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Embry-Riddle Aeronautical University

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NASA's specially equipped B-52, in use since 1955, will soon be used to launch the Pegasus rocket.

Red Hot Chili Peppers strive to shed "party band" image.

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Flight Team prepares for competition in April.

page A6

AVION

JAN 31 1990

An Award Winning Newspaper by Students for Students

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Embry-Riddle Aeronautical University, Daytona Beach, Florida

January 31, 1990



All dressed up...

The dedication of the new Airway Science Simulation Laboratory drew only a small crowd due to a torrential rain that inundated the area. Students were not encouraged to attend.

ASSL dedication held despite rain

by Jason Simon
Data Tech Editor

The new Airway Science Simulation Laboratory (ASSL) was dedicated in front of several active members of the Federal Aviation Administration, Senators and Embry-Riddle faculty, last Thursday, January 25.

The proceedings were started at 4:50 pm, approximately five minutes behind schedule. The dedication was scheduled to be held outside, in front of the ASSL. Several faculty members were worried that the dedication would be rained out, since it had been reported that a line of thunderstorms had been developing over the Orlando area earlier in the afternoon. These cells were now entering the area around Daytona Beach, rapidly moving towards the open ocean.

President Tallman opened the proceedings. He spoke of the new building as being a boon for all the area's universities and the county of Volusia,

but it seemed that the weather did not want to cooperate with the ceremony, since some light rain had begun to fall half way through his speech. He then recognized several people who were instrumental in helping get the 1.5 million dollar grant, that was needed to build the facility, from the Federal Aviation Administration. These individuals included Senator Childs, Congressman Chapel and Sam Bell.

Tallman continued his rainy speech underneath the protection of a large, red umbrella. He then commended the efforts of Embry-Riddle's local trustees, who wrote letters and made many phone calls in order to make this project a reality.

As Tallman ended his speech, the rain decided to let up for a few minutes. He then introduced Keith Potts, Associate Administrator of the FAA in aviation safety.

After a brief round of applause, Potts began congratulating Embry-Riddle on the completion of the

new ASSL building and spoke of the first facility that will be built in conjunction with the laboratory later this year. Potts continued into the main portion of his speech a torrential downpour began. President Tallman wanted to continue with the ceremony despite the heavy rain, but the other speakers refused to come out from under the protection of the ASSL. Tallman then declared a five minute delay in the proceedings.

Even though the rain kept tumbling down, the ceremonial ribbon was finally cut at 5:07. This act formally dedicated the Airway Science Simulation Laboratory.

The laboratory is technically divided up into three levels. The main entrance is on the second level. In the entrance area there are assorted vending machines and a set of bathrooms.

Also on the second level is the information desk. In order to gain access to the third level the infor-

see ASSL, page A11

University drops degree programs

by Joseph A. Salerno
Campus News Reporter

Recently the administration of Embry-Riddle made the decision to discontinue the Aeronautical Studies and Airway Science degree programs. These degrees will be terminated beginning with the Fall term of 1990.

The reasons for the decision to drop the degrees were stated by faculty as being a weakness in area of concentration, in the case of the Aeronautical Studies program. An inflexibility in the case of the Airway Science program was the reason for dropping this degree.

Aeronautical studies

In the early 1970's, the University's administration addressed the problem of unavailability of Airforce Reserve Officer Training Corps scholarship money to pay for the flight fees of students who were in the Aeronautical Sciences program. The University's response to this dilemma was to create a separate tuition bracket for the Aeronautical Sciences degree students, which incorporated the flight fees directly into the overall tuition cost for that degree. AFROTC agreed to this arrangement, effectively solving the problem.

A new problem arose, however. Students who entered the Aeronautical Sciences program, with all or some of their flight certificate ratings already achieved, and with no need to take any flight courses during all or certain semesters of their stay at the school, were still subject to the new tuition bracket. As a result, these students would be paying for flight courses they would never take. The University realized this and created

the Aeronautical Studies program; a flight oriented degree which included the same ground curriculum as the Aeronautical Science degree without the flight training courses or their added cost.

In later years, AFROTC changed their policy and began offering scholarships to pay for flight fees. The Aeronautical Sciences program returned to the same tuition standard

as all other degree programs in the school, effectively canceling the Aeronautical Studies' program purpose. Aeronautical Studies became, in time, a holding tank for the overflow of students who would apply for the Aeronautical Sciences degree and be turned down because the degree was already booked up. These students would enter the Aeronautical Studies program hoping to slip into an open slot in the Aeronautical Sciences program if one should become available. Some students began to find it cheaper to enroll in Aeronautical Studies and obtain their ratings at a fixed base operations establishment outside the school.

The drawback to that approach is that when a student applies for a job as a commercial pilot, that student finds that he must sell himself instead of having the luxury of riding on the school's reputation of flight training. Most businesses are looking for students with a flight degree accompanied by flight training provided by the school, and not just any degree from the school with flight ratings acquired outside the institution. Businesses are more interested in where a pilot obtained his ratings than what

see Program, page A11

Businesses are more interested in where a pilot obtained his ratings than what ratings he has.

Two Navy Blue Angel jets collide

EL CENTRO, Calif. (AP) Two Navy Blue Angels jets collided over Superstition Mountain during a training exercise Tuesday, causing one of the planes to crash, authorities said. The pilot of the plane ejected safely before the aircraft plunged into the 759-foot-high mountain about 20 miles northwest of this Imperial County community.

said Mike Ray, a public affairs officer at the El Centro Naval Air Facility.

The Navy precision flying team uses the desert base as a winter training center to practice the daredevil routines it performs at air shows throughout the country. Ray said the planes involved in the collision were part of a four-aircraft diamond formation at the time of the accident. He said three of the aircraft, including one involved in the collision, returned safely to the base.

Ray identified the pilot of the downed plane as Marine Corps Capt. Chase Moseley, Moseley was flown by helicopter to the El Centro Regional Medical Center and was reported to be in good shape. Navy Lt. Greg Stroh, a Blue Angels supply officer who was at the hospital, said the pilot had suffered only facial bruises and cuts in the ejection and would be released later Tuesday. The FA-18 was destroyed in the crash, which occurred at about 12:30 p.m. Authorities said they're investigating the cause of the accident, the first involving Blue Angels aircraft since February 1987, when a single FA-18 jet crashed during practice maneuvers. Ray said the pilot in the 1987 accident bailed out safely.



Fallen Angel...

Marine Corps Capt. Chase Moseley was injured when his Blue Angels FA-18 struck another airplane. The accident occurred during a similar maneuver to this one.



Defending champs

BF Goodrich Racing will return this year to the Sun Bank 24 to defend their title.

