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## Avion 1989-05-17

Embry-Riddle Aeronautical University

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NTSB sites drug use as a contributing factor in a recent airline incident.  
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President Bush christens NASA's newest shuttle

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Three University faculty members awarded Emeritus

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# AVION

An Award Winning College Newspaper



Volume 62, Issue 1

Embry-Riddle Aeronautical University, Daytona Beach, Florida

May 17, 1989

## Morrison renovations underway



### Punchin' out...

The new Morrissions meal plan will no longer allow students to "use up punches" at the end of the week, like the old Epicure system.

by David Fekke  
Campus News Writer

Morrissions Custom Management became the new food service at the beginning of this Summer session.

Morrissions won the contract for the food service last spring beating out Epicure, The Marriott, and others.

The University's contract with Morrissions is for 10 years, but

the University can break the contract with 90 days' notice if dissatisfied. If the University does

decide to break the contract, Morrissions must be reimbursed for all investments made in the University.

Morrissions owns a chain of cafeterias along with other restaurants, such as Ruby Tuesdays and a seafood chain.

Extensive renovations in the University Center are being funded by Morrissions. With an agreement for reimbursement in the event that their contract is not renewed at its maturity.

The snack bar which opened last January is being converted into the "Landing Strip". It will have a more extensive menu than before and will feature a more exciting environment with a jukebox and television room.

The area of the cafeteria once known as the Flight Deck is being converted into a new service area. Once the Flight Deck is completed, along with the Landing Strip at the end of May, the main cafeteria will be renovated. All construction should be finished by the beginning of Fall 1989.

One of the greatest changes with Morrissions is the new meal payment system. There is now a meal plan and a credit system. With the meal plan there is a choice of 5, 10, 15 or 19 meals a week. Students should beware however! Purchase of more than one meal at a

time is not allowed under the current system. This could surprise some students who expect to use up their punches at the end of the week, purchasing goods to take back to the room, as has been done in the past. The declining balance system will allow many students to actually save money.

The other system is the custom card system. With this system, one can purchase an amount of credit, and get a refund. A computer is used to count meals or money instead of having a meal punch card.

*"...it is basically the same thing. I think they care more than Epicure, and there is more fresh food."*

Eugenio Sosto,  
Freshman

health and diet. All the food is approved by Morrissions. Along with the healthy food, Morrissions has hired a exterminator to ensure that conditions are sanitary at all times.

Eugenio Sosto, a freshman at Embry-Riddle said the food is "pretty good," but "it is basically the same thing. I think they care more than Epicure, and there is more fresh food."

Rohan Navarinarajah said, "It is not the same, it is fresh." Eric Aubin said "I haven't had Epicure in a long time. I can't tell the difference."

The University is very positive about the changes that Morrissions is infusing, and is doing every thing possible to make the transition a smooth one. I look as like Morrissions will be an improvement.



Fresh...

photo by Bill Dick

## Faculty Profile: Dr. John Eberle

by Phyllis A. Salmans  
Copy Editor

Dr. John Eberle, recently named Professor Emeritus of Embry-Riddle Aeronautical University, retired from the faculty at the end of the spring semester. Eberle was a member of the Department of Business Administration (and the previous Management Department) for the past 19 years.

One might say that Eberle worked his way up from the bottom. His first job was in 1938 as a messenger or "runner" for a Wall Street brokerage firm.

He was right out of high school and described himself as, "young, stupid, ignorant, and full of enthusiasm." He recalls hectic times during World War II when, "the market went crazy and we spent two or three days without going home."

Soon, Eberle took a civil service exam and was hired by the Census Bureau in Washington, D.C.,

working in a clerical capacity for the 1940 census. "The pay was \$1440 per year. It was a good salary."

After serving two years in the Army during WWII, he became an administrator in a number of increasingly responsible jobs in bureaus of the Commerce Department and eventually the Equal Employment Opportunity Commission, which was established by the Civil Rights Act of 1964 during the Johnson Administration.

Eberle was its first Director of Administration, where he served under its first Commissioner, Franklin Roosevelt, Jr.

Eberle was educated at the American University in Washington, D.C., where he attended night classes from 1950 to 1963. He earned his Bachelor,

Masters and Ph.D. in Public Administration. During his entire college career, he worked as a manager by day and a management student by night.

When Eberle joined the faculty of Embry-Riddle in 1969, he was one of the few faculty members with a Ph.D. Eberle says that all his life he has been, "studying, practicing or teaching administration." He loves teaching and has concluded that, "I must have chalk dust in my bloodstream."

Eberle and his wife, Audrey, came to Daytona Beach after having "retired" from the Commerce Department.

"When we first moved to Florida, I never thought I would become involved in a second career." Audrey's first comment upon seeing the 1200-student, three-building campus in 1969 was, "You mean this is a university?"

Dr. Eberle has primarily taught courses which deal with the human factors associated with business, such as Human Resources Management and Psychology of Management. He has assumed numerous committee assignments including those for curricula, tenure, promotion, graduate studies, and search committees. He has served as the Acting Chairman of Business Administration and as acting Dean of the Graduate Studies Program.

Eberle has been involved with student organizations by having served as faculty advisor to Omicron Delta Kappa honor society and he is a charter member of the ERAU chapter of Delta Chi.

Eberle was the first member of the

see FACULTY, page 12



Dr. John Eberle

## ERAU faces drug testing

by Phyllis A. Salmans  
Copy Editor

Employees of Embry-Riddle Aeronautical University who are involved in the flight program will have to undergo random drug testing beginning April 1990, in order to comply with a new Federal Aviation Administration rule.

Anyone who is directly or indirectly involved in the flight program, including flight instructors, dispatchers and safety personnel will be tested. "Not only will this involve personnel on campus, but also businesses such as Daytona Beach Aviation, who handles the maintenance of our aircraft," said Paul McDuffee, Chief Flight Instructor and Chairman of the Flight Technology Department.

The tests will include screening the personnel for the use of marijuana, cocaine, opiates, amphetamines and PCP.

A special university task force has taken on the responsibility of ironing out the details of a drug testing plan which must be submitted to the FAA by December.

The members of the task force include McDuffee; Terri Roske, University Risk Manager; Irene McReynolds, Human Resources Director; Dr. Dan Kelly, Dean of Students; Tom Hart, Attorney; Maurven Bridger, Health Services; Dr. Ernest Cook, University Physician; Jim Tyson, Director of Security; and Joe Sprague, a senior Aeronautical Science major.

"At this time we are in the information gathering phase," said McDuffee. We hope to have a draft of the plan by August for University officers, giving us lead time for in-house screening before the proposal is made to the FAA.

It is certain that the drug testing plan will include pre-employment screening before hire, post-accident testing as a part of the accident follow-up report, and random drug testing for all employees, probably testing 50 percent of those employees annually.

Although McDuffee said that, to his knowledge, there have been no drug-related accidents at ERAU, there is "always the possibility" and "you have to be concerned." Drug testing "is something the university has talked about over the years," but until now there has not been the "catalyst."

At this time, students at Embry-Riddle will not be required to submit to drug testing unless they are university employees in the flight program or work at an affiliated business such as Daytona Beach Aviation.

According to a report in the Daytona Beach News Journal, Jack Barker of the FAA said the ruling applies to FAA licensed people "that fit the categories" and who work in the commercial aviation industry. It affects everyone from employees of airlines to crop dusters to banner towers.

The testing will involve a significant number of people at Embry-Riddle, said McDuffee, who estimated about 150 current employees will be affected. Embry-Riddle will also be required to develop an employee assistance program to assist those who have a dependance problem. Also, the university will be required to report to the FAA any employees who test positive. The FAA would then take action, depending on the circumstances involved.

There is a question about the legalities of mandatory drug testing, according to McDuffee, who noted that several cases involving such requirements are awaiting judgment by the U.S. Supreme Court. Unless drug testing is determined unconstitutional, workers in the entire transportation industry must submit to such tests. Many people question the government's right to permit drug testing due to the laws governing search and seizure.

The FAA is merely trying to protect the flying public, according to McDuffee, and at this time, random drug testing is considered a viable way to do that.

At this time, there are no plans for drug testing of students, unless they are employed in the Flight Department.

*"...something the university has talked about over the years," but until now there has not been the "catalyst..."*

Paul McDuffee  
Chief Flight Instructor



Embry-Riddle's new look

## New scheme announced

by Phyllis A. Salmans  
Copy Editor

The winner of the Embry-Riddle Aircraft painting design contest is Larry Smith, a graphic designer in the university's Center for Instructional Development. Smith's blue and white aircraft with black and gold striped design won the nod of the judging committee, composed of students, staff and faculty.

More than 80 students, faculty and staff members participated in the contest held near the end of the Spring semester to determine the paint scheme of the Flight Department's 20 new single-engine Piper Cadet trainer aircraft.

