

5-31-1989

## Avion 1989-05-31

Embry-Riddle Aeronautical University

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Ariane mission falls victim to more launch delays. Should go early next week  
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Piper/Lopresti's new Swiftfury finds an interesting niche

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Students graduating face loan repayment

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# Avion



An Award Winning College Newspaper

Volume 62, Issue 2

Embry-Riddle Aeronautical University, Daytona Beach, Florida

May 31, 1989

## Delta still waits

By Derrick Seys  
Space Technology Writer

Cape Canaveral -- Last Wednesday, the Air Force unsuccessfully attempted to launch a Delta II built by McDonnell Douglas. The launch of Delta 185 was to deploy a Global Positioning Satellite, (GPS), the second GPS to be launched this year.

The launch was attempted after a slightly extended hold for weather clearance. A concern for lightning and scattered thunderstorm debris clouds caused the extended weather delay. The count was restarted at T-4 minutes and then followed by the main engine starting sequence at T-2.3 seconds.

After the sequence was started the liquid rocket engines were started. These engines have a 2-3 second timing pattern to achieve the required pressure for solid rocket ignition. According to the pressure meters, the acceptable pressure was never reached. This caused for a controlled main engine shut-down. The reason for the proper pressure not being reached

was due to a liquid oxygen valve not opening properly.

The controlled shut-down consists of personnel powering down all computer controls and draining the liquid oxygen. This sequence is done in the blockhouse and was completed in approximately two minutes.

The faulty valve is not the reason for previous delays. Air Force spokes person, Lt. Colonel Bob Taloe stated that the previous delays were not due to launch team readiness. The previous delays were due to weather constraints.

The launch would have been only the second Delta II to be launched. At the time of print, the next launch attempt is not known. The vehicle will have to be cleaned and inspected before another attempt will be made.

Another Delta II is on the pad expected to deploy an Indonesian Insat satellite late this week. A Titan IV also sits ready at Cape Canaveral scheduled to deploy a secret Department of Defense payload.



**On hold...**  
Numerous delays have plagued the Delta launch mission. Several delays due to weather and most recently mechanical problems are to blame.



**Flight deck...**  
The flight deck has been transformed into the main dining area for the Morrisons and features entrees.

by David Fekke  
Campus News Editor

Morrisons closed its cafeteria area and opened one of its new food service areas on May 25. The cafeteria and old serving line is now closed in preparation for major renovations.

Ken Crane, Morrisons' Food Service Director stated that the "Landing Strip" (the new renovated snack bar) is open along with the Flight Deck. The Landing Strip is open for breakfast and lunch, while

the Flight Deck is open for lunch and dinner. Both the Flight Deck and the Landing Strip were finished a week ahead of schedule.

The Landing Strip has been renovated with new equipment and a new line and terminals. The line has food displayed so students can get their food immediately without having to order it and wait. The Flight Deck has been redesigned to serve as a main service line.

Morrisons hopes to have the new cafeteria ready before the beginning of the fall semester. The new cafeteria will be configured like a mall area.

There will be nine points of service each having its own name and style of food, that is, nine different lines available.

The new lines will have many different selections of meals from which to choose. For instance, "Bakers dozen", which will be baked goods line, the "Main Event", which will be a main service line, the "Filling Station", which will be a drinks only line, and so on. The only other place that this system has been implemented is at Louisiana Tech. This system was implemented at their University two years ago.



**Landing strip...**  
The landing strip is the alternative to the flight deck it is featuring a more contemporary menu of fast food and snack food.

## Faculty profile: Dr. Elizabeth Nelson

by Phyllis A. Salmons  
Copy Editor

After 22 years at Embry-Riddle, Dr. Elizabeth Nelson, Professor of Humanities and Social Science, will retire at the end of June. "They have been very good years - very short years," reflected Nelson, adding truth to the old saying that time flies when you're having fun.

Nelson has taught a wide variety of courses at ERAU such as composition, speech, technical report writing, world and modern literature and film.

1965 and worked for one year at Bethune Cookman College. The following year, she became a member of the faculty at Embry-Riddle.

In addition to her classroom duties, Nelson has served on numerous committees, including the Library Committee, the HU/SS Curriculum Committee and the Nominating Committee for Governance. She at one time served as the Chairman of the English Department at Embry-Riddle, before a reorganization plan joined the English and Social Science departments to form the Humanities and Social Science Department.



**Dr. Elizabeth Nelson**

Although she never worked in the field, her undergraduate major was economics, a field in which she earned a Bachelors Degree from the University of Wisconsin in Madison.

Having graduated from college shortly before the end of World War II, Nelson joined the Red Cross. Had the War continued any longer, she would have been sent to the Philippines.

After leaving the Red Cross, Nelson became a researcher for the Encyclopedia Britannica in Chicago. Before long, she decided to pursue graduate work and earned a Master of Arts in Counseling and Guidance from Mills College in Oakland, Calif. Back in Chicago, she became a social worker with Cook County in the ADC (Aid for Dependant Children) program.

Before long, Nelson was employed by the University of Maryland in College Park as the Assistant Dean of Women. Responsibilities included counseling, advising student activities and housing problems. Today, said Nelson, our students can't imagine that there ever was a thing as a dean of women, and they would laugh at the mayhem was caused by a pany raid.

While working at the University of Maryland, Nelson continued her education, earning a Master of Arts and a Doctor of Philosophy in English Literature. She moved to Florida in

Nelson is a proud member of the American Association of University Professors (AAUP) and serves on a state-wide AAUP committee on the status of women in education.

Nelson has worked with the NAACP which she describes as "very rewarding." She was, in fact, co-chair of a committee to save a Campbell Street school which was in danger of demolition. The committee was successful in saving the building which is now the Dickerson Center, used for community programs.

Nelson at one time served as the faculty advisor to the Brothers of the Wind and is currently a member of the Museum of Arts and Sciences.

Though she is pleased to see the progress that has been made in the Humanities and Social Science Department over the years, Nelson hopes the department's curriculum will grow stronger. Says Nelson, "The humanities approach to our culture is broadening to students - studying the great achievements of man in the past."

In particular, Dr. Nelson hopes that we at Embry-Riddle will take advantage of one of our greatest resources - international students. "One of my hopes is that a program will enhance international studies enrichment. This will make our graduates

## Faculty move up Summer change rumor proves to be just that

### University hands out promotions

by David O'Donnell  
Editor in Chief

John W. Williams, Vice President of Academics, has announced the names of the faculty members of Embry-Riddle who have been promoted or granted tenure, effective August 16, with the beginning of the academic year.

Four faculty members have been promoted to full professor, including Charles Bastlake of the Aerospace Engineering Department, William Gruber of the Aeronautical Science Department, Richard Ulin of the Aviation Maintenance Technology Department, and Michael Wiggins of the Flight Technology Department.

Promoted to Associate Professor are Ronald Caylor of the Aeronautical Science Department, David Esser of the Flight Technology Department, Steve Glassman of Hu-

manities and Social Science, Randy Griffith of the Avionics Engineering Technology Department, as well as William Neese of Aviation Maintenance Technology, Philip Reeves of Aviation Maintenance Technology and John Weavil of the Aerospace Engineering Department.

All of those promoted to Assistant professor are from the Aviation Maintenance Technology Department, including William Freeman, Lawrence Jenkins, and Edward Swinson.

Four faculty members at Embry-Riddle were granted tenure. They are David Esser of Flight Technology, Randy Griffith of Avionics Engineering Technology, Andrzej Kornecki of the Computer Science Department, and Phyllis Salmons of the Mathematics and Physical Science Department.

by Phyllis A. Salmons  
Copy Editor

There is a rumor circulating among the students at Embry-Riddle that came as a great surprise to administrators and faculty. Apparently many students have been convinced that beginning next summer there will be no A term or B term, but one full semester, similar to those offered in the fall and spring.

"It's not true," said Norman Clark, University Registrar. "Periodically there have been proposals to change the summer schedule, but I don't see it happening anytime soon."

The student who brought this matter to the attention of the Avion said that everyone is talking about it. When asked what official source from the university had announced this news, he was at a loss.

In order to determine how widespread the rumor is, an Avion reporter asked students in several classes what they had heard. Again there were a number of students who had heard the gossip and believed it to be true. One student who is currently enrolled in classes at Daytona Beach, said he had first heard the news at Present, and students there are spreading the same story.

Changing a major component of the schedule would be a very complicated matter, according to Val Kruse, Director of Registration and Records. A decision such as doing away with the two summer terms would have to be planned far in advance and the details negotiated with many individuals including the Faculty Senate.

Making such a change would not only affect

Approximately three years ago, there was some discussion of holding three summer terms - the usual A and B terms as well as a full-sized term for the whole summer. The reasoning was that some of the highly technical courses offered at ERAU simply can not be condensed to the usual summer term and need a full semester for completion.

Though this idea has some merit, trying to implement it would be a scheduling nightmare. The University Registrar Norman Clark offers, however, "If someone comes up with a good way to do it, we'll look at it again."

Perhaps the confusion about the summer terms has stemmed from a change in the graduation calendar which takes effect this year. That is, this is the first August that the university will not hold a commencement ceremony. Those who are completing degree requirements in the summer, either participated in the April ceremony or will wait until the December commencement. Otherwise, the summer schedule will run as usual.

The moral of the story: Before believing information that would affect your progression through the university, check the source. Don't believe it until you see it in writing and even then ask questions. As for this rumor - forget it!

**"Periodically there have been proposals to change the summer schedule, but I don't see it happening anytime soon."**

**Norman Clark,  
University Registrar**

Inside the Avion this week

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**Trivia:**  
A U.S. Navy Curtiss NC-4 "Flying Boat" completes first transatlantic flight, this day in 1919

Editorial

Procrastination - to defer, delay, postpone, prolong, put-off. We've all done it at one time or another, all the while promising ourselves it will never happen again.

What better time to think about procrastination than just after a holiday weekend - nearly half way through a summer term? It is likely that returning to class this week will be very uncomfortable - facing mid-terms at the end of the week, realizing that term papers are due in two or three weeks and no research has been done. Welcome to reality.

Though taking classes in summer is a good excuse for the shortage of time, it simply won't hold water. During the fall term, Thanksgiving marks the date when most people buckle down and catch up. In the spring, the sobriety which follows Spring Break reminds us all the real reason we are in Daytona Beach - a degree.