Racing season gets underway

by Timothy Pendergast
Staff Writer

The first green flag of the 1990 Daytona International Speedway racing season will fall Saturday at 3:30 p.m. at the start of the Sun Bank 24.

One the favorites for this years GTP (Grand Touring Prototype) race is the Nissan Performance team which will be running two Nissan GTP-ZXTURBO cars in the race. Piloting the Nissan cars will be the team of Geoff Brabham, Chip Robin-

son, Derek Daly and Bob Earl. This team, which was leading last year's race until an engine failure knocked them out of it, has dominated the International Motor Sports Association's GTP category for the last two

see Racing, page A11



Campus News

Section Highlights...

Campus News...

Last week's Career Day drew an eager crowd of students in search of employment opportunities.

Aeronautica...

The FAA's new Recreational pilot's license creates controversy.



Aeronautica

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Letters to the Editor

How will they win?

To the Editor:

The Embry-Riddle Eagles vs. the Webber College Warriors. That was the matchup last Friday night at Daytona Beach Community College where the Eagles were hoping to post their first win. But they lost. Losses are a disgrace to the team and the school. If this school would get off its butt and give the athletes the scholarships they deserve and need, then we'd be able to have a team which could match up against others. However, it seems that we're too worried about our personal desires to help the athletes. We'll keep on losing and being disgraced by losing seasons until we realize that scholarships will give the players incentive to spend more time practicing and that better athletes will be attracted to Embry-Riddle. Until scholarships are given, we'll keep on losing!

John Lake
SGA Representative
Box 7089

Better late than...

To the Editor:

It's Friday morning at about 8:30. I'm driving along Catalina Drive towards the intersection of Clyde Morris. The light is green in my direction. I put on my turn signal and slow down to make my turn. On the side of the road is a group of students, when suddenly one of them runs out in front of my car to cross, forcing me to stop. This is the second time this situation has

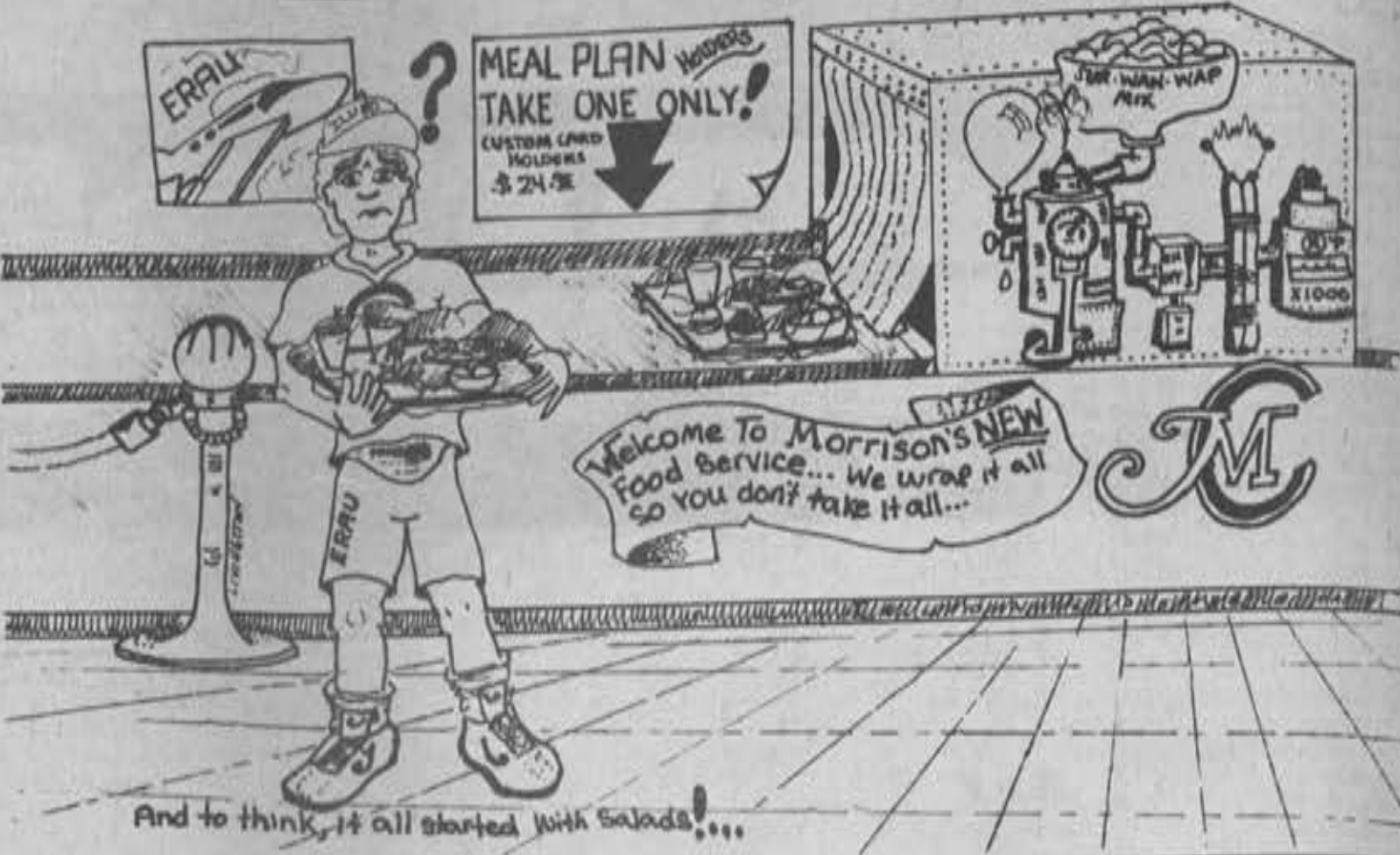
occurred to me in the short period school has been in. It must be nice to be invincible and not have to worry about being injured or killed by a moving vehicle. I'm not talking about grade school children that require a traffic cop and a school zone to slow down. I'm talking about college student, reasonable intelligent adults (supposedly) that should be able to follow a walk/don't slow down sign.

I understand this is a very trying situation to the students who use the facility on the east side of Clyde Morris, which luckily for me, I don't. The University has really left itself exposed by investing a great sum of money to construct this facility, but failing to provide adequate and safe means of getting to it. It seems unreasonable to think that an overhead walkway would cost so much as to make it unfeasible. Compared to the cost of the construction alone, it would be small, much less than the cost of a student's life. The University seems to have opened itself up to a potential libel suit, in a judicial system that seems to award large sums of money to people who get indigestion at a restaurant and sue, or even possibly the driver of the car, maybe with good cause.