Smith, who has been with Embry-Riddle for three years, said his aim was to create a design concept that would "reflect both the conservative nature of higher education

and the dynamic nature of flight." Using a computer program called "Designer" by Micrografix, Smith first produced a line profile of the aircraft and experimented with a wide variety of color schemes until he found a pleasing combination.

After comparison and selection, the on-screen image was transferred to paper as a black and white outline including numbers and university markings via postscript laser printer. The selected design was then airbrushed in the appropriate colors, contoured, and shaded for a realistic representation of how the actual aircraft would look.

Smith said that university officials were quite impressed with the capabilities of computer technology in the creation of the artistic design.

"The judges were confronted

with an extremely difficult job, because of the large quantity and top quality of entries," said President Kenneth L. Tallman. "The winning color scheme was selected because it best enhances the Piper aircraft design while proudly displaying the Embry-Riddle symbol and name. We will have a very handsome fleet of university training aircraft."

Smith will be awarded a plaque at a formal presentation made in front of one of the newly-painted aircraft when they begin arriving on the Embry-Riddle flight line next month.

The Piper Cadet aircraft will become the university's primary single-engine trainer, replacing the current fleet of Cessna 172s.

photo by Bill Dick

Larry Smith



Inside the Avion this week

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Trivia:  
Sunday, May 14 marked the 81st anniversary of aviation passenger travel. Charles W. Furnas tagged along with Wilbur Wright in 1908



Editorial

The Student Government Association of Daytona Beach Community College is out of business.

A report in the Daytona Beach News Journal stated that the last president of DBCC's student government said, "There were no burning issues to solidify students on campus."

Though last term's race for SGA president was one of the most hotly contested in school history, all but one of the seats on the Student Representative Board was uncontested.

Though there are many students at Embry-Riddle who hold full-time or part-time jobs and have family responsibilities, there is still a need for student involvement on the part of all students.

A concerted effort has been made to provide more activities on campus which will make the students want to be here and become an active member of the campus community.

In addition to acting as a voice for the students to the administration, SGAs also have the responsibility of deciding how student activity funds will be spent.

Students need a voice on campus. Student Government Associations provide an excellent opportunity for students to gain valuable experience in communication and management skills.

At ERAU, we still have a strong SGA. With student involvement, we can keep it that way. Let your voice be heard! Keep our SGA strong!



Letters to the Editor

Thank you to students

Editor's Note: The following was taken from a letter written to the students of Embry-Riddle Aeronautical University from the family of John Paul Riddle, the founder of the University. Mr. Riddle died on April 6, 1989 at the age of 87.

I wish there were a way for us to tell you just how much you all individually and collectively meant to him. When he returned from his visits to the Embry-Riddle campuses, there was little mention of all the rituals and festivities he had just experienced, but the tales of this student and that one were replete with details, sympathy, understanding, admiration and obvious caring, and I don't think I go too far -- with love.

You became students at his school, and inevitably became target of all his care, concern and pride. You gave him so much as the years passed. You were, I think, the biggest factor in maintaining his natural interest and will to stay young and vital.

The gorgeous, witty, wonderful "airplane" (the memorial service floral display) was a stroke of genius -- the children and I will never forget it and all it represents -- and we want to thank you from the bottom of our hearts.

Sincerely, Adele, Young Tandy, Lee, Bobby, Christopher and Deedee

Food for thought

To the Editor: Why doesn't anyone ever listen to the 1500 AMT students on this campus? Remember us? We're the

ones who have six-hours of class straight through with only 10 minutes between classes.

Since we have schedules that barely allow one to answer the call of nature, we were in the past provided a mobile vending area from 10 a.m. til 3 p.m. The mobile food vendor served hotdogs, sandwiches, casseroles and other foods which anyone would consider more nourishing than that from the vending machines.

At the end of last term, this service was terminated. I have been told that Morrisons did not think this service was profitable. With only 10 minutes between classes, this sentences all AMT students to meals from the vending machines.

I for one, am very sorry to see this service discontinued. We have

to have something to eat, and the sugar loaded junk sold at outrageous prices in the vending machines is unacceptable.

We in AMT are a significant proportion of this campus. We deserve to be heard and to be fed! Kress Latham Box 6629

Letter to the Editor policy

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

Student Forum

The Avion asks: What made you decide to attend school during the summer?



Robert Neuner

The classes are smaller and more parking spots, more support from the faculty.



Tommy Ross

OVERFLIGHT



Niel Morgan

If I go to summer school, I don't have to stay for an extra semester.



Dean Narodowy

I want to get into the job market as soon as possible.



Toby Whelchel

I need it to get my commission in the USAF.



Clarelli Willemis

So I could finish school early, its quieter and classes aren't so full.

Anderson and Spears

Navy set to retrieve remains of airmen of 1948 crash

by Jack Anderson and Joseph Spears

The U.S. Navy has finally agreed to retrieve the remains of nine American airmen whose plane crashed into the frozen peaks of western Canada three decades ago.

Navy officials won't explain the sudden change of heart, but it could have something to do with the fact that George Bush is now their commander-in-chief. On behalf of the dead airmen's families, the president's staff recently asked the Navy to reconsider its earlier decision not to bring home their bodies.

The sad saga began when the aviators went down on a mountainside near Tofino on Vancouver Island in British Columbia, in 1948. The exact crash -- remained unknown until 1961, when a geologist surveying the area discovered the plane and the remains of the airmen.

A Navy search party visited the scene, 3,000 ft above sea level, a year later. The team gathered up bone fragments from the ice and rubble and buried them in a shallow grave. The search party built a

mound of rocks over the remains and put up a marker bearing the names of the victims and the date of the crash.

This wasn't good enough for Rick Swentek, a brother of one of the dead airmen. He wanted a proper funeral for his brother and interment in U.S. soil. A former Navy ensign himself Swentek organized a search party and traveled by helicopter to the crash site, where the team found some overlooked bone fragments.

Swentek and other relatives of the downed aviators asked the Navy to underwrite a mission to the mountainside grave for the purpose of excavating the remains and bringing them home. The Navy refused all entreaties on the grounds the mission would be dangerous and expensive.

Swentek knew that George Bush is a former Navy pilot and holder of the Distinguished Flying Cross and three other air medals. So he entered a plea with the President on behalf of the families.

By a happy coincidence, the Navy saw the light at about the same time and agreed to send a

search party to the crash site when weather conditions improve this summer.

"In some cases, souls really never come to rest until a proper service is given," Rick Swentek, told associate Scott Slek. "Now the healing process can begin for the nine families."

Footnote: The nine families have formed a group called Fliers' Remains Internment Endowments which is dedicated to the return of remains of American military personnel from anywhere in the world.

HEDGING HIS BETS - New York businessman and casino magnate Donald Trump was a surefire winner during the 1987-88 election season: He put money on a number of candidates. Democrats Albert Gore, Paul Simon, and Bruce Babbitt received \$1,000 each from Trump. Republican Jack Kemp and Bob Dole also got \$1,000 each.

In the early days of the campaign, Trump told us he wasn't sure that his personal choice -- George Bush, in case you hadn't guessed -- would get the nomination. He was even prepared to back a democrat,

the entrepreneur said, if Bush got knocked out.

Federal election records show no contributions to Bush from Trump in 1987, but his wife, Ivana, gave the vice president \$500. As Bush's odds improved through the primaries, Trump rilled out the piggy bank and donated \$100,000 to the Republican Party.

SIGH OF RELIEF - Speaking of Bush supporters, the Health Insurance Association of America was also pulling mightily for the vice president. The day after the election, the lobbying organization published a full page ad in the Washington Post to congratulate Bush. Why the enthusiasm? The health insurance industry was worried that Mike Dukakis' proposal for a national health insurance program would put them out of business. So the insurance companies' umbrella organization expressed its thanks with a congratulatory note that cost \$16,300.

UNCOVERED MILLIONS - And speaking of health insurance, the General Accounting Office recently reported that more than 37

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Safety update...

## NTSB sites cocaine use

The deficient performance of a Trans-Colorado Airlines Metro III crew to stabilize their approach to the Durango, Colorado airport and the captain's use of cocaine before the accident were cited by the National Transportation Safety Board in the January 19, 1988 crash of Continental Express flight 2286.

The aircraft had leveled off after a rapid descent, when it clipped the top of a hill, pitched up, impacted the ground on the opposite side of the hill and slid about 300 feet through a four-foot ground cover of snow. The first officer was flying the plane.

Of the 17 persons aboard the Metro III, 7 passengers and both crewmen died; 8 passengers survived. The aircraft was destroyed.

On this particular approach to the airport, the crew chose to begin their descent from 14,000 feet. The speed of the aircraft ranged from 187 down to 135 knots during the descent, but during the last minute of the flight increased to 165 knots almost until impact. The Fairchild Metro III impacted at an altitude of 7,180 feet, over 1200 feet below the minimum altitude on that segment of the approach. "Moreover, its descent rate, which it maintained almost throughout the approach, was approximately 3,000 feet per nautical mile, more than twice the normal rate.

