Custom research also available - all levels!

Advertising in the Avion

The Avion is published weekly twelve times during the fall and spring trimesters, and six times bi-weekly during the summer trimester. Circulation is free on campus, with 4,200 copies distributed around the campus and administrative complexes. Five hundred copies are mailed out to the Aerospace industry, resident centers and subscribers. Subscription rates are: \$10 per trimester, \$5 per summer or \$20 per year. Classified advertising is free to the student body, faculty and staff, and will run for two weeks. Commercial classified rate is \$10 per issue, and non-commercial classified ads are \$2 per issue for all others. All classified advertisements are due by 5 p.m. the Thursday preceding the date of publication. Local column-inch rate for display advertising: \$3.75. NO ADS WILL BE ACCEPTED BY TELEPHONE.

The Avion office is located on the second floor of the University Center on the Daytona Beach campus. Hours: 9 a.m. to 5 p.m. Monday through Friday. Mailing Address: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: 904-252-5561 ext 1082.

You're bright enough to master Cobol and Fortran.

And you're still smoking?

U.S. Department of Health & Human Services

# WHAT CHINA NEEDS IS A FEW MORE PEOPLE.

If you're a college graduate, or are about to become one, WorldTeach invites you to join our growing population of volunteer English teachers in China. No teaching experience or knowledge of Chinese is required.

You make a one year commitment. The school provides housing and a modest salary while you teach.

The fee for 1989 (including airfare, health insurance, training and support) is \$2865. Student loans can be deferred while you teach.

Volunteers leave for China in August. The application deadline is March 30. After that, space will be available on a first-come, first-served basis.

For more information about this or any of our programs in Africa, call (617) 495-5527. Or write us at: WorldTeach, Phillips Brooks House, Harvard University, Cambridge, MA 02138.

WORLDTEACH  
A year that will last you the rest of your life.

## Ponce Inlet Lighthouse boasts 102-year history

by Phyllis A. Saimons  
Copy Editor

The Ponce Inlet Lighthouse first flashed its warning to mariners on Nov. 1, 1887. The 175-foot tower, the second tallest lighthouse on the east coast, took four years to build and cost the lives of seven men, including General Orville Babcock, the original lighthouse engineer.

The federal lighthouse program was first established by the first U.S. Congress in August 1789. Eleven colonial lighthouses were turned over to the new government and 1200 new lighthouses were constructed, mostly in the 1800s.

The area now known as Ponce Inlet was called Mosquito Inlet prior to 1927. At that time, the Daytona Beach Chamber of Commerce requested that the name be changed and Congress obliged. Ponce DeLeon had stopped at the inlet in 1513 for wood and water. He was driven off by Indians and continued traveling south.

There were numerous shipwrecks in the vicinity including the Lodona (1817), the Narragansett (1848), the Haven (1870), the Agnes (1878), along with a myriad of smaller vessels, giving the area the reputation of being a "graveyard." The Vera Cruz was wrecked in the area in an 1880 hurricane, reportedly burying 70 crew and passengers in the sand dunes from Ormond to the inlet. One wreck was said to have spewed coconuts over the same beaches.

The lighthouse that currently stands at Ponce Inlet was not the first navigational aid constructed at the entrance to the Halifax River and Mosquito Lagoon.

The original lighthouse, called the Mosquito Bar Lighthouse, was on the south side of the inlet. This structure was completed in 1834, despite oppressive heat, legions of insects and marauding Seminole Indians. The cost of this lighthouse was \$7,494. Though the tower was completed, the light fixture failed to arrive before huge waves caused by storm gales undermined the foundation, and the Seminoles burned the wooden parts. Because of the troubles with the Seminoles, who, further southward, killed a lighthouse keeper, repairs could not be made.

In his memoirs called *Reminiscences*, James Ormond III tells of Seminole Chief Concochee, the



The Ponce Inlet Lighthouse was first lit in 1887, flashing its faithful warning "to men who go down to the sea in ships."

Wildcat, at the Battle of Dunlawton in January 1836 wearing the reflectors of the Mosquito Bar Lighthouse as a head ornament, as they "came charging down on us."

In the 1870s the Lighthouse Board noted the 95 miles between the St. Augustine and Cape Canaveral lights and realized that 60 miles of that space had no light. The board recommended another tower be constructed at Mosquito Inlet and in 1882, Congress appropriated funds.

The current lighthouse, designed by F. Hopkinson Smith, was built on the north side of the inlet. The lighthouse and associated buildings sit on a ten-acre plot, which according to archaeologists had been an Indian village in 1735. The U.S. government purchased the land from Bartolo Facetti on Nov. 15,

1883 for \$400.