In the mean time, a suggestion to the students using the facility: follow the traffic signals and use a little common sense when crossing the intersection. Better to be late to class than scraped up off of Clyde Morris.

Christopher T. Crabb
Box 2133

see LETTERS, page A11



Editorials

Students should become more involved

The needs for food, shelter, and clothing are universal throughout humanity. These are things we all need to survive. While that is all fine and good, it seems that many Embry-Riddle students have a fourth need: The need to complain.

While our constitution gives us the right of free speech, (or I might not be writing this commentary), and also gives us the right to complain, I'm sure our Founding Fathers did not anticipate the situation here at our University.

I'm not one for wasting time, so, I'll get to the point. I want to know why all the complainers almost always happen to be those people who want to change things the least. For example, I recently overheard a student saying something to the effect of "I can't stand this damn school. The teachers are such bastards, and the people who run this dump are greedy fools. We are getting ripped off on our tuition. Jeex, this place sucks!" After exclaiming his feelings loudly to his friend (who happened to be apologetically shaking his head) he went on to tell this friend about his next semester's classes.



Martin Kammerman
News Editor

What is this guy's problem? What's wrong with him? If he hates our University so much, why doesn't he just get out and go someplace where the

grass is greener. He is the kind of student that I am talking about.

Hey, I'm not trying to justify some of the problems inherent in our University. There happen to be quite a few. The fact that these problems are common to most Universities should tell the above person, and people like him that maybe it isn't so bad.

Getting back to the problems of our University, there are things that we as students can do to improve our University. The best, and most important is getting involved. This can be as simple as joining a small club, to the ultimate job of political office within the Student Government. Anyone, any single person can make a difference. The worst part is that you don't even have to join a club. Voting for a person for office is a good start in changing things for the better. With the extremely poor turnout at all Embry-Riddle student elections, how can we assure ourselves of the things we feel we need to accomplish.

Athletic scholarships not worth a hoop

Every student who attends this aeronautical university has in his or her possession a student catalog. In the front of this neatly bound book are the words that make this university what it is, the purpose of the university.

As quoted directly from the catalog "The purpose of Embry-Riddle Aeronautical University is to provide an aeronautically oriented educational program of such fundamental background, scope and excellence that students may achieve competency and proficiency for productive careers, and in doing so, develop character, judgement, breadth of view and understanding of our social and economic systems."

These noble words give the university motivation and direction, but nowhere in this preamble are the words "provide athletic scholarships to improve our collegiate standings." That is why the concept of athletic scholarships are not only bad for this university, but bad for the students and the rest of the aviation field.

It is true that the addition of intercollegiate athletic teams to this university did much to increase morale among the students. But the university must not forget their roots when it comes to providing the best graduates to the aviation field. Why should a prospective athlete be recruited to this university on the basis of an athletic scholarship when the university has yet to provide the students with one functioning academic scholarship.

Why should a intelligent engineering students with



Jason Simon
Data Tech Editor

a 3.7 GPA be passed over for a scholarship because this other person can sink an average of 30 hoops per game?

There is also the question of where the money for this program will come from. A Dean, who shall remain nameless, has been known to say that the university shall try to keep the price of tuition low,

so that scholarships will be unnecessary. But what if the university decides to pay for the athletic scholarships by raising the cost of tuition. This would go against the what the university aims for. It will create quite a paradox.

How about the academic standing of the athletic student. Will his or her grades be allowed to fall below the normal academic standards of the university because the university has already made a financial investment in this person. Will he or she be judged by how many hoops they can sink in a game over how many points they earned on their last exam. Not all students are like this, but there are a few. In addition, what will happen when this person graduates, will they have worked as hard on their studies as they did on the playing field? Or did they pay more attention to the game they were paid to play? Will they get a job that they are not truly prepared for? Will they violate the purpose of the university? Will the university violate the promise they made to provide the best students that they can? Will everyone have to suffer?

Overall, the idea of an athletic scholarship over an academic scholarship is a poorly conceived idea at best. If those nearsighted instructors, professors and executive board members want the university to have an athletic scholarship program, let them take it out of their own paychecks. If they are willing to throw away the ideals of the university, let them throw away their own money on this white elephant.

Student Forum

The Avion asks: What do you think about the cancellation of the Air Studies and the Airway Science degree programs?



Mark Storm

It's not fair because it is so much more expensive and inconvenient to fly here.



Chris Roberts

I think it's typical Riddle bureaucracy.



Wilfred Ambrosina

I don't think they should cancel the programs.



Stephen George

I don't think they should, because it is too expensive to fly here.



Mike Clift

I think it should be left open because it leaves more options to the students.



Scott Zane

It doesn't bother me because it isn't going to affect me.

Local controllers were not told Avianca plane was low on fuel

COVE NECK, N.Y. (AP) The crew of Avianca Flight 52 told high-altitude air traffic controllers the plane was low on fuel and needed a priority landing before it crashed, but that information wasn't relayed to local controllers, officials said Sunday. The Boeing 707 crashed on Long Island Thursday night, killing 73 people and injuring 85. The pilot of the Colombian jetliner told controllers at New York Center, who handle high-altitude traffic, that he was low on fuel 50 minutes before the plane crashed, said Lee Dickinson, a member of the National Transportation Safety Board. When the New York Center controllers turned over control of the flight to local controllers handling approaches to John F. Kennedy International Airport, they apparently failed to mention the plane was low on fuel, Dickinson said. The conversation between the crew and New York Center came after the aircraft had been in a holding pattern for 46 minutes, Dickinson said.

At that point, controllers asked the pilot if the Boeing could safely land at Boston's Logan Airport. The pilot said he lacked fuel to get to Logan, said Dickinson. Shortly afterward, control of the aircraft was transferred to local controllers-Terminal Radar Approach Control, or TRACON-who told investigators Sunday they never knew the plane was low on fuel. One local controller learned about the fuel shortage, but only after the plane had to abort an attempted landing, he said.

After that attempt the pilot twice told the local controllers he was running out of fuel, Dickinson said. The latest information was discovered after investigators spoke to six local controllers who either handled the aircraft or were keeping track of it, he said. "For whatever reasons, we

don't know, the controllers at TRACON did not know that," said Dickinson, referring to the fuel shortage. He said investigators on Monday will question at least four New York Center controllers to determine if the information was relayed. Asked if there are rules requiring that fuel shortage information be passed along among controllers, he said, "There has to be a handoff or an agreement... one would expect that information going to the center, that information would be passed on."