The board found that, from the outset, the flightcrew flew the approach "at an altitude that was too high to fly safely within the parameters established by the published approach," and the difficulties the crew created for themselves were further aggravated by a 10 to 15 knot tailwind.

Had the crew flown the full approach as published, it would have added 10 minutes to their flight time. However the Safety Board said, "Since the flight was only scheduled for 70 minutes, the Trans-Colorado schedule for the flight, as published, would have discouraged pilots from flying the full approach when conditions warranted."

The Safety board believes the approach was a "challenging one"

and the prevailing conditions combined to make it a particularly difficult approach that night. "As a result," the Board stated, the pilots "should have been reluctant to execute the approach as flown." Having made the decision to approach from 14,000 feet, under those conditions, the captain "should have recognized the compelling need to monitor closely the first officer's conduct of the approach to ensure that he was maintaining altitude and situational awareness and not prematurely descending below the published descent profile."

The Safety board believes that flying this approach in the existing meteorological conditions required a high level of pilot skills and abilities. The evidence indicates a continued history of deficiencies in the first officer's piloting abilities, particularly in instrument flight skills.

The captain had a reputation both as a highly skilled pilot and as one

His relatively large number of traffic convictions, and his falsification of both a state driver's license application and a Federal Aviation Administration (FAA) airman medical certificate application, support this.

The Safety Board concluded that "the captain contributed to the accident by his use of cocaine." The Board believes that the captain's performance was degraded when he was in command of Trans-Colorado flight 2286, and that he could not "monitor effectively the first officer's flying" of the approach to Durango.

"This accident demonstrates that cocaine use by pilots poses a threat to the safety of the flying public," the report states.

The Safety board said that this accident illustrates the need for Aviation Medical Examiners (AME) to pursue more vigorously the detection of drug use among applicants for medical certificates.

The Safety Board believes that if this aircraft had been equipped with any of the commercially available ground proximity warning devices for 10 to 30 passenger aircraft the crew would have been alerted about 23 seconds before impact. "Millions of passengers who fly annually on aircraft similar to that operated as Trans-Colorado 2286 deserve the level of safety provided to passengers on larger air carrier aircraft," the Board concluded.

As a result of this investigation, the Safety Board made several recommendations to the FAA that include:

-- Distributing and updating periodically the Department of Transportation study, "Data Available on the Impact of Drug Use on Transportation Safety" to aviation medical examiners.

-- Informing principle operations inspectors of airport approach design criteria and require them to personally observe an air carrier's conduct of a special airport approach before authorization is given.

who could make up for lost time and attempt to arrive on schedule.

The Safety board noted that the evidence indicates that the captain had used cocaine 10 to 18 hours before the accident, most likely the night before. As a result, he probably experienced fatigue from cocaine use, which affected his perceptual abilities. Medical literature indicates that cocaine can affect the user in a variety of ways, both while under the influence and during withdrawal. The Safety Board believes that, "based on reports of cocaine use by the captain, the captain was not a novice cocaine user."

The captain's record demonstrates a "cavalier attitude to rules and procedures," the Board stated.



## High winds pound Valiant Air Command

By Kress Latham  
Aeronautics Editor

Mother Nature dealt a violent blow to the Valiant Air Command last Monday the eighth, when a tornado tore through the center of their headquarters at Space Center Executive Airport in Titusville.

"It sounded like a freight train ... like a wind tunnel roars," said Tom page, executive director of the Titusville-Cocoa Airport Authority in Titusville. Several of the vintage

aircraft owned by the VAC received varying amounts of damage as the high winds tore them from their moorings and tossed them about like toys.

A partially restored Lockheed A-10 which saw action in WWII took the longest unmaned flight of the day when it flew backward approximately 1,700 feet and came to rest against some wooden pylons near the runway.

Dick Fields, copilot and chief

mechanic on Bob James' Beech C-45, remarked comically on the incident, "We were worried the FAA might come down on us for not having a ferry permit for that one."

A beech D-18H rose from the ground, banked left and flew laterally into the VAC office complex, damaging only the outer portion of its left wing. It then gained altitude momentarily, banked in the opposite direction and returned to earth sideways breaking off both of its main landing gear struts and tail wheel assembly.

The Valiant Air Command employs a C-47 transport as their workhorse for airshow materials. During the storm, this aircraft hovered about 7 feet off the ground for a moment then moved backward as it descended onto a large jackstand that impaled its left horizontal stabilizer.

The damage, however, was repaired quickly and the aircraft has already resumed its normal daily chores.

Several of the Valiant Air Command's buildings also received damage, including the not yet completed museum hangar on the other side of the airport. Where there had been a back wall to this large structure before, there now lies piles of fallen cinderblocks and wasted insulation.

see VAC, page 9



## NOTAR will use Kawasaki

Kawasaki Heavy Industries Ltd. will provide transmissions for the McDonnell Douglas MDX eight-place, twin-engine, commercial helicopter, it was announced today. The Kawasaki light-weight design was selected from among four candidate transmissions reviewed by McDonnell Douglas Helicopter Co.

Kawasaki will become a risk-sharing sub-contractor, providing 500 transmissions through 1998 for the MDX. Kawasaki design engineers will be located in Mesa during the preliminary design phase of development. The transmissions will be assembled in Japan and shipped to Arizona for installation.

The transmission will link the aircraft's twin engines with the main rotor and NOTAR (TM) anti-torque and directional control system.

Use of the NOTAR system eliminates the need for additional transmissions and gear boxes for tail rotor power. "The Kawasaki transmission, which is based on the very successful design in use on the BK-117 helicopter, will be specifically designed for the MDX," said Bob Buffum, MDX program director.

"The design has a proven record of reliability," he said. As proposed, the transmission will have a 5,000 hour average

**"The design has a proven record of reliability.... We look forward to many more years of working together."**

**Brian Buffum  
MDX Program Director**

time between removal, one of the longest removal intervals for helicopter transmissions, according to Buffum. "This long-time between removal is an important cost saving factor for MDX operators," Buffum said. Kawasaki has produced McDonnell Douglas MD 500s in Japan under license since 1968. "Our relationship with Kawasaki has been excellent for more than 20 years," Buffum said. "We look forward to many more years of working together."

### Get Up, Get Out to the Great

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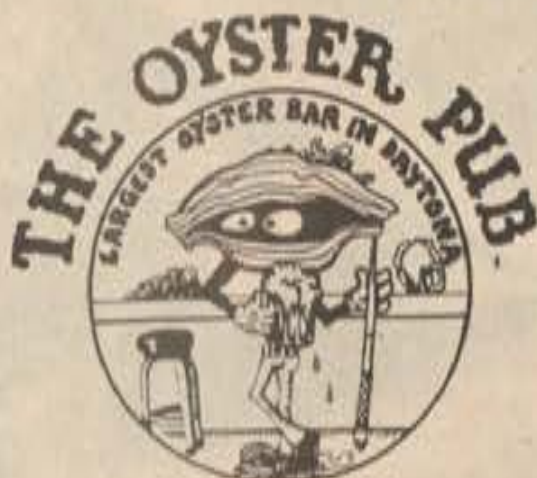
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## Columbia makes new debut

by Michael Fried  
Space Technology Editor

The space shuttle *Columbia* began the shuttle era with its first launch in 1981, but what has happened to it since?

In *Columbia's* eight-year history, it has flown only seven missions while *Discovery* has flown eight missions in four and one half years.

The reason for the longer downtime period is due to modifications needed to keep *Columbia* up to date. *Columbia* was rolled out in 1979 while *Atlantis*, the newest shuttle, was rolled out in 1985.

*Columbia*, OV-102, first arrived at the Kennedy Space Center (KSC) on March 24, 1979. Almost two years were required to ready the vehicle for its first flight.

The moment came on April 12, 1981 as it lifted off toward space, launching America back into space.



photo by Mike Fried

### Working hard...

Kennedy Space Center workers have a lot of work ahead of them as they prepare *Columbia* for flight.

The first four shuttle missions were all test flights to prove the shuttle was a viable mode of space transportation. Those missions completed in 1982 saw *Columbia* travel more than 9 million miles in space.

The next mission, STS-5, was NASA's first operational mission which launched two satellites. *Columbia* would now sit back while *Challenger* had its chance to spread its wings.

During *Columbia's* one year downtime, much of the test instrumentation was removed. Engineers also made some changes as a result of data obtained from the test flights.

Spacelab, OV-102's next payload, flew on STS-9 in 1983. The mission set a shuttle endurance record of 10 days which has yet to be broken.

After STS-9, NASA decided that *Columbia* would return to its manufacturer for extensive modifications. Rockwell International worked on *Columbia* for eighteen months in its California plant.