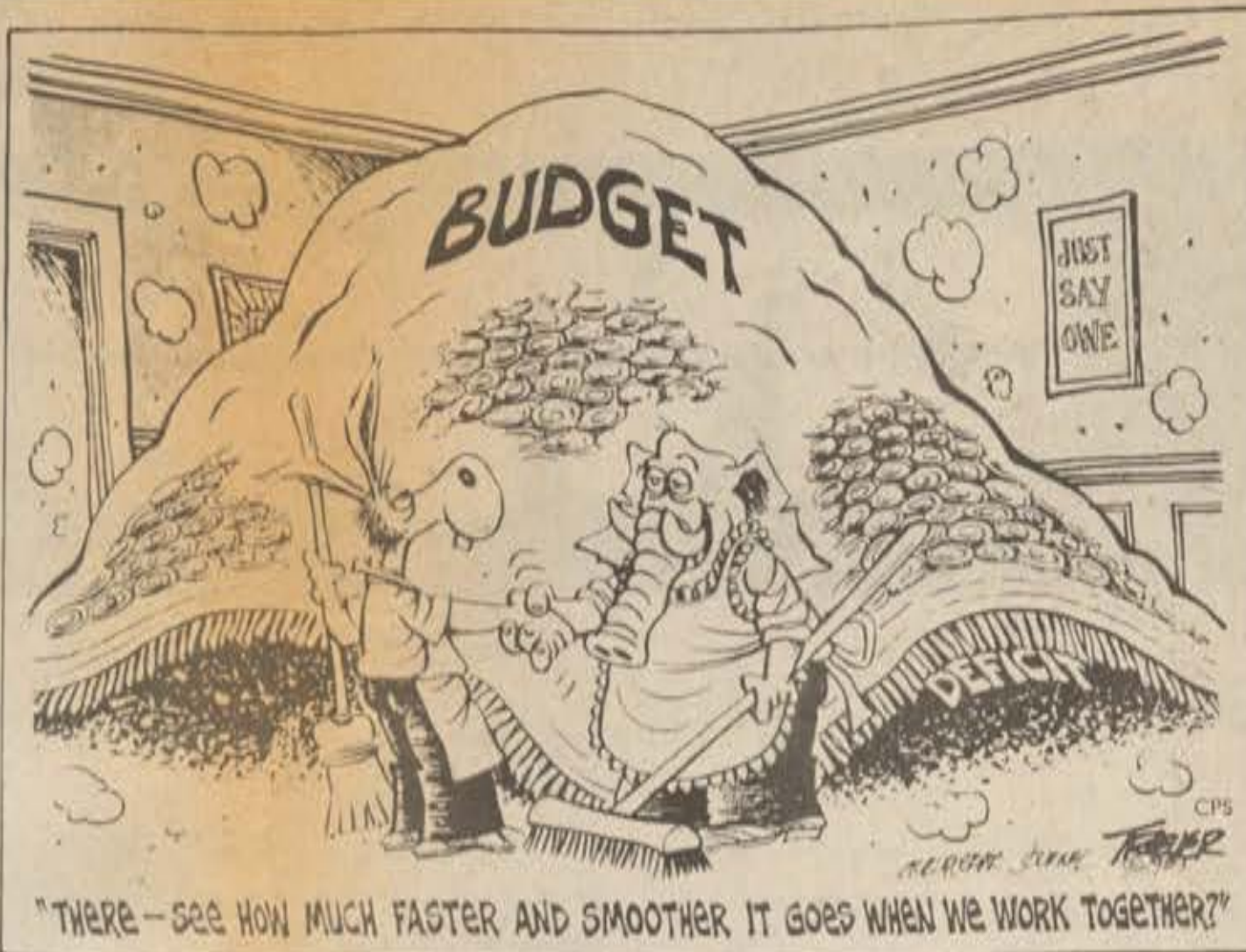
A great many people simply cannot get enthusiastic about a project no matter how crucial, until the pressure is on. New Year's resolutions to manage time and work are forgotten on January 2. Everyone becomes a Scarlett O'Hara ("I'll worry about it tomorrow.")

Lest you think that this will all end as soon as you graduate and get a job, think again. Getting into a habit of procrastination as a student can lead to the same on the job. No doubt the production schedules of many companies accomplish the large majority of work just prior to deadline. The resulting pressure can cause ulcers and stress along with the feeling that it's not worth the trouble. Maybe that explains why some highly paid individuals give it all up and retire to the country.

What can be done? Must a procrastinator always be productive only when there is an impending deadline? Time management is the key. Guidelines to improve by setting goals, developing enthusiasm, and thinking positively can go a long way toward breaking bad habits.

The Counseling Center of Embry-Riddle offers help to students who cannot seem to manage time and responsibilities in a productive manner. Each term sessions on self-management and motivation provide information about goal setting and follow through particularly in relation to study time accomplishing assigned projects. Counselors are available to help break bad habits now. The next self-management session will be offered on July 19 in the Common Purpose Room, though individual attention is available at anytime.

Imagine. Work can actually be done on time. No more all-nighters unless it's for pleasure! Could it really be? The answer is yes! Next term, at the beginning of the term when a term paper is assigned, why not crank it out during the first three weeks instead of the last three days? Then sit back and watch all of your classmates sweat, and take Vivarin, and Roloids, and promise themselves they will never do it again... until the next time. Will we ever learn?



Letters to the Editor

Give them a chance

To the Editor:  
Students have approached me regarding the use of multiple punches per meal period in Morrison's new meal plan program. Currently, the meal plan program does not allow students who purchase meal plans to obtain more than one meal per meal period. I spoke to Mr. Edward R. Bonds, a regional management representative, on March 17 concerning this matter.

He told me that Morrison's is investing a substantial amount on renovations and improvements. Morrison's plans to open several more points of sales and have more locations for students to get food quicker and more efficiently. He asked for goodwill and patience since major programs and renovations are underway.

A point Bonds stressed was that

in deliberations in the spring, two options were available to maintain the capitol investment being put into renovations. He said that they were to either raise the meal plan prices or set a limitation on the number of meals a person may obtain during any single meal plan. They chose to not raise meal plan prices and to set the limitation. He said that the "missed meal factor" covered the losses in not raising the meal plan prices.

Bonds also stressed to me that the "Custom Card" option could allow students to purchase items on any schedule the student saw fit. It is my view that students should plan ahead when purchasing meal plans to be sure they get a plan which suits their needs. Perhaps buying a smaller plan in conjunction with the "Custom Card" would allow students to get the extras they may want.

I suggested to Mr. Bonds that he research the feasibility of allowing or offering the service of students getting multiple punches during a meal period. Perhaps a service could be arranged wherein students could get to "use up" at least some of the punches. He said he would research the topic and respond to me.

John Luke  
SGA Representative

No way, not me!

To the Editor:

I guess as long as there are long as there are cafeterias there will be complaints from students. Yes, we are thankful for the improvements to the U.C., but as what cost? Has anyone else noticed that the portion have decreased and the prices have gone up. Even the people who work in there are not happy with the new-watch dog management.

Alright there is always a solution to the problem. The OLIVE GARDEN restaurant, for the same price, will serve unlimited soup, salad, and breadsticks. Most importantly you will not go away hungry. Another quick way to get a good lunch is the Publix deli. For the same average price you can get a made to order sandwich overstuffed with lunchmeat and cheese. Respectfully,

Mike Zaccaria  
Box 8257

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: "Do you think the Chinese protest for democracy will work?"



Bill Watson

"I think they would have, except that any leadership that was favorable to the protest has been eliminated. They did make some positive changes."



Jeong Huh

"The protests are good because it's a communist country, they need to open up to the free world."



Allan Coker

"I don't think it will accomplish all of their goals, but I think it will open more doors for them."



John Farwell

"I think it will bring about some changes, but not all."



Bill O'Dwyer

"Nothing will change right away, the government isn't going to give up right away."



Nick Chrysan

"Sure it will, but our president should support the students more."

photos by Brian Gerk

Anderson and Spears

Smuggling continues from small town

by Jack Anderson and Dave Latta

International drug smuggler Barry Seal played both sides of the fence - as drug dealer and federal informant. Three years ago, he was murdered by the Medellin cocaine cartel on a street in Baton Rouge, La. But some people in the little Ozark Mountain town of Mena, Ark. suspect Seal's business didn't die with him.

Seal used Mena as his base for smuggling drugs and arms around the world. In 1984, when he was arrested on a drug trafficking charge, he avoided jail by offering his services as a government informant.

Investigators in Arkansas and Louisiana now claim Seal's was allowed to continue his smuggling operation while he worked for the government. As a government snitch, he did more than just pose undercover as a drug dealer. He actually was a drug dealer and at one point boasted that he made \$500,000 during one year while he was an informant.

Arkansas state police suspect that Mena is still a hub for smugglers, but the police are having a hard time getting anyone to take their

suspicious seriously. They have been stonewalled by the Justice Department and the Drug Enforcement Administration, the FBI and the Internal Revenue Service.

The U.S. Attorney in Arkansas has refused to convene a grand jury to investigate any post-Seal hanky panky in Mena.

After Seal's death, the Arkansas state police turned over a box of documents about him to the FBI. One police official told us the FBI later claimed the box was "lost."

The Internal Revenue Service confiscated Seal's financial records and is keeping secret its report on him.

We have learned the IRS calls it report, "Contra Mena Connection" fueling suspicion that Seal may have been involved in the covert arms supply network to the Nicaraguan contras. The plane piloted by Eugene Hasenfus that crashed while carrying arms to Nicaragua in 1986 had once belonged to Seal.

Mysterious goings on in Mena don't do anything to calm the fears of the locals. Since Seal's death, a new crop of businesses has made Mena its headquarters. One calls it-

self an international aircraft delivery company, and another offers to deliver aircraft parts "all over the world."

A favorite joke around town is that everyone in Mena works for the Central Intelligence Agency. Sources tell us that several Mena businesses have claimed that they work for the government as a way of discouraging state officials from asking too many questions about their activities.

State and local police say they have received strange phone calls from people claiming to be FBI agents, asking them to stop nosing around Mena.

A former Pentagon criminal investigator checked through Pentagon's secret "black" channels to see if anyone in Mena is working undercover. He told us he found nothing.