Fuel receipts obtained by investigators indicate the aircraft had 81,000 pounds of fuel on board, more than enough for a normal flight from Medellin, Colombia, to New York. The flight originated in Bogota, Colombia, with a stop in Medellin. The plane was delayed because of weather-related congestion three times en route-for 16 minutes over Norfolk, Va., for 27 minutes between Norfolk and New York, and for 46 minutes about 40 miles south of JFK.

The crash, in an affluent Long Island community, occurred as the plane circled back for a second landing attempt after an initial approach was aborted because it was too steep, the NTSB said. The pilot told the high-altitude controllers at New York Center he needed a priority landing, Dickinson said. But the word "emergency" was never used and for that reason perhaps the severity of the situa-

tion wasn't relayed, he said. Both control centers are on Long Island, as is the airport. TRACON, the local control center, is in Garden City, about 10 miles from Kennedy Airport, and the New York Center is in Ronkonkoma, about 50 miles from the airport. A source close to the investigation, who spoke on condition of anonymity, said that many pilots are reluctant to declare a fuel emergency because the Federal Aviation Administration strictly monitors those cases.

He couldn't explain why or by how much TRACON was understaffed. He noted that an American Airlines flight that landed right before Avianca's aborted attempt had just 14 minutes of fuel when it landed. NTSB investigators Sunday again studied the jet's four engines and fuel pumps. "What they found was indicative of no fuel in the tanks," Dickinson said. Investigators earlier said the plane may have had up to 10,000 pounds of fuel upon impact, which would have left the Boeing with only several minutes of flying time. However, they said Sunday that figure could be wrong because they were unsure about the integrity of fuel gauges they've examined.

For example, a gauge that keeps track of all fuel on board indicates the plane had between 1,100 pounds to 1,200 pounds of fuel. Two other gauges for individuals

fuel tanks, however, show that those tanks each had between 2,300 and 2,400 pounds of fuel, he said. Mike Benson, a spokesman for NTSB, said those figures have temporarily been discounted until the gauges can be calibrated and tested. Picking through the wreckage Sunday, investigators found four more cockpit fuel gauges, bringing the total to six. There are eight in all, one for each of seven tanks, and another showing the overall amount.

Investigators were looking for cockpit logs that may show how much fuel was taken on in Bogota, and again after a stop in Medellin, the center of the cocaine trade. Officials in Bogota were expected to fax other fuel-related documents to the NTSB. The NTSB is also looking into the effect the aborted approach may have had on the fuel system, Benson said.

An Avianca pilot in Colombia who asked for anonymity told The Associated Press that a steep climb after an aborted landing may force the fuel away from the engines, causing them to stall. "We're looking at that, but we don't have anything specific on that," Benson said Sunday. "We know that gravity can potentially have an effect on the fuel-that's why there are fuel pumps. But to what degree it has an effect, we need to take a closer look." None of the four engines was running when the plane crashed into a hillside, and there was no explosion, both early indications to investigators the plane had run out of fuel. The NTSB expected to finish up its on-site investigation by Monday or Tuesday, Dickinson said. The plane would be removed toward the end of the week, he said. The four engines were to be returned to Boeing in the next two days, he said.

The Boeing 707 crashed on Long Island Thursday night, killing 73 people and injuring 85. The pilot of the Colombian jetliner told controllers that he was low on fuel 50 minutes before the plane crashed

747 readied for Air Force 1 duty

WICHITA, Kan. (AP) A Boeing 747 being modified for presidential use made its first flight in its new configuration Friday. Full scale flight tests will continue in two phases, a Boeing Military Airplanes spokeswoman said. Initially, instruments will measure flight performance. The second phase involves inflight testing of aerial refueling and other systems aboard the craft. Boeing's \$262 million fixed-price contract to supply and modify two 747s has been controversial because of repeated delivery delays for the first plane. Boeing has to absorb cost overruns estimated at nearly \$400 million.

Before its scheduled delivery in eight months, the plane will be flown back to Everett, Wash., where Boeing workers will paint it in the Air Force One color scheme. Ground tests have been under way since September. Because of the extensive modification of the plane, including the installation of two additional doors and sets of self-contained stairs, extensive cabin pressure testing was conducted. Communications systems that manage the 85 on-board telephones as well as computers and radios also were tested on the ground. That system is operated by a staff of three Air Force communications specialists. The two 747s will replace two Boeing 707s. One entered presidential service in 1972, the other in 1962.

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Solidarity birthplace purges Lenin

GDANSK, Poland (AP) Welders on Saturday cut down the word "Lenin" from the sign over the gates to the shipyard where the Solidarity movement was born and removed a statue of the Soviet Communist founder from the plant. The tributes to Vladimir I. Lenin had remained at the state-owned shipyard even after Solidarity had forced the Communists to give up power in Poland following parliamentary elections last year.

Workers, laughing and applauding, removed the Lenin sign as the Polish Communists were gathering in Warsaw for a last national congress that is expected to create a new party with a new name and program.

"May this symbolic act be proof of the irreversibility of the changes in our country, a warning for those who led us to so many disasters," said Zbigniew Lis, head of the Solidarity commission at the yard. "We got rid of a symbol the working class never identified with," he said.

The Solidarity committee decided to restore the old name, the Gdansk Shipyard, as part of plans to create a joint stock company at the complex. The yard had been renamed the Lenin Shipyard 23 years ago. Lech Walesa, the shipyard electrician who has led the union since 1980, denounced that decision as politically motivated.



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ERAU home to Romanian who defected from homeland in L-39 training aircraft



Mihai Smighelschi

by Brian Cerni
Campus News Editor

To the casual observer, the flight may have appeared to be quite routine. After all, military jets are common over Eastern European countries, flaunting Communist power as well as suppressing internal political instability.

But further inspection would reveal a much stranger story - a tale enveloped in bravery, determination, and emotion. For it was on a day in late September, 1987, that Embry-Riddle freshman Mihai Smighelschi appropriated an L-39 Albatross military training jet from a base in Romania and defected to the United States.

One would have to be quite detached from world events to be unfamiliar with the recent changes in the political structure of Eastern Europe. Once considered one of the more hard-line Communist countries, Romania was surprisingly the most recent country to enjoy political reform. Correspondingly, the media has had the unfortunate job of conveying the harsh reality of the ousted Romanian government's tyrannical, and often inhumane tactics, which were found to have been employed to inhibit the personal, social, and political aspirations of almost all Romanians.

It was this repression which shadowed Smighelschi throughout his young life and became the prime motivation for his defection.

"People were so afraid to express their ideals," explained Smighelschi. He continued by saying that it was often dangerous to even trust family and friends. Those caught speaking out against the government were imprisoned, tortured, or killed.