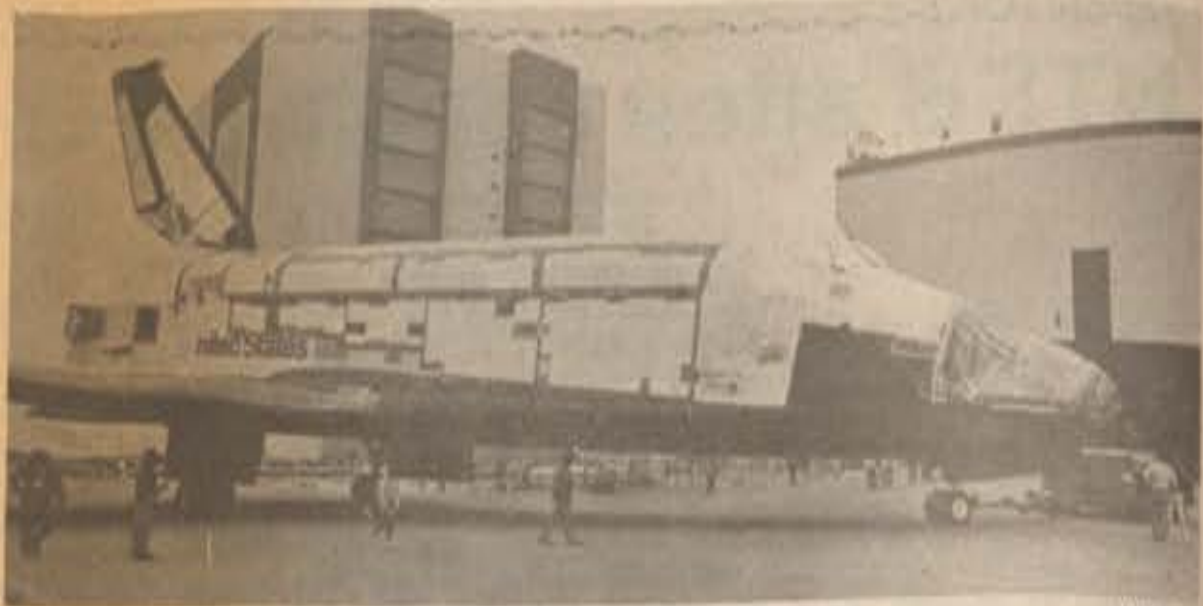
The ejection seats used for the first four flights were removed along with its blow out hatches in the cockpit.

Additionally, the shuttle's weight was reduced by removing 5,000 tiles that were replaced with lighter thermal blankets.

An infrared camera pod was mounted to the top of the vertical stabilizer. During reentry, the system photographs heating patterns on the topside of the orbiter. The data will be important to future winged spacecraft such as the aerospace plane.

During reentry, the orbiter's air data probes cannot be deployed until the shuttle has slowed to mach 3.6. Until that time, it's difficult to obtain exact data on angle of attack, sideslip and other parameters. Therefore, 14 pressure holes are located on *Columbia's* nose cap to obtain such data.

Another unique modification, which the other shuttles now use, is the nose-wheel steering system. The capability allows more of a safety margin on landing. The system, with the combination of other factors, could someday lead to KSC landings. Edwards Air Force base is the primary landing site because of its multiple runways.



NASA photo

### Times are changing...

The changes to the space shuttle *Columbia* are evident as the vehicle is moved to its hanger. Changes, such as thermal blankets and an infrared pod mark a new era of spaceflight for the nation's first shuttle.

*Columbia* has been chosen to fly more test equipment because of the test wiring still remaining from its early missions. It's therefore easier for NASA to add instrumentation.

NASA's Boeing 747 returned the orbiter to KSC on July 14, 1985 in preparation for its new era of spaceflight. After four launch delays, *Columbia* lifted off on mission 61-C in December 1985.

The next flight was the *Challenger* mission, 51-L. As a result of the accident, NASA's shuttle fleet was grounded for two and one half years. The long delay was spent on improving the orbiters safety margins.

Approximately 250 modifications were required to the space shuttle system before return to flight. *Discovery* and *Atlantis* modifications have been completed evident from their post-*Challenger* mission. However, *Columbia* has yet to fly having flown three years ago.

Some of the return to flight modifications included

improvements to the main landing gear, increased axle thickness, along with improved brakes.

All three shuttles had an escape parachute system for inflight aborts along with an escape slide.

The five computers on the flight deck have been replaced with 1984 technology instead of the 1972 models.

*Columbia* has the largest amount of thermal blankets which have mostly been replaced with thermal blankets on *Discovery* and *Atlantis*. *Columbia* has had some of tiles replaced on the vertical stabilizer and the sides of the fuselage.

The most noticeable quality unique to *Columbia* is the black tiles on the cline area directly behind the crew cabin. The other shuttles have blankets. The tiles will not be replaced because of time limitations and it would not be a tremendous savings in weight.

*Columbia's* payload lift capability is 8400 pounds see COLUMBIA, page 12

## President Bush names new shuttle

by Michael Fried  
Space Technology Editor

NASA's newest space shuttle has been named *Endeavour* after a nation wide naming contest among school children.

President Bush selected the name as the best entry out of the 6,100 entries submitted. The shuttle is a replacement for the destroyed *Challenger*.

The competition was in two parts, kindergarten through sixth grade and grades seven through

twelve. NASA selected a name from each section.

*Endeavour* was the first sailing vessel commanded by James Cook. From 1768 to 1772, the vessel was used to explore the South Pacific. At the voyages end, Cook had circumnavigated the globe by sailing from England, around South America and returning via Africa's Cape of Good Hope.

James Cook was a British navigator and astronomer who died in 1779. On his voyages he often

tracked the stars to determine distances from Earth to distant stars.

After the *Challenger* explosion, Congress appropriated money for a new orbiter and directed the nation's school children to choose a name.

The new orbiter, *Endeavour*, will be completed in 1991 with its first flight in 1992. The *Avion's* next issue will include an update of the shuttle's progress at Rockwell International's plant in California.

see NASA, page 9



photo by Mike Fried

### What a view...

Last Thursday, *Discovery* was moved to the Orbiter Maintenance and Refurbishment Facility where it will sit until its next flight in December.

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Alternative music look...

## Firehose doused Orlando last April

by Brian Gerk  
Diversions Editor

The college-radio market faced a dark day after word that the critically acclaimed Minutemen had thrown in the towel for good. With the departure of leadman D.Boone, the two remaining bandmembers, bassist Mike Watt and drummer George Hurley stayed together and joined with newcomer Ed Crawford (who incidentally, is from Ohio). After a well received debut, the new force of Firehose shook the alternative music scene once again. Firehose has not been a band to entirely alienate their past though.

"We don't want anyone to forget D.Boone" quips Mike Watt. At a recent Orlando show Firehose delivered a thundering set of original songs as well as a classic Minutemen cut "The Red And The Black".

"We haven't played these old ones for a while now," drawled an affable Watt "and we still like them, so I guess we'll play one now".

The truly distinctive qualities of Firehose though have been gained by the last three albums. Their latest album, *JROMOHIO* was recorded entirely in thirty hours, an impressively short amount of time considering the high quality and technical prowess displayed by the trio. Their fast and elaborate sound has captured the ears of college radio stations nationwide. By minimal use of any effects Firehose gained the respect of many musical purists as well. Strong jazz



photo by Blue Deck

## Hosin' Orlando...

Firehose played before a small audience in downtown Orlando. The band played a variety of selections from their last three album releases, as well as a hits by other groups. The band was featured in a recent tour of the southeast.

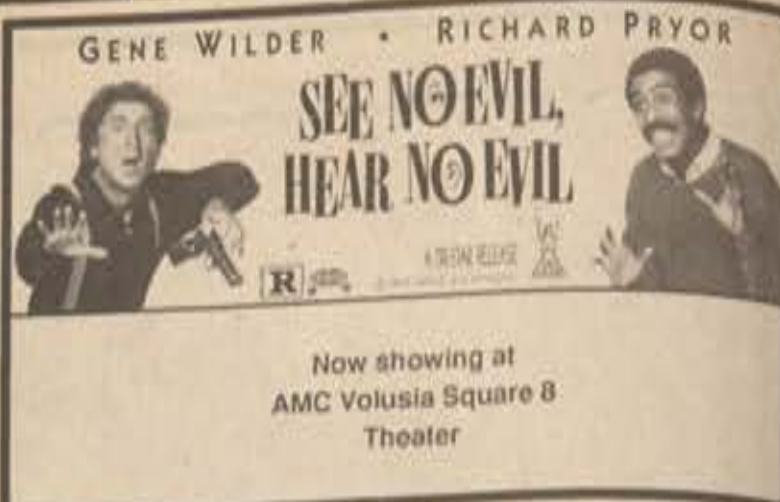
influences and a soaring guitar style create a realtive atmosphere on *JROMOHIO*, as liable to lurch into a furious jam as to reign back and subtly carry the listener through gentle riffs.

