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Avion

An Award-Winning Newspaper by Students for Students

Volume 64, Issue 5

Embry-Riddle Aeronautical University, Daytona Beach, Florida

February 21, 1990



Photo by Dennis Bays

Patiently waiting...

Atlantis' crew arrived late Sunday night in anticipation of a lift off early Thursday morning. Weather and a physical condition in a crew member caused managers to cancel the launch attempt and may try again Friday morning.

Atlantis' crew awaits fiery liftoff

by Joshua S. Mussal
Space Technology Writer

The launch of the Space Shuttle Atlantis and its military payload has been delayed due to a culmination of concerns. Weather and an upper respiratory problem with John C. Creighton, commander of the mission caused NASA managers to postpone the attempt.

Liftoff may occur tonight after evaluating the present situation. A decision will be made today; however, violation in the weather criteria may lead to further delays.

The crew for STS-36 arrived at the Kennedy Space Center late Sunday evening to make final preparations for their secret Department of Defense (DOD) mission this week.

The five member, all military crew will have

three veterans of previous shuttle flights. Mission commander John O. Creighton (Capt., USN), flew on STS-51-G in June 1985. Mission Specialist David C. Hilmers (Lt. Col., USMC) and Richard M. Mullane (Col., USAF) flew aboard STS-51-J and STS-26, and STS-41-D and STS-27, respectively. Making their first flights into space are pilot John H. Casper (Col., USAF), and mission specialist, Pierre J. Thuot (Lt. Cmdr., USN).

The parameters for the mission have been classified, but it has been reported that a satellite to observe geographical features and monitor Soviet communications is stowed in Atlantis cargo bay.

Atlantis was scheduled for launch early Thursday morning between midnight and 4:00 a.m. The shuttle will be launched from Pad A at launch complex 39 with a similar launch window.

The mission landing is planned at Edwards Air Force Base, in California. The duration of the mission is classified, but historically DOD missions last approximately five days.

The last night launch of the Shuttle program was November 23, 1989 with the Shuttle Discovery, which was also on a secret Department of Defense mission. This will be the fourth night launch of the Space Shuttle program.

The next mission of Atlantis is presently scheduled for the summer of 1990. This will be its seventh mission into space. During the mission, the Gamma Ray Observatory will be deployed. This will be the second of four great observatories NASA plans to launch in the 1990s. It is currently being checked out at the Kennedy Space Center and is proceeding without delay.

AOPA seminar held at ERAU

by Michelle Boullianne
Campus News Writer

The Flight Team sponsored an AOPA Stall/Spin Accident and Collision Avoidance Seminar on February 13. Over 160 people attended the seminar, some even flew in from Fernand Beach, Titusville, Hernando County, and Jacksonville.

Mr. Bob Cathers presented the Stall/Spin Accident half of the seminar. Mr. Cathers stated that stall/spin accidents contribute to only 8% of the total accidents that occur, but contribute to a staggering 25% of the total amount of fatalities and serious injuries.

A spin is when a plane descends in a helical fashion about a vertical axis with

the aerodynamic and inertial forces in balance, but the aircraft descends at an incredible rate. The forces must be upset to regain control.

The main cause of these types of accidents is when the spin happens inadvertently. When the pilot is not expecting to stall or spin the aircraft, his recognition and reaction times are much slower than when the maneuvers are being practiced.

There are ten scenarios to stall/spin accidents. The first scenario has to do with their rudder. It is the main control surface in the prevention of spins. If the pilot becomes uncoordinated with the rudder he is likely to spin the aircraft.

Second is the short-field takeoff. When a pilot is not sure if he will clear the obstacles near the end of the runway, the pilot may try to perform a steep climbing right turn using insufficient right rudder and excessive right aileron. The position of these controls will cause a slipping right turn and if a departure stall occurs, the aircraft will spin rapidly to the left.

Third is having an engine failure on takeoff or initial climb. This spin scenario emphasizes the action to avoid a stall or a high sink rate by the immediate and positive reduction of the aircraft's pitch attitude. Many pilots attempt to make a 180 degree turn back to the runway, but have insufficient altitude to execute the maneuver safely. Therefore, the best option would be to continue to fly

straight ahead and find the safest place to land.