Although most Romanians lived a deprived life, there were a select few in the Communist party who

were privileged. "People in the party lived like kings," said Smighelschi, "but in order to have that life, they had to oppress everyone else. I did not want to be a member of the Communist party."

Happlessly for Smighelschi, his future as a Romanian included Party membership. In 1987, Smighelschi was in his third year at the Romanian Air Force Academy. Upon graduation, Smighelschi would have been forced to join the party, as inclusion was required for all military officers. Therefore, to elude party membership, he had to make a decision which would affect the rest of his life.

Encouraging Smighelschi to flee the country even further was the fact that his uncle had defected to the United States in 1985. To deter Romanian citizens from escaping, the Romanian secret police imprison or kill the family members of those who leave. Although the government had not made the connection between Smighelschi and his uncle by 1987, he thought it was only a matter of time until they did.

Therefore, Smighelschi initially attempted getaway on foot with his father, seeking the aid of a friend who would help them out of the country. Unfortunately, contact with that person could not be made during the endeavor, and the effort had to be abandoned.

Smighelschi would not be discouraged, though, for he decided to draw from the resources available to an air force cadet: high speed transportation.

The potentially fatal outcome of such a perilous plan forced Smighelschi to be prudent and patient during the incubation of a scheme which would take him from his training base in Romania, over Bulgaria, and into Turkey, a NATO member.

Smighelschi spent the next six months analyzing possible scenarios, and setting parameters which would have to be met before he could take the chance.

To get a better feel for the scope of the task at hand, Smighelschi even toured radar installations in the area, and came to the unfortunate conclusion that the entire flight would have to take place at tree top level, an altitude for which he was not yet trained.

But once again he would not be defeated. After months of apprehension and stress, the conditions were finally right for a swift getaway.

Smighelschi was on a solo flight when he happened to be in the proper practice area at the appropriate time. Without hesitation, he turned off the radio, dove for the ground, and set a course of 175 degrees.

Anyone familiar with turbine engine operation knows that high speed, low level flight is not con-

ducive to efficient fuel consumption. Correspondingly, Smighelschi was still over Bulgaria when fuel warning lights began informing him of a quite arduous situation. One can only imagine the panic he experienced, not knowing where he was, or the distance left to traverse.

Having no maps, Smighelschi had to exercise judgement in determining whether he was on the free or fatal side of the Turkish/Bulgarian border.

From the air, he noticed that things seemed different somehow. The most obvious disparity appeared to be the multitude of mosques, temples, and other religious institutions absent from Communist homelands.

He therefore decided to begin preparation for landing, preferring the handling of an airplane over what was soon to be a glider.

But as fate would have it, Smighelschi's predicament was getting worse instead of better - he desperately needed an airport.

As there were none to be found, he was in no position to bargain, and settled for a narrow dirt road which possessed one crucial property: no curves.

Now looking back on it, Smighelschi said, "It was one of my most perfect landings," although the nose wheel collapsed from a violent maneuver used to avoid impact with a parked car.

As the Turkish military jeeps approached to investigate, a few moments later, Smighelschi prepared to state the words he waited a lifetime to say: "I'm from Romania, and I'm asking for political asylum to the United States."

The rest, one might say, is history. He was held in Turkey, under excellent conditions, for five months before being granted an interview at the United States Embassy in Italy. From there he moved to New Jersey to live with his uncle and work as a cab driver in New York City.

In January, Smighelschi enrolled in Aeronautical Science to begin a more capitalistic career in aviation, but ironically must start flight training in FA 104, as he cannot prove any of his previous flight experience.

Even though he is very happy with the outcome of his adventure, he may always be grappling with the ethics of his decision. One month after his arrival in the United States, he was informed that his father was killed as retribution for his defection.

Physically, he escaped from a prison of repressed individuality. Unfortunately, he may never escape the prison of mental anguish resulting from his decision to be free.

"People in the Party lived like kings...they had to oppress everyone else. I did not want to be a member of the Communist party."

Mihai Smighelschi



Have we got company?...

Representatives from the numerous aviation oriented companies met with students during Career Day in the Student Center with the aim of soliciting job opportunities.

Career Day '90 invites companies to ERAU

by Ron Barber
Campus News Reporter

This past week, many students had their first look at what corporate America is really like. ERAU's annual Career Day is an event that allows students who are looking for post graduation and co-op jobs, a look at what is available to them. It also allowed underclassmen the chance to see what kind of jobs might be available to them with their Embry-Riddle degree.

According to all of the representatives interviewed, if a student has an Embry-Riddle degree, that student can find a high paying career anywhere. Of all the 41 companies that were present at this year's events, half of them had Embry-Riddle alumni as corporate representatives.

When asked how many of their new employees these companies hire through career days at universities across the country, it seems that the standard percentage they indicated is between ten and twenty percent.

When asked what importance these companies place on Career Day, the

representatives said that it allows them to meet their future prospects on a more personal basis before these future employees go through a formal interview. Not many of the job applicants that apply for these same positions have this advantage. Many of these businesses even wait around and conduct formal interviews in the day following Career Day for the convenience it provides the student.

When students were asked what they thought of Career Day, the common responses were that, one, it allows the students to access information on what degrees the companies are in need of (and also allows the students to get a look at what projects the companies are working on).

Secondly, according to students, Career Day would have been even better if it were not so crowded. The amount of space allotted to each company was too small. Some even went as far as saying that even more companies should have been represented, as some of the larger companies from the country were not present at the event.

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Eagles drop another to Webber Warriors

by John Strelecky
Sports Writer

The Embry-Riddle Eagles vs. the Webber College Warriors. That was the match up this past Friday night at Daytona Beach Community College, where the Eagles were hoping to post their first home win. To the dismay of the fans and the team as well, things did not go as they had hoped.

When the half opened it appeared ERAU was going to walk away with an easy victory. The Eagle players were obviously more athletically gifted and it seemed to just be a matter of time before they would take control. Despite falling behind 6 to 4 and 13 to 11 in the first few minutes of the game, Embry-Riddle still seemed in control and with 13:48 to play in the first half they had opened up a 6 point lead on baskets by Al Jackson, Mark Ingemi and Carlos Rodriguez. Just when things seemed to be clicking, however, the Eagle offense became ultra tentative forcing poor shots, or turning the ball over without even getting a shot off. This accompanied with some poor intensity on defense gave the Warriors the edge they needed as they rolled off a

string of 18 straight points, many of those coming off of layups. Finally at 8:37 left in the half, team co-captain Al Jackson, who accounts for half of the Eagles total offense in the first half, began to get things going again. With a string of short jumpers and inside moves he helped pull the team back into the game, and after a 3 pointer by Rodriguez, the Eagles half closed to within 9 and seemed to be making a move.