Mike Watt continues his tradition of writing the majority of the lyrics on *JROMOHIO*, letting Ed Crawford taking up the slack with a few of his own insightful gems as well. Watt occasionally "spits" his own songs, quietly speaking his piece behind the foreground of music. But it is Crawford whose boyish enthusiasm and energy

generate the infectiously ambitious style of song that Firehose is known for. With Watt playing intricate yet reckless bass lines and Hurley unabashedly stomping on his drums, Firehose flares to life, daring the listener to sit still.

"Riddle of The Eighties", an authentic view of this decade, starts off *JROMOHIO* with a resoundingly positive feel. This album is noticeably lighter in spirit than its predecessor *If'n*. "Liberty For Our Friend", a folksy feeling tribute, also lends credibility to the political activism that Firehose has

always been known for. Crawford's engaging "Time With You" brings a nice touch of innocence to this album and presents a terrific perspective for a relationship. Rounding out the album is "The Softest Hammer", a bracing selection pounding home the values that make this band what it is. *JROMOHIO* is yet another testament to the integrity maintained by independent record label SST, a label that has helped launch many college based bands. Overall a very inspiring album... and band.



Movie review



## Criminal law is a luke warm chiller

by Brian Gerk  
Diversions Editor

*Criminal Law* begins with the same camera technique that we all grew so weary of with those old Nissan commercials, you know, the drifting palsy like shakes of the camera, focused for a moment on one person and then pulling away for a shot of something as interesting as the bushes, and then back again. Thankfully this "home movie" style lasts for only a few minutes in *Criminal Law*, showing an apparently fresh murder scene at night, with rain pouring heavily. Glimpses of police investigators and coroner vans are disconcertingly interspersed with various unknown faces, until we are suddenly transported to a court-room trial, with the closing arguments being given on behalf of the defendant played by Kevin Bacon.

Bacon, accused of the grisly slaying shown at the start of the film, presents the fresh-scrubbed look of the of a wealthy New England boy, portrayed by the defense as a victim of mistaken identity. Bacon is acquitted of the crime, due largely in part to the efforts of his inventive young attorney, played by Gary Oldman (who you may remember as having portrayed that winsome master of self-destruction in *Sid and Nancy*). Oldman is jubilant at the success of his arguments

and the amount of publicity he gets in the case. Soon though, Oldman has misgivings that he may have created a defense that could have protected anyone, including Bacon. Late one rainy night Oldman is summoned to a park per Bacon's request, and after discovering another grossly mutilated woman's body is convinced that Bacon is indeed responsible for the murder which he helped exonerate his client from.

Through the use of imaginative plot twists and fascinating dialogues with various characters in *Criminal Law*, the viewing audience is drawn into the viciously cold world of both a killer's mind and the legalities of representation by a criminal defense attorney. Oldman is superb and utterly believable as he displays a gamut of emotions experienced in this role. Had this been Bacon's first role, I probably would have enjoyed his part more, but it is hard to imagine Bacon as anyone besides the ambitious characters he played in *Footloose* and *Quicksilver*. He just does not generate the image of a potentially cold-hearted killer. This movie was well directed for the most part, after the annoying first few minutes. If you have the desire to see a well-structured suspense movie, and have a strong stomach (some of the violence is quite gruesome and graphic in nature) then give this movie a shot.

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✈ ✈ ✈ ✈ ✈ **Incredibly Poor**  
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## Faculty update...

## Professors designated emeritus

by Phyllis A. Salmons  
Copy Editor

Three long-time Embry-Riddle faculty members have announced plans to retire from teaching before the end of the summer term. Dr. John Eberle, Aviation Business Administration, Dr. Elizabeth Nelson, Humanities, and Professor Heyward Sauls, Humanities, will leave the University behind with fond memories of the spent here.

Eberle, Nelson and Sauls were honored at the Spring commencement ceremony where each was officially designated Professor Emeritus of Embry-Riddle Aeronautical University. According to Vice President for Academics John Williams, "Professor Emeritus is a status awarded only to those faculty who have served the University with distinction. It says to the individual so honored that the University wishes to continue the relationship. It is the University's genuine expression of appreciation and affection for these outstanding faculty."

Eberle has served the University on numerous committees, including as faculty representative to the Board of Trustees. He has served as Acting Chairman of the Aviation Business Administration Department and as Acting Dean of the Graduate Studies Program.

Dr. Eberle completed his duties with the University at the end of the Spring semester. He said that he will fondly remember the university and will miss the students most of all.



Dr. Elizabeth Nelson

Dr. Elizabeth Nelson, who taught at Embry-Riddle for 22 years, earned her Ph.D. from the University of Maryland. Shortly after coming to the University, she was named the first Dean of Women and the first Chair of the English Department.

Dr. Nelson has served as President of the ERAU Chapter of the American Association of Univer-

sity Professors (AAUP) and her participation on behalf of the NAACP in Volusia County has been recognized on several occasions.

Dr. Nelson will retire after teaching during the A-term of the summer session. Though she will miss the University, she has plans to keep busy conquering new worlds - maybe even politics.

Heyward Sauls, originally from Hampton, S.C., earned Bachelor degrees from Furman University in Biology and Economics. After mil-



Heyward Sauls

itary service, he earned a Masters degree in English from Duke University and completed all course work on a doctorate from the University of Central Florida.

In August 1966, Professor Sauls became Embry-Riddle's Director of Library Services. He was responsible for forming the University's library from a beginning - a large pile of books in a small room - followed by a truck load of books purchased by the pound from Eglin Air Force Base.

Once the library was well organized, Professor Sauls became a member of the faculty of the Humanities and Social Science Department.

In order for a member of the faculty to be named Professor Emeritus, he or she must have served the University for a minimum of 10 years and be an Associate or Full Professor. The faculty member must be recommended for the honor by the faculty and chairman of the department and the dean of the college. The final decision is made by the president of the University.

The name of a Professor Emeritus will be listed in college catalogs and in commencement programs. Privileges such as library, computer services, and duplication are available for continued scholarly activity. A Professor Emeritus is welcome as a guest at academic, cultural and social event sponsored by the University and may use the school's recreational facilities. Employee benefits will continue such as tuition waivers for dependant children, faculty discount at the bookstore, and attraction discounts offered by the University.



## Impressive site...

The Presidents residence is a classic example of early century architecture. The house has been host to valuable works of art and dignitaries as well. The house and grounds are currently valued at over \$700,000.

## Battleship fine example of architecture

by Phyllis A. Salmons  
Copy Editor

A unique architectural creation sits at 317 Ocean Shore Boulevard on the sand dunes of Ormond Beach, Fla. Locally known as "The Battleship," the incomparable, streamlined house makes quite an impression against the backdrop of ocean and sky. The profile of the 4,498 square-foot structure allows one to conjure the image of a great battleship, the flat roof of the first floor making the main deck, the second floor rising in the center like the bridge.

It has been said that the Battleship was built by an admiral for his eccentric daughter. The house was, in fact, designed in 1929 by an internationally known artist, sculptor, muralist and architect,

Fred Dana Marsh.

With the assistance of local architect Albert Pierce, Marsh fashioned a "house that would be fitting to build on a dune."

The result was a joint imaginative endeavor responding to a new era.

When Marsh and his second wife, Mabel Van Alstyn, decided to build a home on the coast of Florida, he rented an open plane and a pilot and flew up and down the coast of Ormond and Daytona Beaches until he found what he considered the perfect location for his home. Over the years, Marsh was often heard inviting his guests to come "look at my million dollar view." He was excited to think that there was nothing between him and Europe. Residents of Ormond Beach in the early 1930s found the Battleship to be a most unusual creation. They were more accustomed to the traditional Victorian architecture of turn-of-the-century structures such as the Ormond Hotel and the Casements with their rounded lines.

The Marsh House had long straight lines and a box-like structure made of concrete, an experimental material for such a project. The result was a sharp contrast to the traditional Mediterranean architecture of many earlier Florida

homes.

The Battleship was "the first completely modernistic house in Florida," according to Mrs. Eileen Butts, long-time resident of Ormond Beach and personal friend of the Marshes. "No one had ever seen anything like it!" She claimed that for years, thousands of people came to see the house, usually just to drive by, so as not to disturb the privacy of the owners. World famous architects who visited the Marsh home have called it one of the most innovative examples of modern design.

Any tale about the Battleship would not be complete without a look at the man who conceived its existence. Fred Dana Marsh and his wife built the unique house to hold their art works. His style developed as a result of his

**"I planned to proceed with all the newest materials at hand, experimental included, and not to build solely as a housing proposition, but a building of some visual significance, yet not just a museum."**

Fred Dana Marsh

study of Paris, his intrigue with the industrial revolution, and eventually his fascination with Indian legend.