The fourth scenario is cross controlled turns to final. One cross controlled turn is the skidding turn to the final approach. The pilot will fly at too low an altitude and will attempt to turn using excessive rudder to yaw the aircraft onto final. The extreme rudder causes the aircraft to bank and develop a nose-down pitch attitude. The pilot will then counteract the steep bank with opposite aileron and increase nose-up elevator. The control movements

and positions can cause a stall/spin/crash.

A slipping turn to final begins when the turn to final is started too late to avoid overshoot-

When the pilot is not expecting to stall or spin the aircraft, his recognition and reaction times are much slower

ing the runway centerline. The pilot will rapidly roll into a steep bank, but lack rudder pressure in the direction of the turn. This control set up will cause a nose-down pitch attitude and increase the sink rate. If the pilot tries to negate the nose-down pitch with aft elevator control the result could be an accelerated stall into an over-the-top spin.

Fifth is the tendency of overtaking slower traffic. A pilot's attention may be diverted by his concentration on the slower aircraft while flying at a reduced airspeed. This situation can cause a stall or loss of control.

Sixth is having a power loss on final approach. The pilot will try to stretch a glide by pitching the nose up. This will cause a partial or full stall.

The seventh scenario is doing a go-around with full nose-up trim. If a go-around is improperly executed it can result in a stall or spin, especially if the pilot delays the go-around to a point where obstacle clearance near the end of the runway is a factor. If a pilot does not counteract the nose-up trim with forward elevator the aircraft will have an extremely nose-high pitch and cause a stall/spin. This factor is increased when the aircraft is aftly loaded.

Eighth is performing a go-around with premature flap retraction. If the pilot retracts the flaps during a go-around when the speed of the aircraft is below flaps-up stall speed, the

see AOPA, page A11



Photo by Joe Brown

Bringing the house down...

Jane Powell sings the blues for an elated crowd of students last Saturday night.

by Joseph A. Salerno
Aeronautics Editor

The Student Center came alive to the electrifying sounds of Jane Powell at a concert and dance held this past Saturday by the ERAU Entertainment Committee. The event was a great ten-

sion release for the students who danced their way through the night.

The Student Center was decorated expertly by the Entertainment Committee who worked all that morning to create the right atmosphere for the event. Students were greeted by a coil-

Jane Powell electrifies Riddle Student Center

ing of balloons, a professional stage setup, refreshments, and a spacious dance area to let go on. Free T-shirts were given to the first one-hundred fifty people who arrived, and a line quickly formed outside the Student Center early.

After a few minutes to allow the students to get comfortable, the main attraction arrived. Jane Powell made a cool entrance to the scene and took control of the night right from the start. Jane Powell's voice was explosive and soothing at the same time, with a command of many different tones.

The band consisted of James Jackson on percussion and vocals, Michael Cohen on saxophone, Kent Soper on keyboards, Bernard Harrison on Bass, and Wes Crawford on drums. A very tight and professional arrangement, the group showed a versatility unmatched with a command of reggae, blues, soul, funk and jazz.

Jane Powell not only sang, but got off the stage into the audience and sang with the students. The final song of the night was a touching rendition of "God Bless the Child That's Got His

Own."

Ms. Powell, a native of Roanoke, Virginia, was born into a family of talent. Her father was a singer and had intended for Jane and her other sisters, Janice and June, to be a trio. With an iron hard attitude of fairness, Ms. Powell expressed a love of competition, and said she was happy with the life she is leading which is full of accomplishment.

"It's a sin that I should be as happy as I am, but I am," commented Ms. Powell. She anticipates a second visit to ERAU, and expressed that she enjoyed the colleges because "...the students are fresh, and they keep me fresh as a result." Along with their sound board manager John Lee, the band spends all but two weeks out of the year on the road. A return visit by Ms. Powell should prove to be a spectacular event.

Ms. Powell has performed with such famous people as Freddy Jackson, Joan Jett, and Ray Charles.