Costly turnovers in the last four minutes of the half gave Webber the chances to add some more daylight between them and the Eagles though, and as the half winded down by 16.

As has been the case all season, the Eagles posted a decent second half effort. They played the Warriors tight and made attempts to get back in the game. Unfortunately, they can't seem to post enough points in the second half to overcome their first half defects and fall short as the game winds down. Against Webber they tried to put together a run at the 11:00 minute mark as Rob McCabe hit two free throws to bring the Eagles to within 15 at 66 to 51.



photo by John Strelecky

Life goes on...

The Eagles will try again for a win Wednesday night at DBCC against Florida Bible and on Saturday night they will be in Miami against St. Thomas.

As the clock worked down, time became a big factor, and despite closing to within 13 points twice in the final four minutes, Embry Riddle just couldn't put the game within reach.

Leading the offense for ERAU was Al Jackson who finished with 22

points (18 in the first half) and Carlos Rodriguez who hit for 17 points.

Despite those performances, this was a tough loss for the Eagles as a tentative offense and defense breakdowns led to their loss against what was really an inferior team.

Shooting The Rock

by John Strelecky
Sports Writer

Dwayne Schintzius. That name has been on the lips of many of Florida's sports writers lately since his voluntary resignation from the University of Florida's basketball team. There has been speculation about the actions of Florida's basketball coach Don DeVoe who some feel may have pushed his authority too far and thereby made it necessary for the 7'2" center to quit. There are also some who feel that former Florida basketball coach Norm Sloan, who resigned under pressure earlier this year due to allegations about NCAA violations, may have allowed Schintzius to get away with too much during the past 3 plus years and therefore helped contribute to this problem.

The truth is, what we should do is thank Mr. Schintzius for setting an example. Not an example of what is correct mind you, but an example of how not to act when one is an "adult". Before the season began Dwayne Schintzius was named to the pre-season All American team. His biggest detriment according to the expert was his inability to keep his mouth shut, and his temper in

check. This wasn't just a problem on the court either, he had been in a number of altercations on the University of Florida campus including last years episode where he got himself into trouble for hitting two other students with a tennis racket. This time he has carried the matter a little too far, and the end result will very likely have a big impact on where he is selected in this years pro-basketball draft. Owners of basketball teams don't want players who have attitude problems. Even if Schintzius can convince the NBA that given time he will grow up, the teams are going to be very cautious about paying big money to someone who's self-control is greatly in question.

In the end it really doesn't matter which University of Florida coach was right or wrong in the way they handled their "problem players". When you get right down to it a college senior should be able to realize the possible results of his actions and then be prepared to accept the consequences of them. Because he was such a valuable asset to the University of Florida's basketball team, this is something that Mr. Schintzius never had to do.

San Francisco 49ers are World Champions

by Bill Miller
Sports Writer

Now that all the talk is over and the smoke has cleared, the San Francisco 49ers have emerged as the only truly super team in the NFL. After the sound thrashing of the Denver Broncos, by an unbelievable score of 55 - 10, commissioner Paul Tagliabue may decide to return to the original separate league format. Until the AFC can produce a team which can withstand the fury of the World Champion 49ers, this appears to be the only solution. Even John Madden and Pat Summerall said that because of the blowout which surfaced, they did not have anything else to analyze.

All the record books will have to be rewritten because of the impressive performance by the whole 49er team. Joe Montana alone set many records including such stats as most touchdown passes in a game, most touchdown passes by a quarterback in the history of the Super Bowl, and most passing yards by a quarterback. Perhaps the biggest question which must be answered is where were the

Denver Broncos? The only answer to this question is that they must have thought that the game was supposed to have been played on Sunday the 21st. Neither their Defense or Offensive could get on track. One reason why Denver did not pose a threat to the San Francisco defense is that Elway rarely threw to his Pro Bowl wide receiver Vance Johnson. It appeared that Elway was more interested in scrambling for yards then looking down field for open receivers. The only super play that the Broncos ran was a shovel pass in the first quarter. This play worked well once! Elway kept trying to use this trick play but Bobby Humphries did not want to make the reception. Unfortunately, the play caused more confusion then offensive yardage.

So what does this spell to the football fans who decided to spend their Sunday night in front of the television set and watch this media event? It spelled R.O.U.T.. To the the Denver Broncos, rout means that Reeves Owes Us a Title, and to the World Champion 49ers rout means Repeating Our Unstoppable Triumph.



Alta boy...

49ers' quarterback Joe Montana has thrown 11 touchdown passes in four Super Bowl appearances.

The 49ers have earned their bragging rights and deserves to be considered one of the best football teams ever assembled. Even Terry Bradshaw, quarterback of the four time cham-

pion Steelers, and Mike Ditka, coach of the Chicago Bears, argued during half time if the Steelers of the seventies would have been able to beat the best team of the eighties and now the nineties.

The game itself was a rout in every sense of the word. The Broncos' defense was unable to keep 49er offensive machine from amassing a record number of points. Denver's secondary attempted to play a zone defense, which Joe Montana and Jerry Rice were able to exploit and connect for three touchdowns. This action left the CBS commentators asking where were the Denver safeties. The first half ended with the score 27 - 3 in favor of the 49ers. After the half-time extravaganza, which was one of the highlights of the telecast, it was hoped that Denver offense would come alive and at least make the game interesting. However, this was not the case as Elway began to complete his passes to the San Francisco defense. Quickly the score ballooned to 41 - 3 before Denver could muster their only touchdown drive. The drive was somewhat impressive as Elway

scrambled for the necessary three yards. But the second half once again belonged to the 49ers. John Rafterman performance proved why he is considered the best straight ahead rusher in the NFL as he crashed through the disappearing Denver front line for his second rushing touchdown of the game.

Overall, the game was quite boring. Around 8:30 pm one could hear all of America switching channels to watch the Fox comedies the Simpsons and Married With Children. Perhaps the most interesting aspect of the game occurred at the end of the first quarter when art actually imitated life. Brent Musberger announced that the score of Bud Bowl II was Bud Light 13 and Bud 3, just before Mike Coffey missed an extra point attempt which made the score at the end of the first quarter San Francisco 13, Denver 3. Because of this bizarre incident football fans everywhere knew that things were amok in cajun country. Now that the season is over, all the NFL teams will be working to unseat the San Francisco 49ers as king of the hill.