Rep. Bill Alexander, D-Ark., smells a coverup and has suggested convening a state grand jury to look into the activities in Mena. The House Sub-committee on Crime is preparing a report on how the federal government interferes with local law enforcement. The roadblock encountered by the Arkansas police

are expected to be used as an example in the report.

Paying Political Debts - George Bush may owe an unusual political debt - to Soviet leader Mikhail Gorbachev. At least Gorbachev sees it that way.

Gorbachev thinks he helped Bush to win the election by being so cooperative with the Reagan administration in arms negotiations and by signing the intermediate-range nuclear missile treaty. He knows Bush is faithful about repaying favors with favors. One favor Gorbachev wants is entry for the Soviet Union in the General Agreement on Tariffs and Trades. GATT is a 96-country compact that administers the world trading system. The Soviet Union is not yet a member.

A recent confidential cable from the U.S. Embassy in Moscow to the State Department says that the Soviets have already contacted the GATT secretariat "at very high levels" to find out what it takes to be admitted to the organization.

The Wave of the Future - Plastics, once touted as the wave of the future, now threaten to drown

see DRUGS, page 10

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Editor-in-Chief  
**David A. O'Donnell**

Managing Editor  
**Ben Brennan**

Aeronautics Editor  
**Kress Latham**

Campus News Editor  
**David Fekke**

Diversions Editor  
**Brian Gerk**

Space Technology Editor  
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Photography Editor  
**Brian Gerk**

Photographer  
**Gus Waterhouse**

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## C-5B finished

by **Kress Latham**  
Aeronautica Editor

It was a proud moment for the people of Lockheed when the 50th and final C-5B Galaxy was rolled off the production line at LASC Georgia last month. The symbolic "key to the aircraft" was presented to General Duane Cassidy, commander in chief, U.S. transportation command and MAC (Military Airlift Command) by LASC president Ken Cannestra and Lockheed Board Chairman Dan Tellep. Following the ceremony, Gen. Dover, personally flew the final C-5B to its new home at Dover air force base in Dover, Delaware.

The original contract for 50 C-5Bs was submitted to the U.S. Air Force by LASC in October of 1981. The contract value was initially \$7.8 billion with provisions for inflation adjustments.

By the end of C-5B production, the price had fallen to \$6.6 billion resulting in a savings of over a billion dollars for taxpayers and serving to discredit critics of the C-5B program who had predicted massive cost overruns.

The peak production rate for C-5Bs was reached in early 1988 with two aircraft a month leaving the LASC facility. Since becoming operational in January 1986,



photo by Paul Steinhilber

### Full house...

The last C-5B rolled off Lockheeds assembly line to join the MAC fleet

The C-5B fleet has logged over 46,000 hours of airlift.

The dimensions of the C-5B are the same as those of the C-5A: 247.8 feet long with a wing span of 222.8 feet. Its four engines are rated at 41,100 pounds of thrust each giving the aircraft a maximum payload of 261,000 pounds. The manufacture of the C-5B enlisted the services of more than 4,000 suppliers and 50 major subcontractors.

At the delivery ceremony, Georgia sen. Sam Nunn spoke of LASC Georgia's important contribution to U.S. airlift capability. "The one thing I know will be even more important in the future than it is today is airlift. The C-130s, the C-141s and the C-5s that have been built here will continue to provide the very foundation of that airlift...the backbone of freedom in the world."

see C-5B, page 8



Lockheed Press photo

## Aerobatics at ERAU a possibility

by **Ken Stienhart**  
Aeronautica Reporter

We have all heard the boast, "The only way I fly straight and level is when I'm inverted", during many sorties of hangar flying. If you happen to be one of those afflicted by the condition I've described above then your in luck. The Embry Riddle Aerobatic Club has gained access to a Bellanca Decathlon.

The Aerobatic club, started last spring by club president Mike Polen, has grown to be one of Embry Riddle's largest clubs with over 115 members. The club started as a report written by Polen for his HU 221 Tec. Report class, from there the hole thing took off. The paper that started it all, entitled "A Feasibility Study to Add Aerobatic Training to ERAU's Flight Curriculum", was all it took. From that point people started talking.

Due to the obvious interest in aerobatic flight, it was only natural that a club would follow. Polen said that a common misconception is that the club is for those who wish to buy an aerobatic flight course. He said that they have plenty to offer those that are "just interested or want to give it a try".

Aside from Introductory, Basic and Advanced flight courses the club will offer solo time to those who have already taken a course and prove themselves proficient in a check ride. For those who don't wish to fly or can't afford to at this



photo by Ken Stienhart

### Looped...

Aerobatic club president, Mike Polen and his passenger prepare for an orientation flight in the 8KCAB Decathlon.

After the club was formed the next obvious step was to get an aircraft. Polen had approached several places including ERAU about the plane but had been turned down flat. When Polen asked Eagle Flight Center if they would help he received a condition, he must first sell 40 flight courses in the aircraft.

Polen has approached several ERAU officials including Chan-

cellor Eric Doten about including aerobatics in the flight curriculum somewhere around the FA 205 level. It was felt that such an addition would help make safer and more confident pilots. The possibility of using the Piper Lopresti Swiftfury was discussed but no comment has been made at this time as to the probability of this happening.

## Lopresti takes its place in general aviation

by **Kress Latham**  
Aeronautica Editor

The Swiftfury, Piper Lopresti's derivative of the Globe swift, made its dramatic debut at the Sun 'N Fun Fly In on April 8. By the end of the seven day event, sales of the new aircraft had reached 131.

Some 20 airline pilots were among the buyers during the show. The first sale of a swiftfury was to Douglas and Cheryl Koeppen of Connecticut who purchased their airplane sight unseen over the telephone a day before the show.

Many technical refinements have been incorporated into Swiftfury's design, including a reduction in drag by 37% over its predecessor the Globe swift. A 200 HP Lycoming IO-360 will pull the small plane through the air at over 210 MPH.

Everything on the aircraft that isn't rubber or oleo strut is painted red, giving the aircraft a simple, yet stunning appearance. Under its military style

bubble canopy, control sticks sprout from the floor in place of the more common control wheels. Much attention has been lent to the HOTAS (hands on throttle and stick) concept. Switches on the throttle control wing flaps, speed brakes, cowl flaps, landing lights and recognition lights.

Pitch trim, auto pilot kill switch, transponder reply, push to talk switch and check list advance switch are all arranged on the control stick. The roll and pitch control system is so friction free that pilots question whether or not the cables are connected to their respective control surfaces.

The fully aerobatic Swiftfury is stressed for 6 G's positive and 3 G's negative. The tail wheel is retractable and the main gear use sequenced inner doors. The aircraft is completely flush riveted.

Among its many innovative features, a complete dual and redundant brake system is utilized as well as an instrument panel that is curved to eliminate

parallax error.

Lopresti Piper takes an unusual approach to order taking for the Swiftfury. To establish a production position, the buyer is asked to put \$10,000 in a C.D. in his or her name. On or about December 1, 1989, each buyer will be given complete specifications and a delivery date on their airplane. The buyer will then be asked for a \$10,000 deposit to initiate delivery of the aircraft.

Piper's warranty is honored on the Swiftfury and it will be serviceable at Piper service centers. The Swiftfury is aimed at pilots who want a performance aircraft that also has the reliability and efficiency to fly cross-country. Its immediate success would seem to indicate that Lopresti's new sports-plane has found its place in the general aviation community.



Photo by Ken Stienhart

### Swiftfury...

The Lopresti Piper swift fury is the sports-plane of the future. The quick little aircraft is selling well also.

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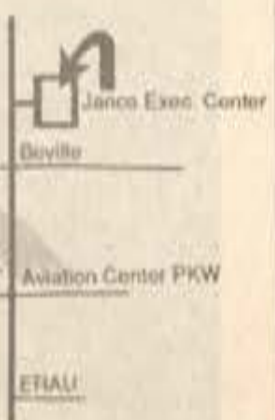
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## Ariane 44L delayed

by Michael Fried  
Space Technology Editor

Ariane mission 31 will be delayed until early next week while technicians troubleshoot a problem. The 44L rocket was to have lifted off last Thursday.

The payload, a Superbird A and the DFS-Kopernikus satellites have a combined mass of 8613 pounds. The Superbird A is a telecommunications satellite built by Ford Aerospace. It will provide national telecommunications services and video coverage for the Japanese main islands and Okinawa.

The DFS-Kopernikus 1 is a telecommunications satellite for the Federal Republic of Germany including West Berlin. It is the first national telecommunications satellite for Germany.

The Ariane 44L launch vehicle is equipped with 4 liquid strap on boosters as opposed to solid propellant boosters. The rocket is capable of carrying 9260 pounds into geostationary orbit.

The family of Ariane 4 launchers are available in six different configurations: 40, 42P, 42L, 44P, 44LP, 44L.

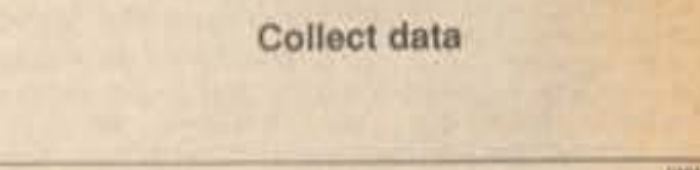
The rockets can lift one or two satellites with various combinations of liquid to solid propellant boosters.



990 nose gear touchdown



Deploy wing-spoilers



Test gear extension

Collect data

### Gathering data...

A CV-990 Shuttle Testbed Aircraft undergoes tests to modify the existing landing gear system on the shuttle. The aircraft makes a normal landing and then deploys the test gear for data. The gear is retracted and the systems are safed for another run.

## Endeavour under construction

by Chip Zodrow  
Space Technology Writer

With the United States space transportation system getting back into full swing, something must be done to help alleviate the backlog of shuttle launches. An important element that will ease the strain in future launch schedules, especially during the construction of the Space Station Freedom, will be the arrival of the newest space shuttle orbiter, OV-105, the Endeavor.

The newest of the shuttle fleet is due to arrive at the Kennedy Space Center, KSC, in April 1991. It's first flight into space will then follow in February 1992.

The name Endeavor was recently named by President Bush. It was chosen from numerous entries made up by school children in a nation wide contest.