The ERAU Entertainment Committee put on a great show for the students, and special thanks are extended.



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Space Technology

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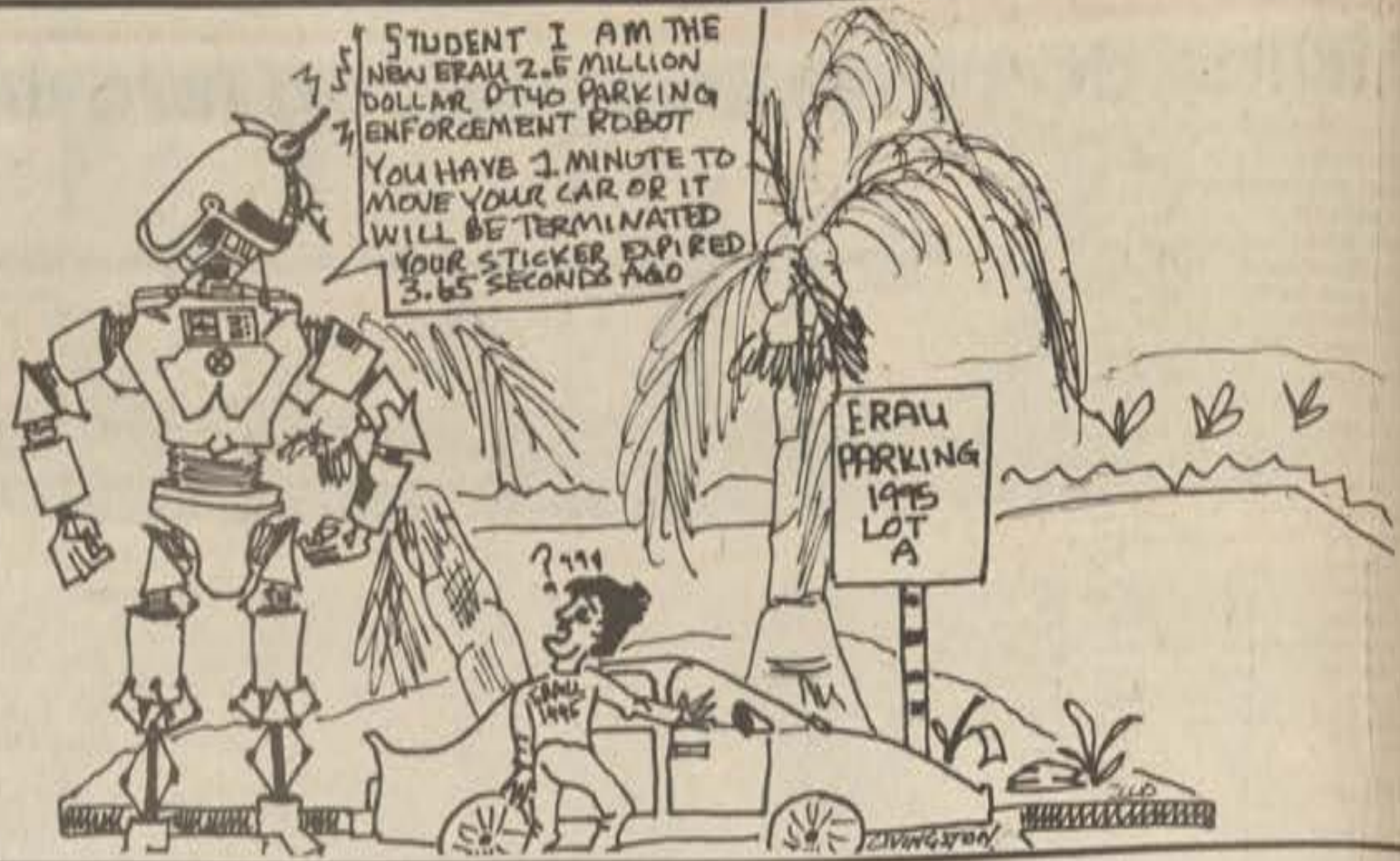
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Editorials

Lack of voice explains student apathy

For every person attending this University who has at one time or another complained about student apathy there has been a faculty or SGA member who has stated with an unmistakable hint of disgust in his voice, "If you don't like it, change it."