Even as a boy, art was a very important part of the

life of Fred Dana Marsh. Fred's father, a Chicago meat packer, had hoped that his son would carry on the family business.

One day, however, upon showing his father a check for \$5 he had received from a newspaper for a drawing, the elder Marsh ask his son how long it had taken to make the drawing. The boy replied, "about 15 minutes." In response, his father said, "In that case, art pays more than meat packing. Go and be an artist."

Marsh attended the Art Institute of Chicago for three years, during which time he assisted mural artists and sold art work to various magazines. Soon he was studying in Paris, where he married a lovely, young fellow artist, Alice Randall.

While he was still a student in 1900, Marsh painted a stunning portrait of his wife in a wide-brimmed black hat and red dress that she had made herself for \$1.50. The portrait, see SHIP, page 9



Dr. John Eberle

Dr. John Eberle, originally from Bridgeport, Ohio, taught at Embry-Riddle in the Business Administration Department for 19 years. He received his Ph.D. in Administration from American University in Washington, D.C., and came to Embry-Riddle after having "retired" from a career in the Commerce Department.

In addition to teaching, Dr.

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# Observer flights open to anyone

by Phyllis A. Salmons  
Copy Editor

Many Embry-Riddle employees who have no prior experience with aviation wish they knew more about the subject. Often they are heard saying, "one of these days I'm going to take flight lessons." Though such statements may be sincere, and employees do have a desire to understand the passion which students feel for this industry, many ERAU faculty and staff simply never get around to learning more about flight. Why not? There is a way ERAU employees can learn more about aviation free of charge. This, in fact, could be used as a test for those who are not certain they really want to pursue a license.

Any employee of the University (and any student, for that matter) can go on ERAU training flights as an observer. Such flights are scheduled subject to availability on a first-come, first-served basis. Taking an observer flight is an excellent way to learn more about the basics of flight as well as Embry-Riddle's flight training program, without a commitment of a large sum of money or a great deal of time. In addition to serving as pilot, students enrolled in flight courses at Embry-Riddle are required to observe flights a given number of times for each course.

To arrange a flight, simply go to the Flight Desk in D-Building with proof of Embry-Riddle employment (ERAU ID), and make the arrangements. "All training flights are conducted in a safe manner and would present no problem with an observer onboard," according to Paul McDuffee, chief flight instructor and chairman of the flight technology department. Obser-

For a first-time observer, it is a good idea to meet the flight instructor at the flight desk for instructions regarding safety on the ramp. If time allows, the instructor may give some insight concerning the maneuvers to be practiced.

Those who have observed flights before and are aware of safety procedures on the ramp may proceed to the airplane about 15-20 minutes prior to the scheduled departure. The pilot and instructor should be informed that an observer has been scheduled for the flight. At that time, await further instructions from the pilot and/or instructor.

Once the flight commences, an observer should hold all questions and comments until after the flight is completed and the student has been debriefed. Remember, the student is the one paying for this training and he or she deserves the full attention of the instructor. After debriefing, both the pilot and the instructor will welcome comments.

The next time a member of the faculty or staff expresses the desire to learn more about flight, remind them that ERAU flights are available for observation seven days a week, free of charge. There is no excuse - what are you waiting for?

**Taking an observer flight is an excellent way to learn more about the basics of flight as well as Embry-Riddle's flight training program, without a commitment of a large sum of money or a great deal of time.**

vers may be scheduled for any training session, upon instructor approval, including touch and go's, emergency procedures, and cross-country flights. For obvious reasons, solo flights do not carry observers.

On cross-country flights, it is expected that each passenger return to Daytona with the flight. "We are not running an airline," explains McDuffee.

As a safety precaution, there is a dress code for all occupants of the aircraft. Everyone is required to wear shoes that cover the feet (no sandals), long pants, and shirts (no tank tops or half T-shirts).

called "The Lady in Red," won the First Prize at the Beaux Arts Ball that year. The painting which was exhibited in Europe and the United States, also won the International Bronze Medal and earned him an Associateship in the National Academy of Design in New York.

Later that same year, Marsh, his wife and three children returned to New York. As he arrived in New York Harbor, the devastating sight of towering skyscrapers caused him to remark, "The vision of Paris and the subjects of my brush while there, were completely shattered by the gigantic engineering of the sky-piercing towers." Marsh began to paint industrial subjects, a radical change from his romantic painting of Paris. Eventually, Marsh sold a series of small paintings called "Allegories of Industry," which brought him orders for murals from the Auto Club of New York, the Library of Engineering Society building, the McAlpin Hotel dining room and the Detroit Country Club. Eventually, Marsh painted a series of cleverly detailed, well-researched pictorial maps for clients such as William Rockefeller.

In 1928, Marsh's wife, parents and youngest son all died within a few months of one another. Shortly thereafter, he came to Florida to sell the DeLand winter home of his parents and began designing the home he was to build on Ormond Beach where his art works, both painting and sculpture, could be displayed.

In 1930, Marsh married Mabel Van Alstyn, who was an accomplished artist herself. Together, they completed the design of the home which came to be known as "The Battleship," the construction being completed in 1931. This marked the beginning of Marsh's three-dimensional period.

Marsh constructed and displayed many works of art based on a fascination with legend. He was so intrigued with the story of the great Indian chief Tomokie and Oleeta, a beautiful enemy maiden, as told by Mrs. Marie E. M. Boyd in *The Origin of the Fountain of Youth*, that he depicted it in a sculpture with experimental materials.

Tomokie, the legend claims, stole the sacred golden cup from a magical fountain and incurred the wrath of a neighboring tribe. Every bow and arrow of the combined enemy tribes seemed aimed at Tomokie. Oleeta, says the legend, draws her bow and pierces his heart.

Marsh constructed an impressive 45-foot high statue based on the dramatic story, which today stands on Nocoro Point in Tomoka State Park, near Ormond Beach. He used a stone core for the figures, which were made from a porous, exploded rock, bonded with cement. The "skin" was made from burnt red clay from the Tomoka River, which when dry formed a rock-like material. Metal which would not rust was used

in reinforcing struts in the massive interlocking Indian figures. Bamboo, which Marsh had discovered was used by the Chinese over a thousand years ago in clay statues, and did not deteriorate, was also used at points of stress and strain.

Marsh donated the statue to the State of Florida in 1957. Had the state commissioned him to build such a statue, it would have cost \$200,000. Marsh, however, received no compensation for his creation. The only provision he required was that the state provide the cost of materials, erection and upkeep.

**A unique architectural creation sits at 317 Ocean Shore Boulevard on the sand dunes of Ormond Beach, Fla. Locally known as "The Battleship," the incomparable, streamlined house makes quite an impression against the backdrop of ocean and sky...**

Fred Dana Marsh created art that combined his love for experimentation, mechanics and design. In his home, Marsh painted unusual murals, wall decorations, sculptures and other art works. According to some experts, the house was considered to be a perfect example of "art deco."

The Battleship has 14 rooms on the bottom floor, eight which face the ocean. Three bedrooms and three baths are on the ground floor, along with a living room, a dining room, studio, butler's pantry, three car garage and servants quarters.

A narrow stairway to the upstairs is lined with artwork of Indians spearing alligators and a gold-painted dolphin decorated with round disks that are said to be bottle caps. A beautiful mural map of Florida encompasses the entire south wall of the foyer. A fourth bedroom, a bath and a sun deck upstairs offer another view of the ocean.

Marsh designed the house to be spacious and interesting enough to entertain many guests. According to the *Orlando Sentinel*, Marsh once wrote, "I planned to proceed with all the newest materials at hand, experimental included, see HOME, page 12"



**Gallery...**  
The "Battleship" was once filled with precious works of art and has hosted dignitaries like Senator Barry Goldwater and Bob Hope. The University bought the house in 1971 to serve as the home for the University president.