The construction program was awarded to Rockwell in August of 1987 following the Challenger accident. Construction actually began in 1983 when Rockwell was awarded a contract to construct orbiter structure spare parts. The \$400 million contract was to have Rockwell fabricate a spare crew module, wings, and an aft and mid fuselage.

The \$1.3 billion orbiter replacement program is presently under way at several sites throughout the country. According to sources in Rockwell, the work on the orbiter at Rockwell's International Space Transportation Systems Division in Downey and Palmdale Calif. is ahead of schedule. The cost at this time is also under budget. Rockwell manages the orbiter construction program under the direction of the Johnson Space Center in Houston.

At the present time the wings have been mated to the mid fuselage and the lower forward fuselage. The crew cabin has also been assembled, but has yet to be mated to the rest of the structure. Final check out and assembly of the entire orbiter is expected to be completed by February 1991 or at the present rate, even earlier.

The Endeavor will be similar to Atlantis and Discovery with Columbia differing due to it containing more test equipment and older technology as a result of it

being the oldest of the orbiters. The space transportation system's Space Shuttle has had 28 successful missions to date. This includes 30 communication satellite deployments, recovery of and return to Earth with two malfunctioning satellites, deployment of a planetary explorer robot probe, restoration of two satellites while in orbit, transported aloft four Spacelab laboratories which included numerous experiments, and carried into orbit throughout shuttle history over 480 scientific experiments.

Two other benefits to the ever growing space transportation system since the Challenger accident are the development of the Shuttle-C and the extended duration orbiter (EDO). The EDO entails installation of a modification kit that will allow the orbiter to stay in orbit for up to 28 consecutive days. Presently, an orbiter duration while in orbit is only eight days.

The EDO is presently awaiting final approval from congress and NASA contract support. The EDO modification kit will go in either the Endeavor or in Columbia. The modifications that are necessary for a longer stay in orbit are increased power generation capabilities, cabin improvements, such as larger habitable volume, and a

regenerative carbon dioxide removal system for the cabin atmosphere.

The Shuttle-C is an unmanned version of the space shuttle. The usual external tank with two or three solid rocket boosters will carry aloft an orbiter similar to the present orbiters, other than it will carry only cargo. The orbiter will use two to three space shuttle main engines that are near the end of their life time expectancies. The non-retrievable orbiter with the added boosters and lighter overall weight will be capable of carrying 100,000 pounds or more into orbit.

The rest of 1989 will provide us be another exciting year in Shuttle history. A Department of Defense (DOD) flight is targeted for early August. Galileo, a planetary explorer will be launched in October, the Long Duration Exposure Facility will be retrieved sometime in November and the Space Telescope will be delicately carried into orbit in December.

A DOD flight that was originally set for August has been removed from the manifest to allow Columbia to ascend with an important DOD payload in August instead of July. Columbia's slow progress in its repairs and modifications has led to the change in scheduling.



### Pieced together...

The outer shell of the crew cabin is being prepared for Endeavour's construction. The newest space shuttle will fly in 1992.

## Shuttle commander in near miss

On May 16 at 6:35 p.m. astronaut David M. Walker was piloting his NASA T-38 jet trainer on his way to Washington D.C. when he came within 500 ft. of a Pan American jet. The near collision took place near Duffles International Airport.

The two aircraft were flying on instrument flight rules (IFR), with clouds at 7000 ft. Walker was cleared to descend to 8000 ft, but reports indicate that he descended to 7000 ft - the same altitude as the Pan Am jet.

Capt. Arnold Reiner, Pan Am's director of flight safety, said Flight 140 was on a heading of about 360 degrees when the incident occurred. The T-38 was on a heading of about 90 degrees when it crossed the airline's path at a right angle.

Walker, who commanded the last space shuttle mission, was enroute from Ellington Field, next to the

Johnson Space Center in Houston to Washington D.C., for a White House ceremony honoring the crew of the space shuttle Atlantis.

Pan Am Flight 140 was carrying 10 crewmembers and 166 passengers on its way to Paris when the mishap occurred. No injuries were reported and the flight proceeded without further delay.

Reiner said he believes the incident points out a problem in the air traffic control system. He believes that there is a need for a good, reliable T/CAS.

Traffic alert/collision avoidance systems (T/CAS) are installed on aircraft to automatically monitor local traffic and issue warnings in the case of a threat. The FAA has mandated their installation on U.S. airlines but Pan Am has not yet done so.

The National Transportation Safety Board (NTSB) is preparing to open an investigation along with the FAA and NASA.

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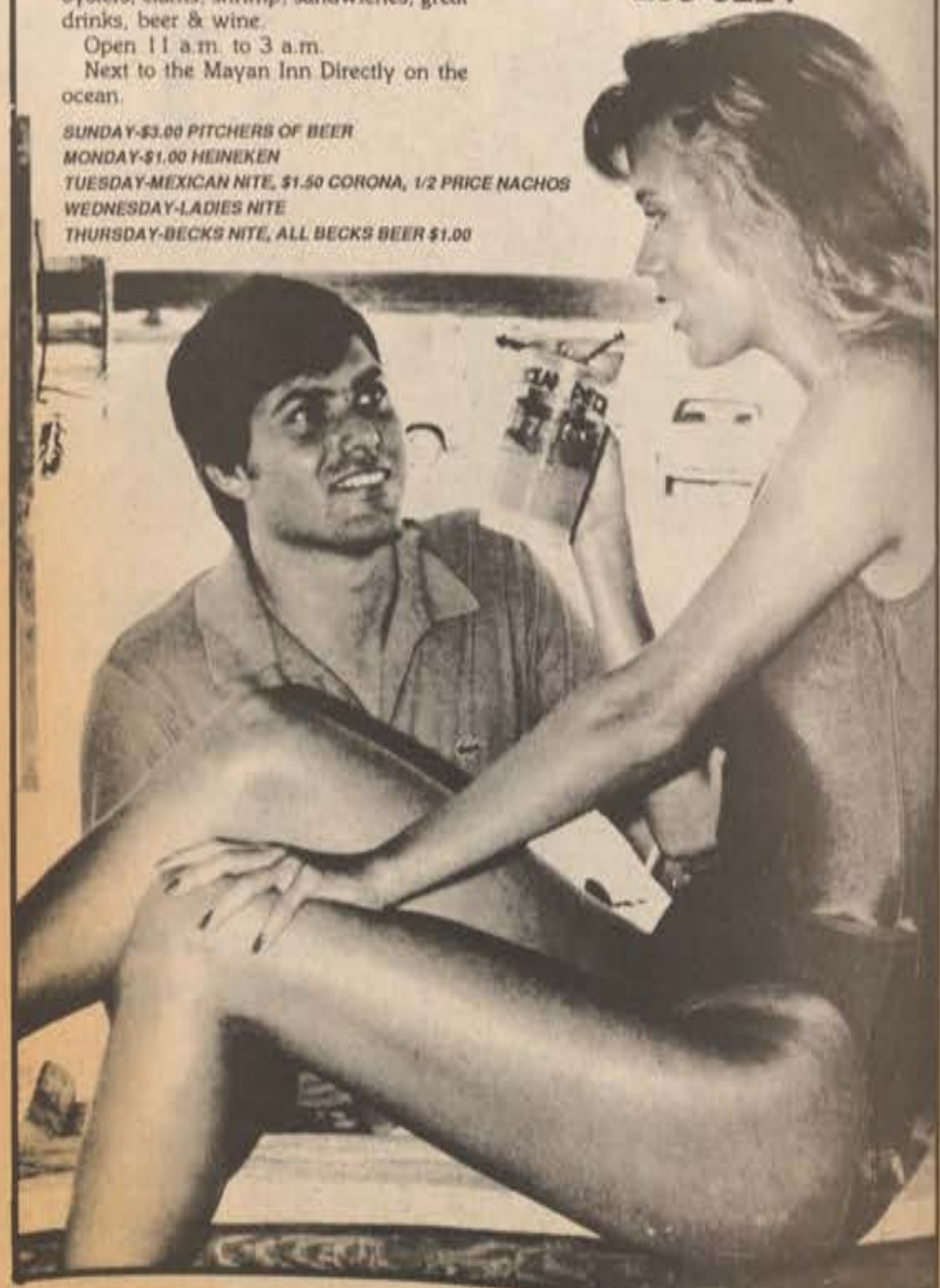
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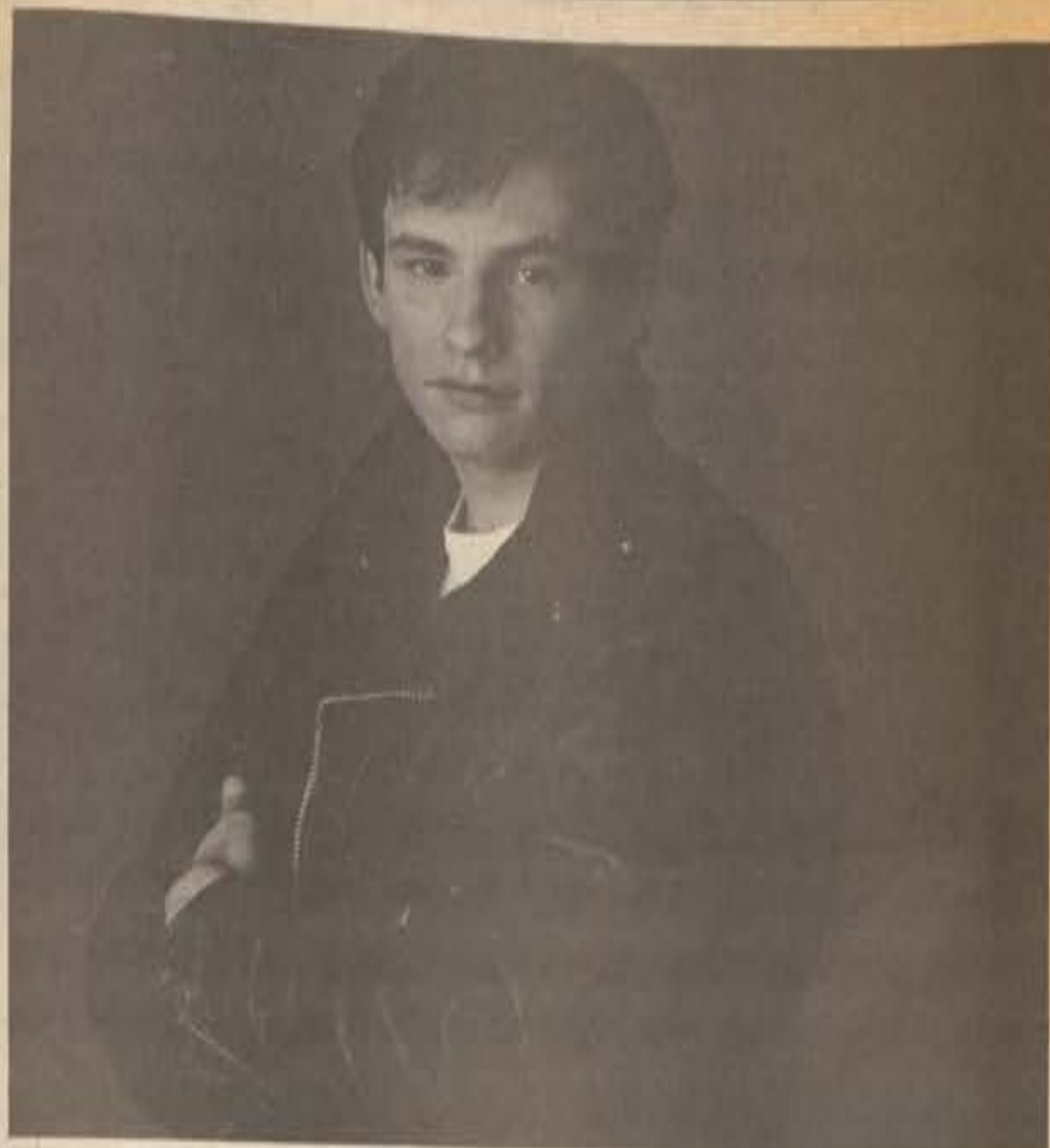
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## The Reivers present End of the Day