This statement, in and of itself is wholly logical and absolutely correct. However, taken in the context of this school, it is not. This school has robbed its students of a forum from which to air their grievances.

No, I am not forgetting either the famed SGA or this publication. Neither has been effective in this capacity.

The SGA has done very little except give its student members something to do as an extracurricular activity while this newspaper has been filled with little but cheerleading.

As an example, ever since the first mention of the words "athletic scholarship" this newspaper has received and printed letters which have screamed in the clearest and most definite terms the objections of the students to this proposal. (The letters that came from members of the SGA are not relevant.) In other words, these students "didn't like it" and they tried to "change it."

What happened? The SGA, through its Student Representative Board, placed its approval on the scheme.

When questioned as to what the SGA actually does for the students, its members usually answer,

with a great degree of indignation, that most of the things they do are never heard of by the students because of the "confidentiality" of the matters to which they attend. In other words, the student body will never know what the SGA does, if anything.

This newspaper is guilty of a comparable amount of ineffectiveness. Throughout the majority of this

newspaper's existence, it has printed nothing but propaganda for the SGA and the administration, including that abortion of an SGA column last semester. The articles do nothing but give high lights of events which no one went to while the editorials do nothing but waste about 500 words worth of space.

The one time this newspaper made an attempt at journalism was when the Air Force ROTC program was accused of hazing in last semester's final edition of the Avion. The writer of the story was hit by a barrage of telephone calls and personal visits from members of both the SGA and the administration which were laced with anger.

This none too positive reaction to a newspaper's only non positive article of the semester demonstrates the University's opinion of what the newspaper's function should be a place to write personals, which is what it is anyway.

Speaking logically, (which probably is not advisable) the SGA and the Avion are the most accessible pulpits from which the students can proclaim their views. But tracing the line of power, one can see that ultimately, the administration and not the students holds the leash. The Avion is funded by the SGA and the SGA is allowed to exist solely by the grace of the administration.

Summarily, neither the SGA nor the Avion is capable of controlling the actions of an administration that claims omnipotence as its right.



Tina Matila
Avion Writer

Letters to the Editor

What will it take?

To the Editor:
As a student here at Embry-Riddle, I have made a few observations concerning our parking problem. I realize that this topic has been the source of great controversy for quite some time now, and I speak for the students who are tired of feeling as if we are only voices in the wind. Our schools' administration has refused to accept the basic fact that we have a parking problem, for one reason-it does not exist for them.

I am proposing a little exercise that I feel will be extremely eye opening to all members of our university. My proposal is this - for a two week period, all parking spaces anywhere on campus (excluding handicapped spaces) be opened for anyone with a valid parking permit to use. I believe that when our administration, faculty and staff experience the general chaos that up to now is only encountered by us, that they may be forced to accept the reality of the situation. Perhaps then someone, somewhere may re-evaluate their view of our "non-existent" problem. Spending \$25,000 on a new way to catch students who are, in a sense, victims of the system seems somewhat ridiculous. If the new system is so efficient, is it not time to float some of the

deadwood in our new modern security division? In conclusion, I only want to inspire my fellow students. We can either sit around and complain loudly, or we can all stand up and insist upon being heard. It is not our responsibility to at least try? My wish is to have this letter published in the Avion, so that students become aware that at least I intend on making a change - from the inside.

CHRIS STRZOK
Box G-228

Is parking a crime?

To the Editor:

After reading the headline story in the last Avion, I was disgusted. The story glorified the new computerized parking ticket system, which has recently become a new "weapon" in the "war" against violators of the parking regulators.

The caption underneath the picture of the "hero" security officer says it all. It says that the new system "will make it even more difficult to elude the law." The last part is the best - the law. I think the administrators have completely blown the parking problem out of proportion. They treat the students like criminals. A violator is forced to pay \$10 per ticket, and some are as expensive as \$40. If three tickets are accumulated, a \$25 penalty is incurred. The fourth and fifth ticket

Morrison's asked to respect dorm students

Has Morrison's forgotten that their purpose here is to serve the needs of all of the student body?