## VAC

(continued from page 3)

Valiant Air Command director, Bill Noriega, was in the office trailer when the unexpected storm came through. Of the several "hurricane straps" that anchor the trailer to its frame, only one remained intact and was all that kept the trailer from toppling over. Discovery Aviation, an FBO located near the Valiant Air Command buildings, also received a great deal of damage from the winds. After the storm, a twin

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## CRASH

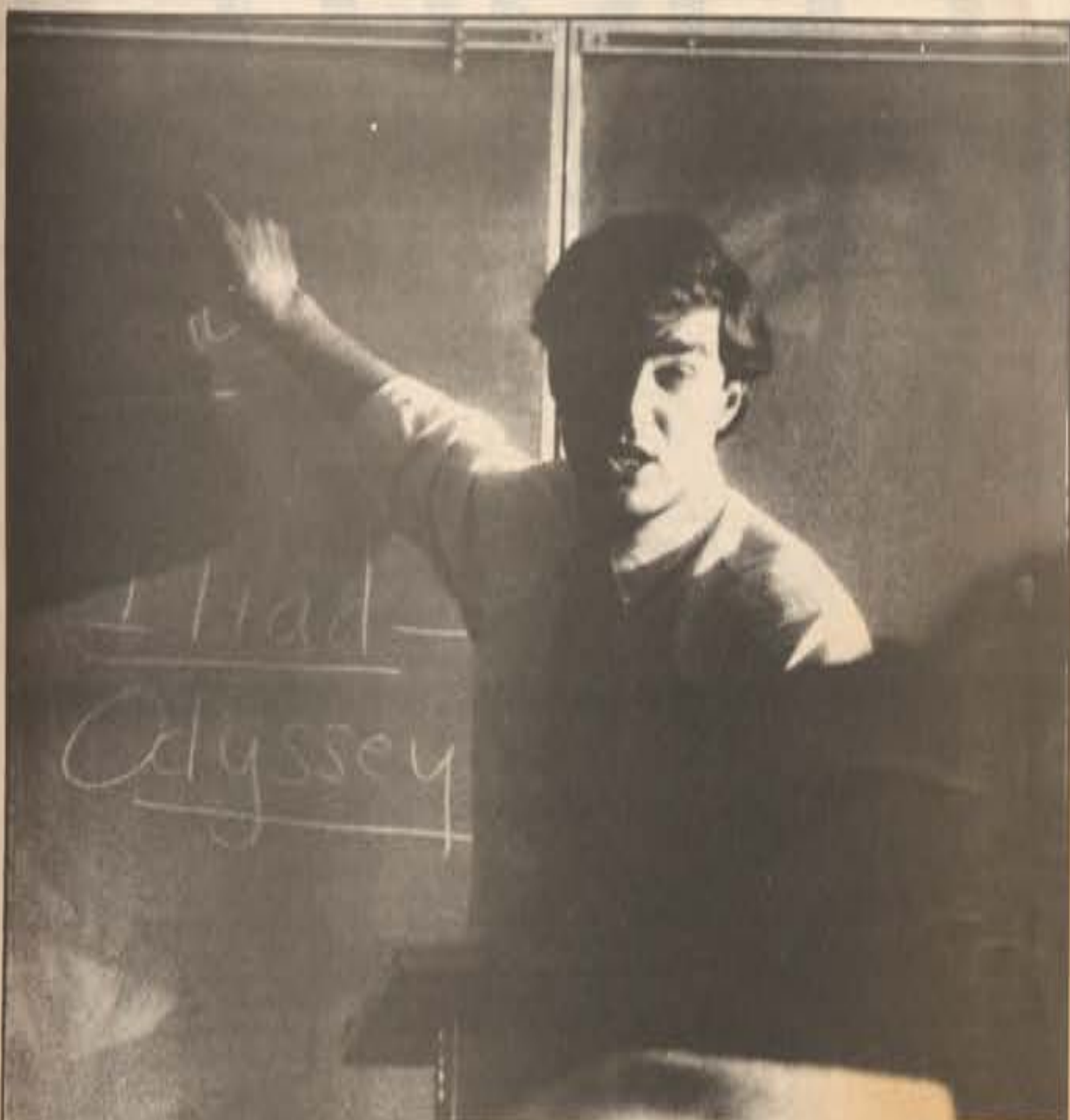
(continued from page 2)

million Americans have none. The uncovered are not all poor or unemployed; indeed, many earn good wages. But the soaring cost of insurance has outpaced their ability and that of employers to afford it. Between 1980 and 1983, the auditors reported, health income went up only 17 percent. The rates are now leveling off slightly, but they still beyond the reach of millions of American workers.

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## NASA

(continued from page 4)  
The competition was in two parts, kindergarten through sixth grade and grades seven through twelve. NASA selected a name from each section.



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SOMETHING LIKE 'THE SWARTER 'ICY BLACK HAND OF DEATH CLUB?'

I STILL LIKE MY IDEA BETTER.

BOY! WE NEVER APPEARED HERE CLOSE WE ARE TO THE GREAT ABYSS AT ANY GIVEN SECOND!

MEANWHILE... AN AVION THAT FLIES OVERHEAD!

WATCH OUT!!

BOOM!

WHY ARE YOU ALL WHINING AT ME? WHY ARE WE KILLED BACK IN A WIDE SET?

WHAT HAPPENED? YOU STOPPED BREATHING BUT WE GAVE YOU MOUTH-TO-MOUTH!

WELL, I'D LOVE YOU TO GUMMIE THE AFTERLIFE LIFE? WHAT'S BY STORE FOR ALL OF US?

RIKING DANCE FULL BODY MASSAGES.

JOE CLARK WITH A BAT.

ON THE WHOLE, A BLESSED BLESSING.

HE'S ENJOYING TOOK BOY!

## Berke Breathed

OK, THE FIRST THING WE NEED IS A NAME FOR OUR SECRET CLUB.

LET'S CALL IT 'THE HOBBS' FAN CLUB?'

THE HOBBS' FAN CLUB? GIVE ME A BREAK! I'M SURE!

THIS IS A TOP SECRET SOCIETY! THE NAME SHOULD BE SOMETHING MYSTERIOUS! SOMETHING VAGUELY OMINOUS AND CHILLING!

SOMETHING LIKE 'THE SWARTER 'ICY BLACK HAND OF DEATH CLUB?'

I STILL LIKE MY IDEA BETTER.

I'VE GOT IT! WE'LL CALL OUR CLUB GROSS - GET RID OF SLIMY GIRLS! THAT WAY, SUZIE DERKINS CAN'T JOIN!

IS SHE SLIMY?

ALL GIRLS ARE SLIMY NOW THE FIRST ORDER OF BUSINESS IS TO ELECT OFFICERS.

I GET TO BE PRESIDENT! I GET TO BE PRESIDENT!

OH, NO YOU DON'T! THIS WHOLE CLUB HAS MY IDEA, SO I GET TO BE PRESIDENT.

OK, THEN I GET TO BE KING AND TYRANT.

HEY, NO! THAT'S WHAT I WANT TO BE! YOU CAN BE PRESIDENT!

## The Far Side

## Gary Larson

GOOD NEWS, HOBBS! I'M STARTING A SECRET CLUB, AND YOU CAN BE IN IT!

OH BOY!

IT'LL BE GREAT! WE'LL THINK OF SECRET NAMES FOR OURSELVES, SECRET CODES FOR OUR SECRET CORRESPONDENCE, A SECRET HANDSHAKE...

WE'LL HAVE A SECRET CLUB HOUSE WITH A SECRET KNOCK TO GET IN, AND WE'LL DO BIG SECRETIVE THINGS!

WHY ALL THE SECRECY?

PEOPLE PAY MORE ATTENTION TO YOU WHEN THEY THINK YOU'RE UP TO SOMETHING.

## Bill Watterson

"It's no use ... We've just got to get ourselves a real damsel."

"Something's wrong here, Harriet ... This is starting to look less and less like Interstate 95."

### Autos for sale

1976 318 Winnebago Van Automatic A/C. 788-2860.

1987 Volvo Cabriolet A/C power steering, Kenwood stereo, alarm, mini \$11,500 or best offer. Call 677-1720 evenings.

FOR SALE: 1983 Honda Accord. Beautiful. Excellent condition. \$3500. Call 756-1988.

Sub 99LE. 1974 Excellent condition, no rust, air conditioning, white, new muffler, shocks, and Michelin's. \$1850 negotiable. Call 760-0985.

1982 Ford. Moving, must sell. AM/FM, Cassette, Air/Heat, Power Brakes, 16-cylinder, runs great. \$4800 or best offer. Call 6702. David Bejou.

1978 305 Chevy Nova 4 door. Dual exhaust. Automatic. 788-2860.

### Cycles for sale

MUST SELL: 1985 Honda XL 350, four stroke. Excellent condition! Call Rudy, 767-5467.

### Roommates

ROOMMATE WANTED: Three bedroom house, four miles from campus. \$195 month, 1/3 util. Free cable TV, dishwasher, garbage disposal, central air, garage. Walking distance from public library and bus stop. More info call 761-8801.

ROOMMATE NEEDED: To share a two bedroom, 1 and 1/2 bath townhouse. Stereo, cable, VCR, microwave, 5 miles to ERAU. Quiet, convenient location. Only \$187.50 month and 1/2 utilities. Call Sean at 239-0853.

Main: New house \$240 plus 1/2 utilities. Two bed, 2 bath, own bath and large bedroom, fully furnished. Microwave, dryer, cable TV. Quiet residential area, Port Orange, 8 minutes from school. Paul 756-0419, 788-8870.

ROOMMATE (S) NEEDED: To share 2 bedrooms, 2 bath apartment at Foren Glen. Rent negotiable. Call 239-0432.