The construction of the lighthouse was under the direction of General Orville Babcock, a friend of U.S. Grant. Babcock was drowned when he fell overboard coming through the inlet in a whaleboat from the ship *Pharos*. General Jarrell Smith, who was responsible for all lighthouse stations from North Carolina to Key West, took over as the project director.

The tower was completed in 1887, the same year that the railroad entered Daytona and Ormond. The reported construction cost was \$30,000. The tapered tower is 36 feet in diameter at the base and stands on a 100-ft wide foundation of piling and concrete. The nearly 500,000 bricks used which were transported from Baltimore required approximately 1200 barrels of cement.

The 203 cast iron steps to the top of the tower led to the five-foot tall Fresnel lens which was made by Barbier et Tenebre 20 years before the lighthouse was completed. The Fresnel lens, invented by French Physicist Augustin Fresnel in 1822, contained a multitude of prisms bending the light from the lantern out through six plate glass size magnifying glasses.

Mineral oil, which arrived at the peninsula in small boats, originally fueled the lantern which could reportedly be seen 20 nautical miles at sea. William Rowinski, a Russian immigrant, was the first lighthouse keeper who along with his assistants carried the oil up the steps.

Shades were drawn around the lens during the day to prevent the sun from cracking its delicate prisms, and to keep the intense light from the lens from starting forest fires.

The light atop the Ponce Inlet Lighthouse flashed its warning every night from November 1887 to March 1970, when the government decided the maintenance on the lighthouse property was too great and moved the official inlet navigational aid to the Coast Guard Station on the New Smyrna Beach side of the inlet.

For the next two years, the unprotected lighthouse property was vandalized and in a sad state. On June 20, 1972, after much negotiation, the town of Ponce Inlet, hav-

ing formed the Ponce DeLeon Inlet Lighthouse Preservation Association, was deeded the Lighthouse and reservation property for the establishment of an historic monument and museum. The Lighthouse Reservation was added to the National Register of Historic Places on Sept. 23, 1972.

The purpose of the restoration project, estimated at \$500,000, is to preserve and restore the historic lighthouse and keeper's cottages for future generations to study and learn the history of the area.

In 1983, it was discovered that construction of a condominium at New Smyrna Beach would eventually obscure the modern beacon atop the Coast Guard Station. The government decided to reactivate the Ponce DeLeon Inlet Lighthouse. In a ceremony on Dec. 15, 1983, Coast Guard officials and members of the Ponce DeLeon Inlet Lighthouse Preservation Association re-lit the historic old lighthouse and placed it back on the Coast Guard's Light List. The present day, modern beacon flashes every 10 seconds and can be seen for 16 nautical miles. It is a 3.50 ampere lamp in a 190 degree rotating 250 millimeter lens.

An observation deck for the public was constructed in 1982 near the top of the tower at a reported cost of \$56,900. The lighthouse grounds are open daily from 10 a.m. to 7 p.m. For a small charge, visitors may climb to the top for a spectacular view of the inlet area as well as Daytona and New Smyrna Beaches. Nearby picnic grounds are available, making the trip perfect for a day with the family.

Tax-deductible memberships are available in the Ponce DeLeon Lighthouse Preservation Society, which will sponsor further restorations and renovations of the buildings and grounds.

The townspeople and friends of Ponce Inlet must be commended for the current status of the Ponce DeLeon Lighthouse. Without their hard work and dedication, the proud landmark which flashes its faithful warning "to the men who go down to the sea in ships" would no longer be with us. The preservation invites you to "step back into history" by visiting the historic landmark. It is well worth the trip.

## BEIJING

(continued from page 1)

sending him sprawling. Bullets whipped about his body. Tear gas canisters exploded overhead.

Zhao Min brought his bicycle-pedicab to the middle of the road, picked up the wounded man and brought him to safety.

"He was down and needed someone," said the 19-year-old after he returned from bringing the man to a nearby hospital. "There's no time to think now about why. These are fascist troops invading my city. He's a defender so he's my brother." At the Beijing Radio station on Sunday, an announcer broadcasting on the English-language service read a report that troops had killed thousands of people, mostly innocent victims.

"Please remember June the 3rd, 1989, the most tragic event happened in the Chinese capital Beijing. Thousands of people, most of them innocent civilians, were killed by fully-armed soldiers."

The maverick announcer was replaced by a man who repeated the Communist Party's approved version of events.

Residents of the city soon learned of this last incident of objective reporting from foreign radio reports beamed to Beijing.

## A & S

into system for tracking ships.

KOOP D'ETAT - Surgeon General C. Everett Koop was ousted in a show of bad manners. Instead of telling Koop that he was no longer needed, President Bush and Health and Human Services Secretary Louis Sullivan gave the honorable Koop the silent treatment. His own self respect finally forced him to resign when he no longer bear the insult.