Album review...  
by Brian Gerk  
Divisions Editor

Out of the same state that produced Edie Brickell and New Bohemians, emerge The Reivers. Though they have been known by that name for little more than a year, this Austin Texas band is no stranger to the college-radio industry. Having formerly been called Zeigeist, this foursome was forced to drop that moniker after it was revealed that another band in Germany had amazingly been using the same name for many decades. Though their name may be different, this has not affected their music style at all. Having finally gained public recognition by negotiating a contract with Capitol Records, The Reivers can now present themselves to the listening public at large.

The Reivers latest album, *End of the Day*, conjures images of slow hot summers as a child, as well as a more cutting impressionistic look at the disparate forms of existence that songwriter/guitarist John Croslin has experienced. With much of the The Reivers musical attitudes rooted in American literature, *End of the Day* is a voyage through vivid depictions of various vignettes of life. Common are the arcane salutes to various contemporary authors, most notably

William Faulkner.

The Reivers tend to the upbeat, with guitarist/singer Kim Longacre's soothing voice blending well with Croslin's deeper, more obvious Texas accent. The spunky bass lines of Cindy Toth and the lively style of drummer Garret Williams all combine together to form a noteworthy backdrop of sound that Croslin sets his songs to easily. You aren't going to find scathing guitar riffs on *End of the Day*, nor reticent song-writing.

Many of Croslin's lyrics are enigmatic, revealing snippets of his personal identity. In the song "Star Telegram", Croslin waxes nostalgic, recalling his youth: "I just remember everything/Those Fort Worth drives that summer sings/With lazy beds and polka dots/Them backyard chiggers that time forgot ... And I'm talking in the fan/Orange Crushes in my hand ... The neighbors all could move away/the mockingbirds could fly away/we'll drive by and my dad will say/my goodness how its changed".

The Reivers are yet a relatively new group in the commercial market and subsequently they have a difficult time ahead of them in the arena of public recognition, but with the continuing level of well structured songwriting they are known for, it may not be that long to wait after all.

## "Calvin and Hobbes" wins Reuben

KANSAS CITY, Mo. — Bill Watterson, creator of the phenomenally popular comic strip distributed by Universal Press Syndicate (UPS), "Calvin and Hobbes," was given the 1988 Reuben Award for "Outstanding Cartoonist of the Year" and an award for "Best Humor Strip" from the National Cartoonists Society (NCS) during the 43rd annual Reuben Awards ceremony in Toronto on Saturday, May 20.

This is the second time that Watterson's peers, members of the NCS, have cited "Calvin and Hobbes" for its extraordinary appeal and originality. Watterson won the "Outstanding Cartoonist of the Year" award in 1986 after only one year of syndication. Today, "Calvin and Hobbes" appears in nearly 900 newspapers and dozens of comic surveys have documented the popularity of the strip among readers of all ages and in all parts of the country.

"The magic of 'Calvin and Hobbes' has captured us all," said UPS President John P. McMeel,

and this kind of recognition is well-deserved. Bill Watterson possesses a tremendous talent and remarkable imagination that continues to take newspaper readers of all ages to a special place with each adventure of the young boy and his tiger.

The Reuben is the Oscar of the cartooning world and has been given to such outstanding cartoonists as Milton Caniff ("Steve Canyon," 1946), Mort Walker ("Beetle Bailey," 1953), Pat Oliphant (Editorial, 1968, 1972), Bill Keane ("Family Circus," 1982) and Lynn Johnston ("For Better or For Worse," 1985).

Some 150 cartoonists from Canada, the United States and Europe were in attendance for the 1988 black-tie awards presentations. Bestselling collections of "Calvin and Hobbes" include *Calvin and Hobbes, Something Under the Bed Is Drooling, The Essential Calvin and Hobbes*, and *Yukon Ho!* have sold more than 5 million copies. A new collection, *The Calvin and Hobbes Lazy Sunday Book*, is scheduled for publication in the fall.



Photo by Dean Gerk

### Superman...

Guitarist Peter Buck and the rest of R.E.M. played to a full house at the Orlando Arena last month. The band played nearly all of their popular hits off their last album *Green*.

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## Larson's works honored

KANSAS CITY, Mo. "The Far Side" by Gary Larson, distributed by Universal Press Syndicate (UPS), was awarded "Best Syndicated Panel" for 1988 by the National Cartoonists Society (NCS) at a black-tie gala in Toronto on Saturday, May 20. The awards ceremony was the culmination of a three-day gathering of some 150 cartoonists from Canada, the United States and Europe.

This is the second presentation of the "Best Syndicated Panel" award to Larson; "The Far Side" was first honored by NCS in 1985.

"Gary Larson's unmatched humor and style are deserving of this kind of recognition from his peers," said UPS President John P. McMeel. "It is a great honor for Universal to bring 'The Far Side' to

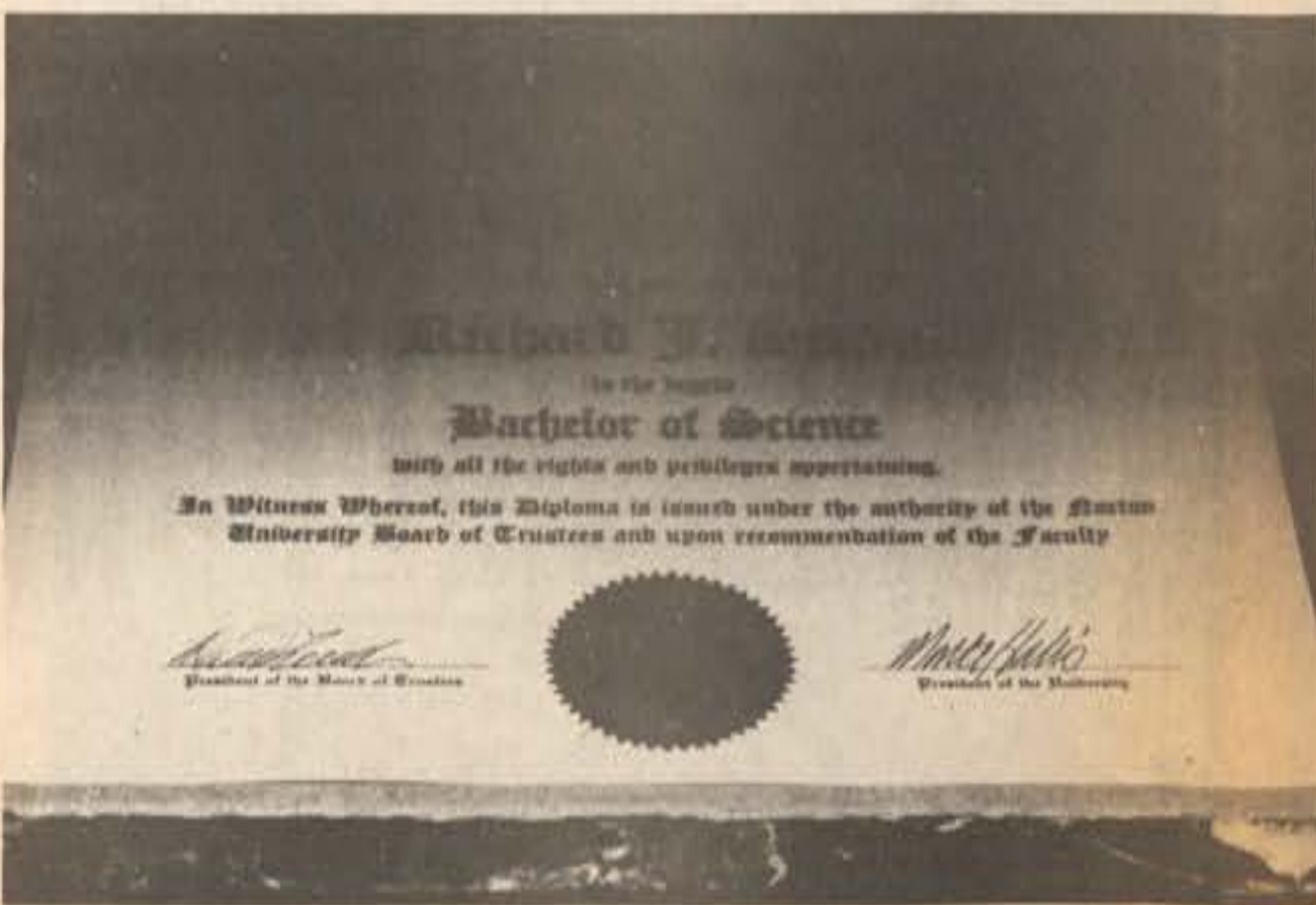
Larson's insatiable fans."