Two roommates needed for Summer A & B. \$175 a month plus 1/3 utilities. Three bedrooms, 2 bath, 2000 sq ft. Call Larry 257-2524.

### Misc. for sale

FOR SALE: Twin bed, lamp, desk, dresser, small table, large table. Prices very negotiable. 253-8218.

### Miscellaneous

GRADUATION SALE: Everything must go, two couches, one opens up to a bed, a vacuum cleaner, a bicycle, a waterbed in-cluding-sun-suits, a student desk perfect for a small room, kitchen table with four chairs. Let's make a deal. Jerry 761-0012 or Box 7083.

1988 Hobie 17 Catamaran—Hi-tech racing boat, mylar sails, epoxy rudders, wings, many extras. Like new \$3000. Call 672-9231 evenings.

FOR SALE: Bing & Olsen of Denmark Boomster 2400 Programmable FM receiver with phone, tape, and CD capabilities. Mint condition. Originally \$690. Asking \$210. Call 760-0985.

FOR SALE: Twin bed in excellent condition \$50. Twelve speed bicycle, good condition \$50. Call Derrick at 274-5164 after 5.

MOVING SALE: 26" color TV \$150. Couch \$90. Panasonic 50W receiver, sharp tape deck, Panasonic turntable & two speakers \$100. Two Fisher 200W speakers \$100. Hoover upright vacuum \$30. Sanyo cordless phone (like new) \$40. Call Blake 255-0007.

MOVING SALE: Queen size waterbed \$100. Matching deck w/ chair, ottoman, bookshelf \$130. Three bird racks for outboards, wind surfers, and more. Also \$50. Call Blake 255-0007.

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- Non-commercial classified advertising and personals are free to the student body, faculty and staff of Embry-Riddle with a 35 word limit.
- All other non-commercial advertising is \$10 with a 35 word limit. Each additional word is 10 cents.
- Commercial advertising is available through the Avion advertising department.
- Classified advertising is carried out by filling out a classified ad card in the Avion office.
- Only one classified ad per card. Name and address of advertiser must be included for the ad to run.
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U.S. Department of Health & Human Services



# HOME

(continued from page 9)

and not to build solely as a housing proposition, but a building of some visual significance, yet not just a museum."

The art work and sense of humor of Mrs. Marsh is evident, just inside the foyer area. When a closet door in the foyer is opened, it reveals three skeletons that she painted on the walls - a man, a woman and a dog. The man is wearing a ghostly top hat, the woman a tiara with a gemstone. The little dog is held with a fragile leash. The painting is done in such a way that it appears one of the skeletons is opening the door. The amusing painting makes the house one that truly has "ghosts in the closet."

The original design of the Marsh home had surprisingly few windows on the ocean side, the emphasis on the view being between the two wings that surrounded the patio. The 25- by 30-foot patio was open to the sky. In the center of the patio, there was a small pool on which floated a beautiful miniature hand-carved wooden replica of a Tarpon Springs sponge fishing craft. Towering against the back wall of the patio were two sculpted wooden figures in the half round, sparkling with silver paint, one called

"The Snake and the Wildcat" and the other "The Shrimp and the Mermaid."

On the south end of the patio was the large window of a 20- by 30-foot room which served as Marsh's studio. It has been said that the studio, equipment and design would be the envy of any artist. Marsh tested metals and materials, working with manufacturers as they introduced new products. He constructed bas reliefs using all sorts of products, deliberately exposed to the ravages of the salt air.

Mrs. Butts spoke of the delicately carved carousel horses which were mounted in the backyard, which the Marshes retrieved from a city dump and restored. Painted snowy white, they made "the most beautiful sight against the background of the blue sea." The carousel horses are now on display in the Smithsonian.

The atmosphere of the Battleship when the Marshes were in residence was created by a unique and fascinating décor handsomely appropriate for their collection of personal creations and acquired art works.

When Fred Dana Marsh died in June 1961, his widow

donated a great deal of their art collection to museums and sold the house. Lewis M. Schott, a New York attorney, purchased the Marsh home in May 1963, along with some adjoining property.

Approximately one year later, Schott sold the property to Mrs. Alice Ragland, who paid \$85,000 for the property which was assessed at \$46,650 on the 1964 tax roll.

While Mrs. Ragland owned the property, she enclosed the patio area, and constructed a roof overhead. The small pool in the patio was filled and a nearby fountain was dismantled.

The area now has a complex, decorative floor pattern consisting of geometric patterns in brilliant colors.

In May 1971, Embry-Riddle Aeronautical University, whose main campus is located in nearby Daytona Beach, purchased the Battleship from Mrs. Ragland for \$166,000. Embry-Riddle, which calls the house the "President's Residence", uses the house for a variety of University functions including the housing of visiting dignitaries, such as Senator Barry Goldwater and entertainer Bob Hope.

Jack R. Hunt, former university president, lived in the area above the garage along with his family until his death in 1984 (thus the name "President's Residence"). Kenneth Tallman, current university president, lived there until he and his wife, Dee, built a home of their own.

Most of the colorful sculpture which was once in the house has been removed to museums, including the Smithsonian in Washington, D.C., and the Fred Dana Marsh Museum at Tomoka State Park.

Today the Battleship, and the 350- by 250-foot lot is appraised at \$749,159, the land value being \$525,000 of the total.

The sixty-year-old architectural Battleship today still looks very modern sitting on the dunes of Ormond Beach. The unique masterpiece serves as tribute to the creative and talented man who conceived it and carried through with his dream. Though much of his once extensive art collection has been removed, his architectural statement, "The Battleship," stands proudly overlooking the ocean, to the delight of Ormond Beach residents and visitors.

# COLUMBIA

(continued from page 4)

less than the other shuttles. The reason is a result of extra tiles and test equipment unique to OV-102.

Columbia is currently in the orbiter processing facility in preparation for its flight in early August. Much work remains to be completed to ready the vehicle for the Department of Defense flight.

The vehicle is now red line which places security restrictions because of its military payload. However, according to Ann Montgomery, Columbia's flow processor, the restrictions should not have an effect on the processing time.

Although workers had three years to work on Columbia, much of the tile work could not be done until recently. Early in the downtime period, many of the panels were removed to expose the workers to the "guts" of the vehicle.

Columbia is currently scheduled to fly again in December this year. The mission will deploy a satellite along with the retrieval of the Long Duration Exposure Facility (LDEF).

NASA is studying the possibility of having an extended duration orbiter (EDO). Columbia will be the EDO which requires the addition of fuel tanks and provisions for the crew.

Columbia has a busy flight schedule in the future and will play an active role as its sister ships have. One thing is certain for the space ship Columbia, it will always be known as the first.



photo by Mike Frost

Together again...

A NASA boeing 747, shuttle combination arrives shortly after 8 p.m. Monday. Atlantis is now back home after the successful completion the magellan mission. The spacecraft is currently on its way to Venus, which should arrive in August of 1990

# FACULTY

(continued from page 1)

Eberle was the first member of the faculty elected to serve as a Faculty Representative to the Board of Trustees, a post he held for 10 years. During this time, ERAU expanded international operations, purchased the Prescott campus, appointed a new president, and a new vice president for academics. He was an active member of the Trustee Search committee which hired President Kenneth Tallman and Vice President John Williams.

When ERAU was considering the acquisition of the campus in Prescott, Eberle visited the grounds of the former Prescott College. According to Eberle, the former college had folded on very short notice, giving the students only 24 to 48 hours to vacate the premises. "There were still notes and pencils on the desks."

Eberle stresses the importance of management skills to all Embry-Riddle students. "Students come here wanting to fly or to be a mechanic - jobs in which they will reach an early ceiling. They will not be able to advance until they become a manager or supervisor. All our students, regardless of their major, must be able to accomplish results through others. That's the challenge of management." He encourages all students to keep this in mind when choosing elective classes or associate programs.

Reflecting upon his years at Embry-Riddle, Eberle said

without hesitation that he will miss the students the most. "They keep you young! I just hope I have made some small contributions to their growth." In the classroom, Eberle said, "I have always tried to make information practical and relevant, not just theoretical principles."

Dr. Eberle is retiring from Embry-Riddle with fond, appreciative memories of the school, the administration, the faculty, and especially the students.

The Vice President of Academics, John Williams, said, "Dr. Eberle exemplifies the professor who serves the University with distinction. In all that he has done - teaching, scholarly activity and involvement with students, his service has been selfless. His outstanding contributions to the total life of the university will be long remembered."

President Kenneth Tallman summarized the feelings of many when he commented, "Dr. Eberle devoted his efforts to insure the university would continue to grow, and to establish its preeminence in the world of aviation education. He has earned a 'well done' from the entire university family."

The students, faculty and staff of Embry-Riddle wish Dr. Eberle and his family the best of luck and we hope to see you on campus often in the future.

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