What about those of us that live on campus? We are almost entirely dependent on Morrison's for food.

Here are just a few of Morrison's crimes against dorm students:

Making the meal plans invalid during final exams.

Most of us are very slight on cash towards the end of the semester. Making meal plans invalid inconvenienced many students in the most trying times of the semester. My suggestion to solve this problem is for Morrison's to offer an option for students wishing to have the meal plan during finals. There would be a small extra charge, but having to pay up front would lessen the burden of trying to come up with money at the end of the semester.

Shortening business hours

Last semester it seemed like every other week-day that Morrison's would alter their hours at either the Food Court or the Landing Strip and weekends were anybody's guess as to what times you could get food.

This semester Morrison's has officially shortened the business hours of the Food Court by changing the signs posted out front. This causes problems with students who have a few back to

back classes and won't have the opportunity to benefit from the extended menu in the Food Court as opposed to that of the Landing Strip.

Closing the Landing Strip on weekends

This has to be Morrison's worst crime against dorm dwellers. The Food Court is only opened for



Michael Gomm
Sports Editor

a limited brunch and dinner on Saturday and Sunday, so in other words you eat when Morrison's wants you to or not at all on weekends.

Sure there are many restaurants within walking distance from school, but they cost money and we already paid a bundle for those meal plans at beginning of the semester. Besides that, we all know how safe it is to be a pedestrian in this neighborhood.

Unsatisfactory delivery service

This almost appeared to be a bright spot in Morrison's unpopular history with dorm students. Just pick up the phone and have sandwiches, pizzas, cookies, and soda delivered to your room and charged to your Custom Card. The service seemed to work well for the first few times my roommate and I called, but things quickly went sour when we called one evening and received no answer. We had no money except for the hundreds of dollars on our Custom Card. We called off and on for the next three hours and still received no answer. This was on for the next couple days and we just gave up on "Deliver Ease."

My point is that the dorm students are the backbone of Morrison's business. We spend the most amount of money and should have our needs met. If Morrison's continues to ignore the needs of the entire student body then their reputation will continue to diminish and so will their business.

Student Forum

The Avion asks: How do you feel about the \$25,000 cost of the new computerized ticket system?



Norton Phelps

I think it's a waste of money, they should spend it elsewhere. Everybody could use the money.



Anthony Irvin

I think there are more important things it could be spent for. Where does the ticket money go?



Charlie Mitchel

Twenty-five thousand could be spent for more parking spaces. It would decrease the amount of tickets issued.



Frank Kovac

I think it's sad that they spend that much on tickets it could be better spent on education.



Dave Tenenbaum

I guess it's good as long as I don't get a ticket.



Lila Hargas

I think the money should be helping the parking situation instead of worsening it.

Airline deregulation leads to fare increases in South

WASHINGTON (AP) Air fares have more than doubled at many airports in the Southeast since the airline industry was deregulated in 1978, even though the average fare nationwide increased only 41.5 percent during the decade, a government study shows.

The Department of Transportation study, released last week amid government claims that deregulation has brought more service and lower fares, shows that Memphis, Tenn., Atlanta and Charlotte, N.C., recorded the steepest fare increases among the nation's 27 large hub airports between 1979 and 1988.

Memphis, dominated by Northwest Airlines, recorded a 110 percent increase in the average fare charged incoming or outgoing passengers during the decade. Atlanta, dominated by Delta Air Lines, had a 100.5 percent increase, and Charlotte, dominated by USAir, had a 93.9 percent fare increase.

Ted Harris, a Washington-based airline industry analyst and former consultant to four secretaries of transportation, said the price hikes are indicative of the lack of the competition among airlines in the Southeastern markets. "They've been able to stake out and achieve dominant market positions," he said. "The fact that they dominate

airports discourages any meaningful competition from their fellow members of the shared monopoly.

"Once you have no competition, you can charge whatever the hell you please." But Steve Hayes, a spokesman for the American Transport Association, which represents the major airline carriers, said it was just a coincidence that the three Southeastern airports had the biggest fare increases. "We feel that fare levels in and out of hubs tend to be related to factors other than concentration," he said.