"The Far Side" appears in more than 900 newspapers including the New York Daily News, London Daily Mail, Chicago Tribune, Kansas City Star, Los Angeles Times, Tulsa Tribune, Houston Chronicle, Hartford Courant, Miami News, Honolulu Star-Bulletin and Detroit News.

The bestselling collections of "The Far Side" number over 12 million copies in print and the latest, *Wildlife Preserves*, is currently on national bestseller lists across the country including The New York Times in the No. 2 position. Larson's 10th anniversary collection, *The PreHistory of The Far Side: The 10th Anniversary Exhibit*, will be published in the fall.

Larson is currently on a 14-month sabbatical and will resume drawing "The Far Side" on January 1, 1990.

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# Wrestle-mania hits ERAU

by Stuart Tomkins  
Eagles Wrestling Club

Embry-Riddle's Wrestling Club displayed its strength and skill in tournament action on May 20. Eagle Wrestling was one of the many clubs represented at the Auburndale Freestyle and Greco-Roman Wrestling Tournament.

Three Embry-Riddle wrestlers, Jim Beams, Jerry Tohm and Roger Corzine, departed Daytona at 7:30 a.m. for Auburndale, Fla. The three amassed an amazing 21 team points on their way to three gold and two silver medals. This was the most team points scored by ERAU wrestlers this year in a single tournament.

Two of the three gold medals were captured in the freestyle division. Corzine took first place at the 149 pound weight class. He defeated a Marine Corps wrestler in the finals by a score of six to one. Another gold medal was awarded to Beams at the 163 pound weight class. The championship round at this weight featured two ERAU competitors, with Beams and Tohm having both grappled their way to the finals. Beams won the match by



Pinned...

ERAU's wrestling club attended the Auburndale Graeco and Freestyle wrestling tournament in Auburndale Fla. The

there were no students, staff or faculty on hand for support. Anyone interested in helping or competing with the team may contact the club through Student Activities. Practices are on Tuesdays and Thursdays at 4:00 p.m. in the Mainland High School Gymnasium. Upcoming matches will be held in Auburndale and Venice, Fla.

two points in a 12 to 10 decision. In Greco-Roman action, Corzine wrestled up at the 163 pound weight class. Both Corzine and Beams battled their way into the finals. The match score was 11 to 9, with Beams winning his second gold medal of the day and earning ERAU 10 team points. Unfortunately for the wrestlers,

there were no students, staff or faculty on hand for support. Anyone interested in helping or competing with the team may contact the club through Student Activities. Practices are on Tuesdays and Thursdays at 4:00 p.m. in the Mainland High School Gymnasium. Upcoming matches will be held in Auburndale and Venice, Fla.

## Campus ministry building plans underway

The Interfaith Chapel and Center for Campus Ministry at Embry-Riddle is beginning to take shape. Father Kenan Morris, Director of Student Ministry, explained that four faiths are represented by Embry-Riddle's student ministry: Protestant, Jewish, Catholic, and Islamic.

Since the university's primary purpose is to pursue truth and knowledge, it is imperative that the university address the whole person - and that includes the spirit. At the present, no facilities for spiritual worship exist at the Daytona Beach campus.

In the past, religious services were held in the University's Common Purpose Room, in various classrooms, and even the Air Force R.O.T.C. detachment building.

Presently, Spruance Hall transforms into a mini-church on Sunday morning, but this is not a convenient place for students to go pray or seek spiritual guidance during weekdays.

Hence Embry-Riddle has developed plans for an Interfaith Chapel and Center for Campus Ministry in order to establish a place for Embry-Riddle to conduct religious programs that serve a variety of faiths. The facility will also provide a center for private spiritual counseling, meditation and guidance.

Due to the variety of religions represented on campus, the center will not be funded by the University since controversy over charges in tuition could be argued by atheists, Hindus, and other faiths not represented by the student ministry. Therefore, beginning in the fall, Embry-

Riddle will be taking donations from the students, faculty, and the community for the proposed center.

Plans are for the seating capacity of the Interfaith Chapel to be around 200. The center will have a conference room, a lounge for social interaction, a library for spiritual enlightenment, and various offices for students to seek various faith leaders for consultation. In addition to these, private worship areas will be made for private meditation.

Though the construction date has not been announced, Father Morris is hopeful that it will be soon. "We desperately need a facility dedicated to religious faith, where anyone can meditate, renew the mind and search for spiritual guidance. After all a complete education should stimulate the heart and soul as well as the mind," said Father Morris.

The site of the building is currently planned between the dorms, racquetball courts and pool. Placing the building there will require the canal separating the dorms and the pool to be covered, with some of the building sitting over what is now the canal.

The total cost of the complex should run between \$500,000 and \$1 million, fully funded by donations.

As the Interfaith Chapel and Center for Campus Ministry takes shape, students will be able to pursue their spiritual mission as well, as the spirit takes flight.

**As the Interfaith Chapel and Center for Campus Ministry takes shape, students will be able to pursue their spiritual mission as well, as the spirit takes flight.**

## Repairs near completion on court two

by Suku SS  
Campus News Reporter

Racquetball court two has been closed down for the past five months and will finally open up within a few days. The back wall of the court contained a large crack due to long term weather effects.

Six to eight years ago, a complex was built which housed four racquetball courts. Leaks and cracks were frequent on the northwest and south walls of the complex. Extensive repairs were complete to preserve the courts themselves.

According to Mike Nickell, the assistant director of the physical plant, the courts are very expensive to maintain, due to the number of repairs necessary each year.

In addition to the wall problems, moisture found its way into the lower layers of the floor creating damage to wooden surface of the floor.

Instead, the walls were reinsulated which prevented the leakage and cracking. The floors are relaid at least once each year. But on courts two and three, the back wall (east wall)

was not insulated or redone since the extra weight would be unstable resting on the windows. Since this wall is protected from the rain and sun, it did not crack till recently. Last January, the back wall of court two finally showed its age and began cracking. Pieces of the wall plaster have fallen down. The need for repair was inevitable. But Nickell wanted to find a permanent solution. Several contractors were called in to evaluate the wall and make suggestions. One suggestion was to

remove the windows of the courts and make them solid like courts one and four. The solid wall is insulated like the other walls and very resistant to the weather.

Nickell didn't want the windows removed though. Many other suggestions were made. Finally, it was agreed to replace the rear wall with the same material as before since it is proven that the material will last six to eight years. This job approximately costs \$4000.00.

This decision was made within the past few weeks. The actual repair job takes only three weeks. The physical plant anticipates closing court three soon for similar repairs. Since a repair plan is now finalized it should not take nearly as long to complete the repairs to court three. It should only take a couple of weeks to complete the repairs from start to finish.

Mike Nickell wants students to feel free to ask him any questions regarding the courts, or report any problems. Nickell is very concerned for the courts and has a personal interest in them. Nickell can be reached at the physical plant (239-6500). Nickell's care for the courts will help keep them in

**One suggestion was to remove the windows of the courts and make them solid like courts one and four. The solid wall is insulated like the other walls and very resistant to the weather.**



Patch work...

Court two of the ERAU racquetball complex will reopen after month of being closed for repairs.

## C-5B

The C-5B has gone beyond expectations in reliability. Over the past three years, using contract specified criteria, the MAC Galaxy fleet has an average of less than 30 maintenance man hours per flight, far less than the

Air Forces requirement of 40.

Senior military officials, members of congress as well as state and local leaders joined Lockheed and their suppliers in saluting the program as an outstanding success.

## Loan repayment looms

by Phyllis A. Salmons  
Copy Editor

Students who have been awarded Perkins or National Direct Student (NDSL) Loans and will complete degree requirements this summer need to contact the University Collections Office at 239-6040.

It is a requirement that each student who has been awarded such a loan attend an exit interview before leaving the university. In the exit interview, students review their rights and obligations with regard to loan repayment.

For instance, a graduate may defer repayment of the loan for a number of reasons including military service, serving in the Peace Corps, returning to school or extreme hardship. If a

deferment is appropriate, a form must be submitted.

Before leaving the university, these students are also required to furnish the university a correct address and phone number.

At the exit interview, each graduate receives a disclosure statement showing the total amount owed, interest, date of first payment and an information sheet.

Should one fail to provide correct information to the university or default on the loan, this will establish a bad credit rating for the individual.

Students who need to schedule an exit interview may contact the Collections Department at 239-6040, weekdays from 8 a.m. to 5 p.m. or stop by the office in Spruance Hall.

## Radio club seeks home

by Brian Cerni  
Campus News Writer

The Broadcast Club is looking for students with a strong interest in music of all kinds.

"We're trying to promote college-oriented music on campus," says Robert Griffin, President of the Broadcast Club. The club's music interests are wide ranging including Rock, Dance, Jazz and Top 40. Griffin says the club does not limit itself to one particular type of music.

The Broadcast Club tries to work with all the other clubs on campus by providing low cost disk jockey services. They have done such shows as Air Force dining and graduation parties. They also work with the students by selling posters of various artists at their Friday D.J. shows.

In the past, the Broadcast Club has tried to gain administration support for a campus radio station, but has run into funding and space

roadblocks along with airport signal interference problems. Lately the club members have worked with JEEP 77, a Top 40 and Spring Break beach advisory station, broadcasting from the Main Street Pier. JEEP has allowed club members to gain experience in an actual broadcast environment.

Last spring, the club had 25 members and centered its efforts around Friday music broadcasts in the University Center along with working at JEEP 77. Although inactive this summer, the Broadcast Club will continue operating in the Fall.

Griffin says that only after the University has expanded the academic and athletic facilities as far as they can go, will the school then think about expanding in a different direction with the addition of a radio station. Until then, the Broadcast Club will continue to bring together students with common music interests.

## Notices

### Improve Your Reading Memory

This session will provide approaches to reading that can cut down the time spent reading and increase reading comprehension. Wed, July 5, 1:30 p.m. - 2:30 p.m. in the Common Purpose Room of the University Center.

### Test Taking Tips

Learn ways to prepare for tests, combat anxiety, and take exams efficiently. Wed, July 12, 1:30 p.m. - 2:30 p.m. in the Common Purpose Room of the University Center.