Our sources say Koop's privileges at the HHS executive dining room were revoked. White House Chief of Staff John Sununu wouldn't return his calls. Sullivan ignored his official requests. Koop wasn't invited to the HHS retreat for senior executives.

No one asked for his resignation.

## LETTER

of China, I wish I could influence the opinion of the leaders of China. They have forgotten that they need to hold themselves responsible to the people. In the words of Mao

In recent days, as fighting has grown more sporadic, the acts of bravery have taken on a different character.

Citizens escort foreign reporters past lines of troops, defying martial law orders prohibiting communication with foreign journalists. Many residents wear black arm-bands, mourning the dead.

Daily, throughout the city, the military stages armed assaults against demonstrators crowding intersections. As soon as the troops withdraw, the people surge back into the street and reclaim the territory.

At the corner of one avenue, a sculpture of a dancing girl has been turned into an makeshift memorial for the dead that fell nearby.

A banner, reading "Return the blood debt with blood," hangs from her neck, a black band wrapped around her arm. Paper chrysanthemums, the flower traditionally used in Chinese wakes, are scattered over the shrine. A child's drawing shows a soldier riding atop a firing tank, a swastika painted on its side. "The people's army attacks the people," reads the caption. "My sister died and I will never forget."

In so many words, but Koop go the message. Our sources close to Koop say he was able to win the respect of Congress and the public, but even during the Reagan administration he was never a White House favorite. He stole the spotlight from presidents and Cabinet secretaries. He wouldn't toe the administration line if it conflicted with his own views. He refused to issue a report Ronald Reagan wanted on the emotional consequences of abortion because he couldn't back it up with facts. Koop thought Bush was a wimp on the AIDS issue. In short, Koop was a straight shooter who never learned how to play the Washington game.

A Concerned Student

## SPEECH

(continued from page 8)

conduct a meeting as the master of ceremonies and how to properly introduce a speaker, and, upon being introduced, how to assume control of the meeting in a dignified manner. Toastmasters is the world's largest organization devoted to communication excellence. One may find Toastmasters around the world.

Members of Toastmasters say there are many important benefits of belonging to such an organization. First, and most importantly, is the self confidence developed by mastering good communication skills. Special help is given to those

## STAR

(continued from page 3)

crises at altitudes up to 41,000 feet.

Announced by Beech at the National Business Aircraft Association's convention in Dallas in 1983, Starship has been the product of more than five years of development and an investment of more

## LETTER

than \$300 million.

In a landmark program, Beech achieved Federal Aviation Administration certification for Starship in June 1988. Starship was the first pressurized all-composite aircraft ever to be certified by the FAA, and the regulations established to certify it form the basis for all future

composite aircraft designs. Beech will deliver the first production Starship later this spring. The company has orders for 40 of the revolutionary tandem-wing aircraft - more than two years production. Retail price for a Starship is currently \$3.88 million.

may use his own experiences and imagination to develop the speech. The Daytona Beach Toastmasters invite anyone over the age of 18 to become a member, or to visit any meeting as a guest. The Daytona Beach Toastmasters meet on Tuesdays at 6 p.m. at the ARC Building, 100 Jimmy Huger Blvd, not far from Westside Elementary School.

## STAR

(continued from page 3)

than \$300 million.

In a landmark program, Beech achieved Federal Aviation Administration certification for Starship in June 1988. Starship was the first pressurized all-composite aircraft ever to be certified by the FAA, and the regulations established to certify it form the basis for all future

## LETTER

of China, I wish I could influence the opinion of the leaders of China. They have forgotten that they need to hold themselves responsible to the people. In the words of Mao

may use his own experiences and imagination to develop the speech. The Daytona Beach Toastmasters invite anyone over the age of 18 to become a member, or to visit any meeting as a guest. The Daytona Beach Toastmasters meet on Tuesdays at 6 p.m. at the ARC Building, 100 Jimmy Huger Blvd, not far from Westside Elementary School.

For more information concerning the Daytona Beach Toastmasters, call the Educational Vice President, Jim Polito, at 788-3800 in the evenings.

may use his own experiences and imagination to develop the speech. The Daytona Beach Toastmasters invite anyone over the age of 18 to become a member, or to visit any meeting as a guest. The Daytona Beach Toastmasters meet on Tuesdays at 6 p.m. at the ARC Building, 100 Jimmy Huger Blvd, not far from Westside Elementary School.