"Operating costs can be different at different airports," Delta spokesman Jim Lundy said the study masks the fact that deregulation has brought a tremendous increase in the number of flights available in Atlanta, most of them non-stop flights that carry higher than normal fares because of the premium nature of the service.

The study found that fares at Hartsfield Atlanta International Airport in 1988 were 40.2 percent higher than the industry average. They were 28.8 percent higher at Memphis and 27.1 percent higher at Charlotte. The big airports, however, are not the only ones in the Southeast that have recorded major fare hikes since deregulation. The five medium-sized hub airports with the biggest average fare increases during the decade included three in the South: Raleigh-Durham, 84.5 percent; Jacksonville, 71 percent; and Nashville, 69.3 percent. And five of the top six small hub airports in terms of average fare increase during the decade were in the South: Huntsville, Ala., 112.7 percent; Chattanooga, Tenn., 105.5 percent; Shreveport, La., 94.7 percent; Jackson, Miss., 94.6 percent; and Knoxville, Tenn., 91.4 percent.

Because of the fare increases at hub airports throughout the Southeast, fares also have skyrocketed for passengers

in small cities who must transfer at the hubs to reach their destinations.

In Georgia, for example, the average air fare from 1979 to 1988 increased by 126.2 percent at the Albany airport, 117 percent at Columbus and Valdosta, 110 percent at Augusta, 108.3 percent at Macon, and 62.4 percent at Savannah. In Alabama, the average air fare during the decade increased 151.3 percent at Gadsden, 102.3 percent at Montgomery, 96.3 percent at Dothan, 93.9 percent at Muscle Shoals, 81.6 percent at Mobile, 79.2 percent at Anniston, 66.6 percent at Birmingham, and 60 percent at Tuscaloosa.

Harris said most small airports have lost all competitive service since deregulation, leaving passengers who use them at the mercy of single carriers.

"That's particularly tragic for small communities, because that was a major reason why the federal government invested so much money over the last 50 or 60 years in the development of the air transportation system in the United States," he said, "to develop a public intercity transportation system that was not discriminatory on a personal or geographic basis."

"That's particularly tragic for small communities, because that was a major reason why the federal government invested so much money over the last 50 or 60 years in the development of the air transportation system in the United States"

because of the fare increases at hub airports throughout the Southeast, fares also have skyrocketed for passengers

Airline chairman resigns; accepts 'moral responsibility' for crash

NEW DELHI, India (AP) The chairman of Indian Airlines resigned today, saying he accepted "moral responsibility" for a plane crash in southern India that killed 91 people.

Prime Minister V.P. Singh accepted the resignation of R.K. Prasad and asked the joint secretary of the Civil Aviation Ministry, P.C. Sen, to become managing director of the government-owned domestic carrier.

Prasad joined Indian Airlines in 1956 and took over as chairman and managing director in April. The airline has been dogged for years by complaints of frequent schedule delays and allegations of mismanagement, poor staff morale, inadequate supervision and training of pilots, and poor maintenance of planes.

The government declined to release details of Prasad's resignation, except to say he had accepted "moral responsibility" for the crash. A 3-month-old Indian Airlines Airbus 320 crashed Wednesday about 50 yards short of a runway in Bangalore.

The airline said 146 people were on the hourlong flight from Bombay and that 55 survived. At least 36 foreigners

were on the flight, including American, Japanese, West German, British, Sudanese, Somali and French nationals, officials said.

A U.S. Embassy official in New Delhi said one American died, one was missing and five had survived. The official, who spoke on condition of anonymity, said today that their identities would not be released.

The government has ordered an investigation into the cause of the crash. The weather was clear, and there were no signs of an emergency, officials said. Aviation Minister Arif Mohammed Khan said the plane's "black box," the digital flight data recorder that logs all changes in altitude, speed and direction, would be sent abroad for analysis. He refused to say where it would be sent.

The twin-engine plane is manufactured by Airbus Industrie, a European consortium based in France. Airbus sent a team of expertsto Bangalore to help in the investigation.