### Self-Management and Motivation

Learn how to manage your time so that you can relax without guilt. Also learn how to get going when your get up has gone and went. Wed, July 19, 1:30 - 2:30 p.m. in the Common Purpose Room of the University Center.

### Lecture Note-Taking

This session will provide information on how to efficiently take legible, helpful lecture notes. Wed, July 26, 1:30 p.m. - 2:30 p.m. in the Common Purpose Room of the University Center.

### Free Tutors Available

The Mathematics and Physical Science Department provides free tutors from 10:30 a.m. to 3:30 p.m., weekdays in room A-106.

### Library hours for Summer A'89

Mon-thurs	7:15a.m.-10p.m.
Fri	7:15a.m.-6p.m.
Sat	9:00a.m.-6p.m.
Sun	1:00p.m.-10p.m.

### Avion needs news writers

The Avion is looking for news writers. The Campus news section covers news stories that effect the Embry-Riddle Campus. The Space Tech. Section covers stories affecting the different space programs. The Aeronautics section covers all areas of aviation. The Diversions section covers all local entertainment and will be needing a Editor for Summer B. If you have some free time, and you would like to write for us, contact David Fekke or David O'Donnell at Extension 6049 or stop by the Avion office on the second floor of the U.C. above the Cafeteria.

### Avion needs photographer

The Avion needs photographers for the summer A and B. The Avion will be needing a Photo Editor for Summer B. If you have some free time, and would like to do some photo work for the Avion, Contact Brian Gerik or David O'Donnell at extension

6049, or stop the Avion office on the second floor of the U.C. above the cafeteria.

### Graduating Seniors:

August Degree completion (Sum. A or Sum. B) Seniors, we must have a graduation application on file in the Registration and Records Office in order to evaluate you for degree completion and for the purpose of ordering a diploma with your name properly spelled. Also, as most diplomas will be mailed out, we need a correct mailing address.

The deadline to apply for an August Degree Completion is June 16, 1989. Applications received after that date will be processed after we place our regular summer diploma order and a "follow up" diploma order will not go out until the end of August. December '89 Graduation Applications are being processed this time. We will try to process as many as possible with a Preliminary Graduation Evaluation before this term is over.

This many be done at the Registration and Records Office located on the second floor of the U.C. of the U.C. addition.

### FAA Written Exams

Embry Riddle Aeronautical University will administer FAA pilot and/or instructor exams for the following:

Exam	Questions/times allowed
1. Private Pilot-Airplane	50/6 hrs.
2. Commercial Pilot-Airplane	100/5 hrs.
3. Flight Instructor-Airplane	100/6 hrs.
4. Fundamentals of Instructing	50/4 hrs.
5. Ground Instructor-Basic	100/6 hrs.
6. Ground Instructor-Advanced	100/6 hrs.
7. Airline Transport Pilot-Airplane	100/6 hrs.
8. Aircraft Dispatcher	100/6 hrs.
9. Instrument Rating-Airplane	60/6 hrs.
10. Flight Engineer-Instrument Airplane	50/6 hrs.
11. Ground Instructor-Instrument	50/6 hrs.
12. Flight Engineer-Basic	50/6 hrs.
13. Flight Engineer-Turbojet-727	50/6 hrs.
14. Flight Engineer-Turbojet/Basic-727	100/6 hrs.

Date	Time	Place
June 9	Friday, 0900	A-111
June 17	Saturday 0900	H-113, GRW Complex
June 27	Tuesday, 0900	H-113, GRW Complex

Students intending to take an FAA written exam are required to sign up in Office D-2000r call extension 6800 prior the examination day.

At the time of the examination, the student will be required to bring a receipt from the Cashier's Office, a Written Authorization Form and present a Personal Identification.

**Bloom County**

**Berke Breathed**



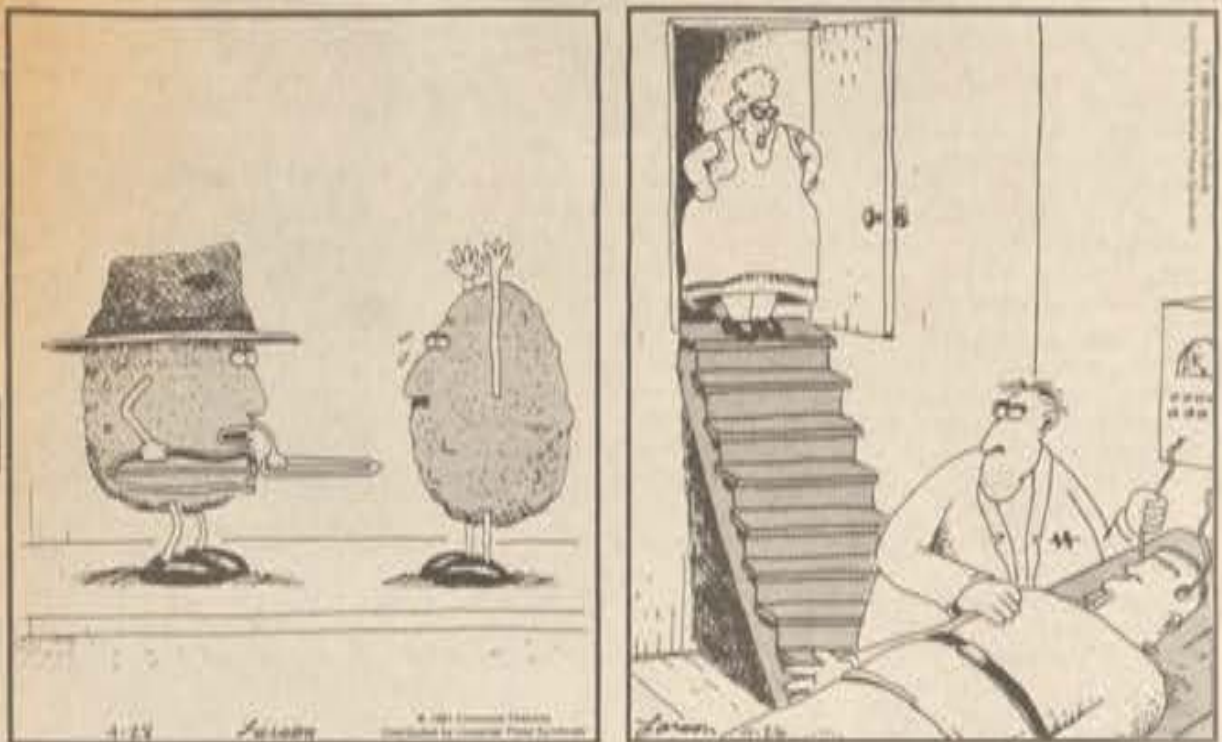
**Calvin and Hobbes**

**Bill Watterson**



**The Far Side**

**Gary Larson**



**Autos for sale**

- 1967 Cadillac - Power windows, seats, steering, brakes and much more. Works and runs great! Perfect fraternity party ship and beach cruiser. Only \$1000. Call Sean, 239-4528, Box 2615.
- '83 Ford Exp. Excellent condition, never wrecked, original owner, 4 speed, A/C, 52,000 miles, Alpine AM/FM stereo. \$2500 firm. Call 237-2594.
- Spots car - Mazda RX-7 1979, new engine, exhaust and brakes. Worth \$4000 worth for \$2500. 761-8893.
- Rail buggy for sale. Great Beach cruiser. Call Andy \$1000 plus 788-7837.
- 1976 318 Window Van Automatic A/C. 788-2560.
- 1987 Volk Cabriolet A/C power steering. Kenwood stereo, alarm, tint. \$11,500 or best offer. Call 677-1720 evenings.
- FOR SALE: 1983 Honda Accord. Big body. Excellent condition. \$3500. Call 756-7986.
- Saab 900LE. 1974. Excellent condition, no rust, air conditioning, white, new muffler, shocks, and Michelin's. \$1850 negotiable. Call 760-0985.
- 1982 Ford Van. Moving, must sell. AM/FM, Cassette, Air/Heat, Power brakes, 6-cylinder, runs great. \$4800 or best offer. Call 672, David Rojas.
- '73 Buick Century - New tires \$100. 761-7836.
- 1978 302 Chevy Nova 4 door. Dual exhaust, Automatic. 788-2860.

- ROOMMATE WANTED** for three bedrooms/ two bath master bedroom (bath attached) walk in closet. Two pools, laundry, tennis courts. Halfway between school and beach. Rent \$210 starting May 1989. Call Ashley/Hen at 253-6138.
- ROOMMATE WANTED** One and 1/2 miles from campus, nice apt. For the summer, non-smoker, moves in early May, \$180 month, fully furnished, 1/2 electric, free cable, free water & waste removal, carpet. Call Keith at 788-5782.
- 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 761-8401.
- ROOMMATE NEEDED** To share a two bedroom, 1 and 1/2 bath townhouse. Stereo, cable, VCR, microwave, 5 miles to BRAU. 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. Micro, washer, dryer, cable TV, Quiet residential area, Port Orange, 8 minutes from school. Paul 756-0419, 788-8370.
- ROOMMATE (S) NEEDED** To share 2 bedroom, 2 bath apartment at Forest 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.

- MUST SELL:** 1985 Honda XL 250, four stroke. Excellent condition! Call Rudy, 767-5467.
- For rent, near college. Quiet private locked front bedroom. Shared apartment, utilities, furnished, central air, cable, laundry, non-smoking, male \$55 week. 788-2951.
- Roommates wanted.** Need two roommates to share 1 bedroom, 2 bath apt. Must be non-smoker, non-partner. Rent is \$165/mo. & 1/3 utilities. Will have own room, microwave, dishwasher, washer's free. Two miles from campus. Call Maribel 252-4506.
- ROOMMATE WANTED:** To share two bedroom condo, fully furnished, stereo, pool, TV (HBO, CNN, Showtime). One bedroom available (master bedroom with full bath) Double bed, dresser, and walk-in closet. Three miles from school, 1/2 utilities, 1/3 phone. Call Jimmy 253-0225.
- \$5000 gets you out of a dorm and into a condominium. One large bedroom, living room, kitchen, walk-in closet, and bath. Total purchase price \$43,000. Owner will finance. Condo easily accommodates two students. Pool & tennis courts. Call Mark 252-1678 evenings or Fred Kilgus am 1-401-751-3900 daytime.