Sports This Week

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Friday, 4p.m.
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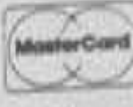


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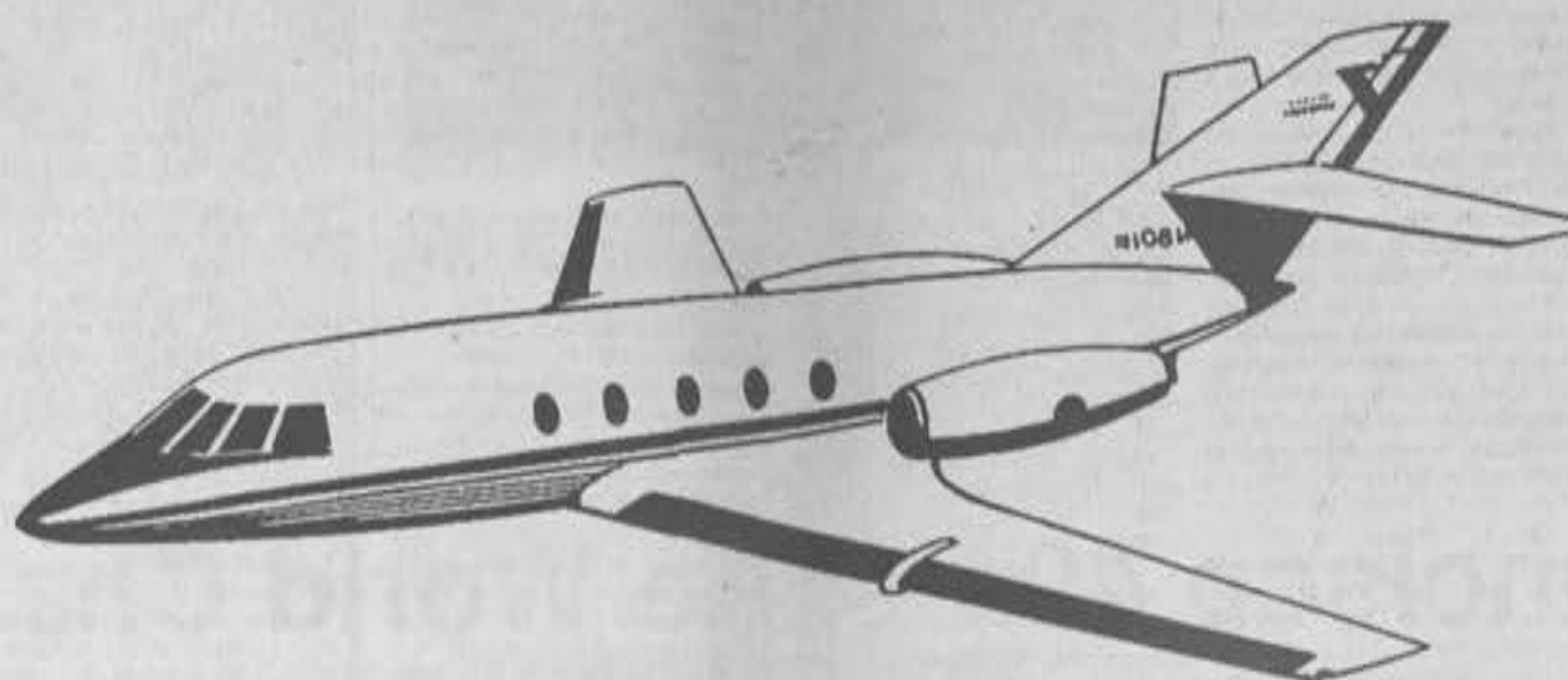
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Letters

continued from page A2

Good times...

To the Editor:

This semester will be my final semester here at ERAU and this letter will maybe make some students realize that they are here for several reasons and should enjoy their stay. One reason is to get a quality education, another to learn about life, and to have fun. Over the years I have heard several complaints from students while they are conquering the mountain of a college education.

I myself have also had some complaints about the system, but have not let those get me down. If one takes the time to think of the overall picture one realizes that this is a big system that must work together if it is to operate smoothly, they soon realize the work involved. The University is working to keep their students as happy as they can without causing a doubling in the tuition. If this was not so, we would all be hiking over to old barracks building whenever we had a problem with financial aid or records. Spruance Hall was an incredible treat to those of us that remember those trips, and I'm sure the offices that made the move to campus would agree. Many of us complained when the Jack R. Hunt Memorial Library opened there was not enough room to study, it was noisy, and not open long enough. So, the new addition solved this and made room for 800 or so students. How many of us that complained prior to the addition remembered what it was like in the old Learning Resource Center? Those of you fairly new around campus are asking where was that at. It was the bottom level of A-building and had almost no space to study. The library was probably the best student improvement the University could of made and we should be thankful for the library and not complaining because all of the study rooms are full.

Tuition always brings up a good discussion, especially after the nice notice we all got regarding the new increase. Back in 1985 when my experience with ERAU started, my tuition and campus housing costs

totaled somewhere in the neighborhood of two-thousand dollars. You say that was cheap, but we didn't have Spruance Hall, the library, ASSL, Homecoming, and the fine staff of today. Now that my last bill was almost three-thousand, I feel that the improvements made a big difference on the education I got, and feel the increase in the cost of my attendance here was fairly well justified.

One thing that has not improved to much has been the problem with parking. The sand lots solved this, but made for quite a walk. I have one question for those who complain about the jaunt, and that is have you ever been to any large University and had to walk across campus?

Maybe one reason I am or was content at this place is the wonderful atmosphere that exists and my involvement outside the classroom. I pay my SGA fee and don't complain. For 20 bucks I can see free movies, go to incredible concerts, have an attitude adjusted, read a free student newspaper, remember my times here with the Phoenix, and participate in clubs. These activities are always going on and never are remembered when the SGA wants to increase their fee.

This just summarizes my stay here at Riddle. There have been so many experiences here that I will never be able to forget. Very few schools are located at a place that has so much to do. I have seen Shuttle launches, Daytona 500s, and went to Florida every Spring Break. It really is rough going to school at ERAU.

To those of you that think I don't have any complaints because my life has been a bowl of cherries are wrong. I have just put everything into the proper perspective and kept a good attitude, knowing I would make it to this semester. If you still are complaining, remember you are not forced to stay here and can always leave.

As I leave the University, I would like to thank all of those who instructed me, helped me out, and made my diploma something I am proud to have from ERAU.

Derrick Seys
ERAU box 3542

Program

(continued from page A11)

ratings he has.

In time, the Professional Aeronautics degree was created, which effectively completed Aeronautical Science's obsolescence. The Aeronautical Science degree also left the student with a weak hold on an array of subjects, without a specific mastery of any of them; to the airline companies, a very unattractive situation for a student to be in. It is because of these downfalls that the University has decided to discontinue the Aeronautical Studies degree. The administration expressed its hopes that the change will not be thought of by students as a ploy to increase the schools revenue by eliminating the FBO option, which was open to people who would be in the degree.