Wednesday's crash is the second accident involving an Airbus 320 and the first of an Airbus 320 in commercial service.

Air Wisconsin buys part of airline

APPLETON, Wis. (AP) Air Wisconsin has signed a letter of intent to acquire Denver-based Aspen Airways Inc., which operates feeder routes for United Airlines as United Express, officials announced Friday.

William Geenen, Air Wisconsin's vice president for finance, said the acquisition would be operated as a separate business and not be folded

into Air Wisconsin as was Mississippi Valley when that airline was purchased in 1985. The move will represent Air Wisconsin's first venture into operating a subsidiary airline.

Aspen is a 35-year-old, family-controlled airline operating primarily between Aspen and Denver. It also connects a number of smaller communities with Denver and seasonally

flies ski charter trips from Chicago, Dallas and Los Angeles to Aspen.

Aspen operates a fleet of four BAe-146 jets and 10 48-passenger Convair 580 turboprops. Air Wisconsin officials say that company will only receive the four BAe-146 jets and will operate the Aspen-Denver routes and seasonal Aspen service from Chicago, Los Angeles and Dallas.





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Athletics Director shows clear goals

by **Jon Osterholm**
Campus News Reporter

Those who were here at Embry-Riddle three years ago remember when there was no Athletic Department. In July of 1988, Tom Fisher came to the university to become its first Athletic Director.

"Embry-Riddle has not had an athletic program so it's been fun doing it. I've got a chance to meet a lot of students and faculty," Mr. Fisher told the Avion. "For me it's been nice to see progress is being made."

Originally from Westmoreland, in upstate New York (near Ulica), he started his college education at Colgate University in Hamilton, NY. He earned his Bachelor's Degree there from 1964 to 1968. His life took an interesting turn in 1968 when he joined the Peace Corps.

While in the Peace Corps he spent two years on the island of Sai Pan. He taught English as a foreign language and physical education to the residents there at a high school. He found a wealth of history on the island. It was a staging base for the attacks on Japan during WW II. Mr. Fisher told the Avion. It is also near Tinian Island, where the atomic bombs were loaded onto bombers destined for their detonations over Japan. Reflecting on the two years, he said, "the Peace Corps was a great experience. It was the most untypical thing I've ever done."

When Mr. Fisher returned from Sai Pan, he attended George Williams College in Illinois from 1970 to 1972 and received his Masters Degree in Phys. Ed.

His work experience has placed him all over the country. The first job he had was at an elementary school in Evanston, Illinois, and he taught Phys. Ed. and coached there for three years, until 1975. From there he went to the Latin School of Chicago where he did the same work. He stayed until 1979, when he went to a private school in Colorado Springs for a short while. His next job was at Warren Wilson College in Asheville, North Carolina. He

was the soccer coach there. In 1984 he went to Berea, Kentucky, where he taught P.E. and coached soccer and baseball at Berea College until he came to Embry-Riddle. He is the soccer coach as well as the Athletic Director here.

Mr. Fisher has a wife and three children (two daughters and one son). His wife Peg teaches math at DBCC. Mr. Fisher is interested in outdoor pursuits such as canoeing and rafting, and volleyball and basketball are two sports he enjoys.

He is involved in faculty intramural and corporate cup competition. He has been active in Traveling Camp, an organization that "takes young students out west to pursue high adventure activities," including rock climbing, mountain bike riding, and canoeing.

The Athletic Department's goals are clear and clean unlike some schools that have been in the headlines repeatedly. Mr. Fisher said that the "problem with big time college athletics is money. Schools can make a lot of money—begin to compromise their standards and values to win. That is something that we don't want to have happen here. We want the person who has the academic record and has a talent in sports."

He explained that the money problem couldn't happen here simply because the school is not large enough to pursue a television contract to air the games, for instance. Unfortunately, "if money were the driving force, no one would care about their (the players') GPAs, just how many points they score per game."

Mr. Fisher was quick to point out that there are many thousands of good colleges, ones that don't get sanctioned. The bad ones are sensationalized, and people develop a stereotypical image of college sports and athletes.