- FOR SALE:** Twin bed in excellent condition \$50. Twelve speed bicycle, good condition \$50. Call Derrick at 274-5164 after 7.
- MOVING SALE:** Queen size waterbed \$100. Matching desk w/ chair, dresser, bookshelf \$130. Thule hand racks for surfboards, windsurfers, and snow skis \$50. Call Blake 255-0007.
- Nearby, newly constructed Twobedrooms for sale at 142 Baywood Square, Forest Lake Subdivision off Hevills Road. One story, 2 bedroom, with pool and city water, sewer and trash collection. Central heat/AC. \$53,000. Call 788-6616.
- Miscellaneous**
- 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 sat. 6232 or 767-0778 after 5:30.
- Discover scuba diving. Lifetime P.A.D.I. International certification \$100. Learn on campus! Advanced courses available. Call Jan 761-2021.
- Learn to SCUBA dive P.A.D.I. courses starting now! \$99 plus a fifteen percent discount on future equipment purchases. Other certifications available. Call James at 255-5326.
- 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.
- Responsible individual with references and transportation available for babysitting and house sitting. Please call 257-6126.
- German Car Repair. Professional Service on VW/Audi, Bug, Rabbit, Golf, Scirocco, Jetta, GTI, Pass, 4000 & 5000. Factory trained, 10 years exp. Suspension, struts, brakes, Bosch injection, routine maintenance, engine overhaul & competition equipment. Only \$14-hour labor for 10RAU students. No mark up on parts. Contact Robert Warlick 238-0386 Box 2193.
- MOVING SALE:** 36" color TV \$150. Couch \$90. Panasonic 50W receiver, sharp tape deck, Panasonic tunable & two speakers \$100. Two Fisher 200W speakers \$100. Throat spritz vacuum \$30. Sanyo cordless phone (like new) \$40. Call Blake 255-0007.
- FOR SALE:** Bang & Olufsen of Denmark. Bermaner 2400 Programmable FM receiver with phono, tape, and CD capabilities. Mint condition. Originally \$690. Asking \$210. Call 760-0885.
- Refrigerator. Used two items \$100. Call Mark 761-7836.
- Car Stereo. Sherwood CRD-175. AM/FM. Cassette, auto reverse, music search, Dolby, metal, CD inputs. Two Infinity 6 x 9 speakers, 3-way 70 W. Targa 7 band equalizer, 50W. \$300 complete. Call Phil 767-2928.

**Cycles for sale**

1978 302 Chevy Nova 4 door. Dual exhaust, Automatic. 788-2860.

**CLASSIFIED AD POLICY**

- 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.
- Ads will run for two issues and may be renewed by filling out another classified ad card.
- No classified ads will be accepted over the phone.
- For more information, stop by or call the Avion office at (904) 239-6049.

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**What is it?**

The Tarragona Arch stands across from the Daytona Beach Community College. Few know the story behind the 63-year-old structure.

by Phyllis A. Salmans  
Copy Editor

Only a mile from the Embry-Riddle campus stands a structure which many have seen and wondered about. The Tarragona Arch sits just off Volusia Avenue at the White Street, Tarragona Way, US 92 intersection, across from the Daytona Beach Community College.

Built in 1926, the Tarragona Arch is made of native coquina rock with a red tile roof in a Spanish design. Originally, the structure was a double arch extending across Tarragona Way and Volusia Avenue.

There are many stories abounding about the arch and its purpose, including one about a bizarre sea captain who lived in the tower, pointing a light out to the ocean. Some think the arch was made for some sort of protection, though no one seems to know what was being protected.

The purpose of the Tarragona Arch is much less exciting than its appearance might suggest. It was built as an entrance to a proposed luxury, residential subdivision, the Coquina Highlands - later renamed the Daytona Highlands.

S.A. Lynch Enterprises, the wealthy developers of the Daytona Highlands, built the Tarragona Arch to set the area apart. The subdivision consisted of 1000 acres of land, then selling at \$1000 per lot. A 1926 advertisement describes the Daytona Highlands as "Florida's Suburb of Hills and Lakes." The drawing card of the community was that "hundreds of home owners in this section will have golf literally in their front yards." Developers promised "a chain of lakes connected by a canal will provide a beautiful waterfront."

Mediterranean architecture was the rage when the Tarragona Arch was built. The designer, the later Don J. Emery, patterned the structure along the lines of towers in Tarragon, Spain.

The 45-foot octagonal tower between the two arches served as a sales office by the developers, and was later used by highlands residents as a club room or meeting place. The tower was furnished with special tile floors and handmade furniture built on Spanish lines. The doors were hand carved with hand-forged hinges and trim.

There was a giant revolving

**Landmark has interesting history, shaky future**

searchlight on the top of the tower which according to developers "points the way to greater opportunity for you; it beckons you to Daytona, City of Wide Streets, destined to become the greatest residential, recreational year-round resort city in the State." The developers referred to the searchlight as "the light of Golden Opportunity, pointing a way to sound investment and a maximum of health and pleasure."

The two arches were designed with a clearance in width of 24 feet, in height of 15 feet 4 inches at the lowest point and 24 feet at the highest point. The original cost of the structure is listed as \$40,000 by some sources and as much as \$50,000 by others.

Despite great resistance among townspeople, the arch over Volusia Avenue was torn down during World War II, when the Army thought Volusia Avenue would be an important road for troop movement.

In a planning board meeting in 1941, before the demolition of the Volusia part of the arch, Emery, the designer, explained that the arch was built of solid rock with walls two feet thick. He said the archway was intended by the Highlands company to be a permanent arch and that it would cost more to blast it down than to reroute the road. Others at the meeting pointed out that the new road was considered a defense highway and that engineers might want to remove the arch because of possible hazards.

Several individuals planned to travel to Tallahassee in an effort to save the arch. Though a 1941 news article outlines the details of the petition, it apparently never made it to the state capitol, since it was never recorded there.

"It was a long political story, concluded Emery's wife in a 1975 news article. The arch over Volusia Avenue was destroyed in 1942, though later it was admitted the

destruction had not been necessary.

Though the remaining Tarragona Arch and tower have survived nearly a half century longer than the Volusia Arch, the fate of the structure is still in question. Plans to expand Volusia Avenue to six lanes from I-95 to Nova Road have been discussed for at least five years.

The Department of Transportation has been faced with the possibility of destroying the remainder of the arch, leaving it intact and rerouting the road, or moving the arch to a new location nearby.

A news article written in 1984 suggested that Volusia Avenue would be widened within six or seven years. Others about that same time said the job would be completed in 1988. Obviously, the project has been delayed, but is still in the works, according to the city managers office.

To relocate the arch, movers would dig under it and place a metal platform beneath it. Tracks similar to railroad tracks would then be put under the platform, and the arch would be inched along the track to its new location. The final orientation would depend on how the intersection with Tarragona Way is designed.

The DOT considered dismantling the arch and rebuilding it, but decided against the idea. A 1985 article suggested that rerouting Volusia Avenue would have a total cost about \$806,000 whereas moving the arch would cost \$175,000.

As for the Daytona Highlands

subdivision, one might wonder where is the "Suburb of Hills and Lakes", the one with a luxury golf course right in the front yard. The subdivision went into receivership after the financial crash of 1929. Three lakes were filled in and there is no sign of the golf course.

Today the Tarragona Tower is boarded up and the only use of the structure is for a yearly display of Christmas lights and decorations. The grounds are maintained by the Daytona Beach Parks and Recreation Department, also in charge of the yearly decorations.

Some people see structures such as the Tarragona Archway as "white elephants," which should be done away with as soon as their usefulness is completed. Many can look at it and see great beauty, others see an eyesore.

In other parts of the world, one may visit structures, even ruins, that are thousands of years old. Being a fledgling nation when it comes to historic structures, the United States fights to preserve buildings that are a mere century old or less.

In this area, the 101-year old Ormond Hotel has caused quite a stir, and on a much smaller scale, so may the 63-year old Tarragona Arch. Everything cannot be saved, but if some of these parts of our history are not protected, what will the future generations have to remember the history of the area?

Maybe the arches for which our grandchildren will remember us ("over 400 billion served") will tell more about our true nature than the Tarragona Arch could ever express.



**Remembering when...**

Originally a double arch, the Volusia Avenue arch was destroyed in 1942. Many wonder if the remainder of the Tarragona Arch is soon to follow.

**DRUGS**

(continued from page 2)

the world in a wave of non-degradable. Rep. George Hochbrueckner, D-N.Y., has introduced a bill to mandate degradable or recyclable products by 1994. The bill has the plastics industry in a panic.

A trade group, the Society of the Plastic Industry, has formed a new lobbying arm to convince Congress that Hochbrueckner's bill is "premature." That lobbying arm for the industry is called the Council

for Solid Waste Solutions. It has hired a powerful Washington consulting firm for \$20,000 a month to get its message to Congress.

The plastics industry has tried to encourage recycling and has experimented with degradable plastics, but is not ready for degradable plastics to be a law instead of an option.

Sixteen states have laws requiring degradable plastics in six-pack

yokes in Hochbrueckner's district in Suffolk County, N.Y., non-degradable food packaging and plastic utensil will be outlawed beginning in July.

Hochbrueckner's and 70 co-sponsors think federal legislation is long overdue, not premature.

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**FACULTY**

(continued from page 1)

graduates stronger, successful citizens of the world."

Nelson, who loves reading, hopes the Jack Hunt Memorial Library will continue developing its holdings as years go by. The library staff, she says, are "excellent - a group of real professionals."

In her spare time, Dr. Nelson enjoys traveling, gardening, movies, her pets (two cats and an Irish Setter) and the beach. When

traveling, she said she loves London and has been there a number of times, but the highlight of her travels was a three-week trip to Russia and Eastern Europe in 1975. "We had the freedom of the cities - it was fascinating!"

In honor of her outstanding contributions, she was named Professor Emeritus of Embry-Riddle at the commencement ceremony in April.

Being named Professor Emeritus "is the University's genuine expression of appreciation and affection," according to Executive Vice President of Academics, John Williams.

Dr. Nelson will completed her career at Embry-Riddle at the end of the Summer A semester. With Dr. Nelson will go our best wishes and heartfelt thanks for the many years of dedication to Embry-Riddle Aeronautical University.

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