Airway sciences

In the early 1980's, as a result of the Air Traffic Controller's strike of 1981, the Airway Science degree was created. Following the ATC's strike, the Federal Aviation Administration made a proposal to aviation schools all over the country, which stated that they would disperse funding to any institution willing to offer a new degree to its students, which the FAA would draft out and present

to the schools. The University Administration Advisory committee then drafted out a degree program for the FAA which Embry-Riddle looked at and decided to offer to its students.

The program, however, met the standards of the FAA but not those of the school, and the school promptly expanded the degree requirements to meet their own standards. The result was a degree with a curriculum requirement of roughly 160 credit hours of study. As the degree was very specific, and rather inflexible in what the FAA required of the student, this work load could not be lessened, and the degree was initiated with the excessive amount of credits.

The program had a few failing points. Because of the large workload and the content of the degree, it was not attractive to the students, and as a result, the degree became less populated each year, until there were no longer enough students enrolled to justify the funding received from the FAA.

The University's solution to the problem is not a complete withdrawal of the program, but, instead, a lessening of the program's end result. In the future, students will be able to receive a certificate in Airway Science instead of a degree. The advantage to this, is that a student can achieve the certificate through use of his elective credits, achieving both

the certificate and his primary degree in unison. The Airway Science degree is a weak compilation of areas from all of the area concentration degrees (much like a liberal arts degree in aviation), while the rest of the degrees in the school's curriculum are stronger programs which give a student mastery in a specific area of expertise, such as flight or engineering. Students will have a stronger foothold in the job market with a degree concentrated in one area, and will still have the Airway Science option. The Airway Science certificate will still serve the same purpose as it did when it was a degree, but will take less effort to obtain and still meet the FAA's required standards. Students will no longer be left in a risk situation with regard to guaranteed job placement by the FAA, having a solid degree in their possession as well. The certificate will be achievable by a larger amount of students, making the student participation worth the FAA funding.

The change in the program was a joint effort between Embry-Riddle and the FAA, with the UAA recommending alterations for FAA approval.

Students who are currently enrolled in these degree programs will still be allowed to complete their original studies, and will be awarded with degrees in these programs. The change in catalog will only effect freshmen entering in the Fall semester.

ASSL

(continued from page A1)

mation desk must press a switch to unlock the door. The reason for this precaution is that the Federal Aviation Administration paid for the building and, on occasion, there may be sensitive documents on the third level. This way the information desk prevents students from just walking back and possibly stealing these documents.

After passing through the security check, the first room on the left contains the aircraft simulators. There are two simulators in this room, a Frasca 141 single engine simulator and a Frasca 142 multi-engine simulator.

Both simulators are hooked up to separate computers. The computers are capable of simulating environmental conditions and conditions related to the status of the aircraft itself, such as partial panel simulation. It is important to note that these simulators are available to all students free of charge.

Also contained in this room is a United States Navy F-4 simulator. This simulator is on loan from NASA's space camp. The simulator is not here for student use, it is here to be refurbished for use at the space camp. The reason for the simplification of control is so that space campers can understand and fly an F-4 after about a week at camp.

The air traffic control lab is also on this level. It is a scaled down version of the national aerospace system.

The next lab is the computer based instruction lab, student pilots can come into this lab and receive detailed questions about Federal Aviation Regulations and aircraft situations. There are also separate computers that have Lotus 123, word processors and graphic packages online for general student use.

The central lab is the computer simulation lab. Here computer science students and engineering students can work on projects and review flight data. An example of the work done in this lab was displayed on a large monitor. The students had

pieced together the flight data available from the United Airlines crash in Sioux City. The simulation displayed the final approach of the doomed aircraft, but did not show the actual impact. William Longshore, a December graduate of the computer science program, explained that the data of the impact had been previously recorded, for this reason it was unnecessary to re-create the impact of the aircraft.

On the third floor of the ASSL is the meteorology lab. This is the same type of lab found in the original ASSL. This lab will be connected to the Aic lab and the Frasca simulators to provide the real time meteorological conditions in the network.

Racing

(continued from page A1)

seasons with lead driver Geoff Brabham winning the points title both years.

Another favored team is the Tom Walkinshaw Racing Castrol Jaguar team which won this race on their first try in 1988 and came in second last year by one of the closest margins ever for this race (1:32.04). This year the Jaguar team will run their new twin turbo charged, V-6 engine XJR-12's as opposed to the normally aspirated V-12 engine XJR-9's that they ran here two previous years. Driving for the Jaguar team is an international collection consisting of Americans Price Cobb and Davy Jones, Englishmen Martin Brundle and Andy Wallace, German John Nielsen, and Dutchman Jan Lammers. This team has quite a bit of skill, Price Cobb was the I.M.S.A. points champion in 1988,

John Nielsen, Andy Wallace, and Jan Lammers all raced in Europe for many years and Martin Brundle used to race Formula One.

Last years race was won by a Porsche 962c sponsored by BF Goodrich/Miller High Life. Driving for that Porsche team was Bob Wollek, John Andretti, and Derek Bell. This year that whole team has changed; instead of a Porsche the Miller team will be driving a Nissan, even though Nissan is not their sponsor. Driving a Nissan will give them an advantage over the Porsche teams considering that the Nissan car has dominated the I.M.S.A. GTP class for the past two years.

Other contenders for the checkered flag are the all American racers, with drivers Drake Olsen, Rocky Moran, and Juan Manuel Fangio II, driving a Gurney/Toyota Eagle. This team was very strong last season and usually finished well, but were plagued with a number of engine problems. And the

Alucraft Porsche 962 of Rene Herzog, Hans Stuck, Hurley Haywood, and Harold Grohs.

For the GTP/Lights (Grand Touring Prototype/Lights) group, which is made up of cars like the GTP cars which run smaller engines and smaller, lighter chassis, the favorites are the S&L racing team of Scott Shubot, Linda Ludeman, and Thomas Lopez driving a Buick Spice. This team dominated this class all last season and they finished in one of the top three spots in all but two races. They also won this race in the GTP/Lights class last year. Favored in the GTU (Grand Touring Over 3.0 Liters) is the Roush racing mercury Cougar XR-7 of Dorsey Schoder, Max Jones, Mark Martin and Robert Lappalainen. This is the team that won in this category last year. The Mazda Motorsports team of Roger Mandeville, Kelly Marsh and John Hogdal looks promising for the GTU (Grand Touring Under 3.0 Liters).

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