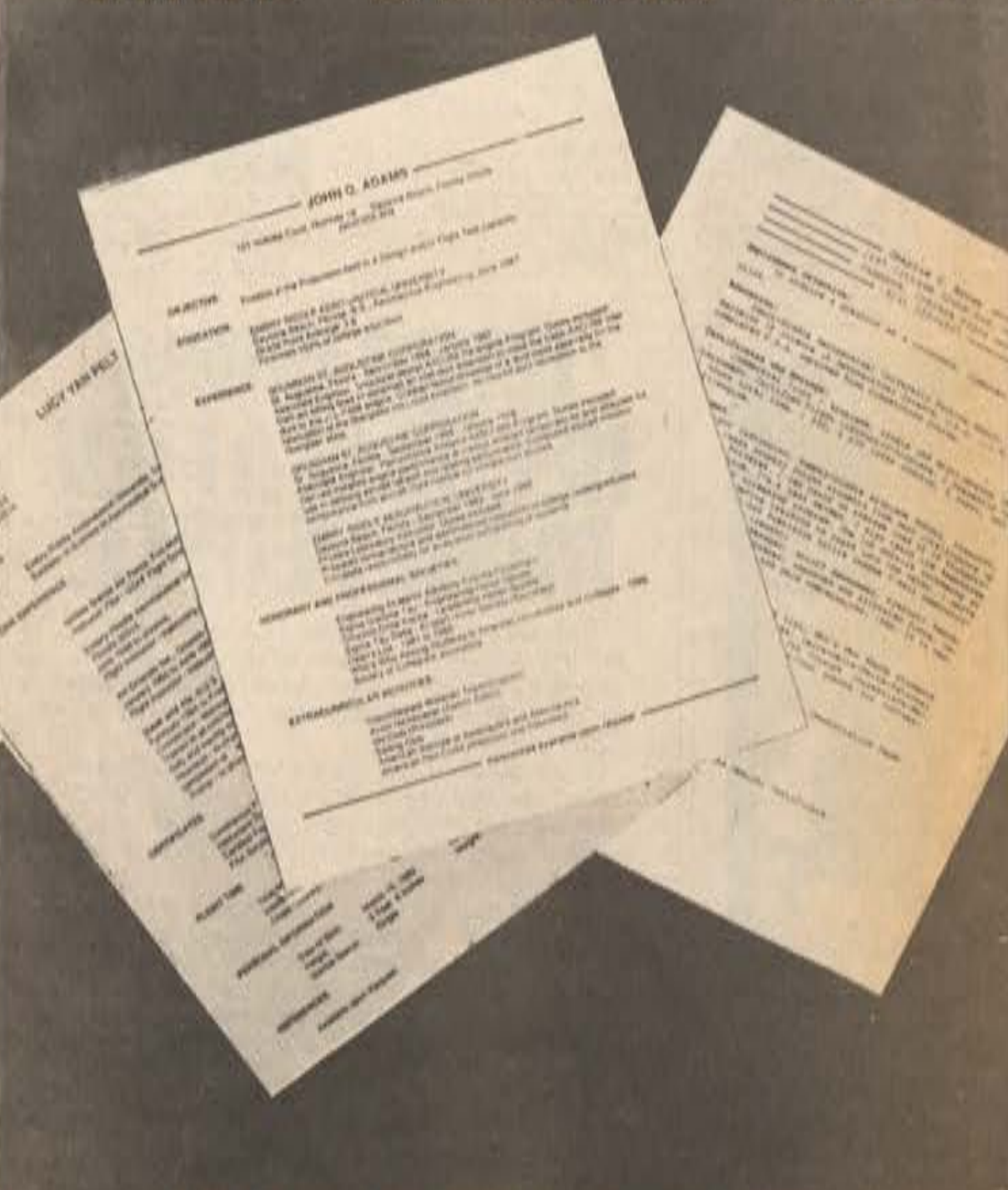
## STAR

(continued from page 3)

than \$300 million.

In a landmark program, Beech achieved Federal Aviation Administration certification for Starship in June 1988. Starship was the first pressurized all-composite aircraft ever to be certified by the FAA, and the regulations established to certify it form the basis for all future

## When It Must Be Your Resume That Stands Out



Avion Resume Service

**UNIVERSITY SAFE CAMPUS**

### SURVIVAL SKILLS FOR PUBLIC TRANSPORTATION

1. Use well-lighted and busy stops.
2. Sit near the driver.
3. Stay alert—don't fall asleep!
4. If someone harasses you, don't be embarrassed. Just say—loudly—"Leave me alone!"
5. Watch who gets off at your stop. If you feel uneasy, go for help.

TAKE A BITE OUT OF CRIME  
MasterCard  
This message from the National Crime Prevention Council made possible by a generous grant from MasterCard International