When asked what his teaching and coaching philosophy was, he said that he "always thought ... that you have to consider where the talents of the students lie." He said one has to adjust to the level and skill of team

see Director, page A11



Tom Fisher

Student recounts experience

by **Joseph A. Salerno**
Acting Campus News Editor

One of the greatest prizes a graduating senior can try to win for himself is an internship with one of the major airline companies. Arnie Quast, a graduating senior of the aeronautical sciences degree program, won such an internship for himself from United Airlines.

A grade point average of 3.0 is a requirement to gain the internship which is offered to seniors who are in cooperative education and are pursuing a degree which leads to a job with the airlines. Arnie more than met these qualifications and held CF/ME pilot ratings with 600 hrs. of flight

time under his belt, with the majority of that time as pilot in command. When his chance came around he quickly entered the fierce competition for the prize that was offered to students from nine other schools besides Embry-Riddle. He was soon called for his interview and was flown out to United Airlines headquarters in Denver for the day. The next day he received a call from Denver telling him he had been accepted for the internship, and that he would spend his fall semester based at the Washington Domicile at Dulles Airport in Virginia. During the internship Arnie was required to complete a number of

see Student, page A11



This is your captain ...
Arnie Quast takes a pose in the captain's seat after a ride in the jumpseat.



Malcolm X

by **Delannor Mance**
Campus News Reporter

Brothers of the Wind has recently named Malcolm X honoree for Black History Month. A major spokesperson for the black nationalist movement in the 1960s, Malcolm X inspired and shocked millions of people with his beliefs. In wake of recent alleged racial incidents the words of this astute theorist come to mind.

Malcolm Little was born in Omaha, Nebraska, on May 19, 1925. A dropout from school at the age of 15, he sold drugs, gambled, and participated in several crimes. After moving around he settled down in Harlem, New York, where he was convicted on burglary charges and was sent to prison at the age of twenty-one. Over a six year period he converted to the teachings of the Nation of Islam (Black Muslims) under the leadership of the Honorable Elijah Muhammad.

Malcolm obtained a vast amount of knowledge by utilizing all available material and resources in an unusually large prison library. After leaving prison in 1952 under his newly adopted name, Malcolm X, he dedicated himself to building the Nation of Islam.

With his superior speaking skills and keen awareness he motivated millions with his articulate explanation of a socioeconomic plan that called for the commovement of all people of color, not only here in the United States but around the globe. He advo-

Brothers of The Wind nominates honoree

cated black control of black community's and promoted a greater awareness of an identification with Africa.

Voicing his opinion on a wide variety of topics, Malcolm traveled abroad. He spoke at college campuses, political debates and many other events. Speaking not only in the United States but many European, Middle East and African countries as well.

When Malcolm stated that black people should choose the same weapons as white people such as politics (government), education (school), law (courts), ropes and guns (Ku Klux Klan), and fire hoses and nightsticks (police) to combat racism, prejudice and discrimination, many people perceived him as a violent man. He responded to this perception

tremism, a human being is exercising extremism, in defense of liberty for human beings, its no vice. And when one is moderate in the pursuit of justice for human beings, I say he's a sinner. And I might add in my conclusion in fact, America is one of the best examples, when you read its history about extremism, old Patrick Henry said 'liberty or death' that's extreme, very extreme."

Malcolm would never live to see a black society become a reality. After visiting many African countries and participating in Hajj (Muslim ritual) in the Islamic holy city of Mecca, he returned to the United States and declared independence from his mentor Elijah Muhammed. He organized the religious based group Muslim Mosque Inc. and then the Organization for Afro-American Unity (O.A.A.U.) to handle the human rights issues.

As he addressed his newly formed O.O.A.U. at the Audubon ballroom (Harlem, New York) on February 21, 1965

he was assassinated. Although three black men were arrested for the murder, the United States Senate subcommittee investigated and later revealed that the Central Intelligence Agency may have had some involvement in the assassination.

He was considered a great American by those who remembered his words. Malcolm often cautioned America that if the American people desired a successful future there would have to be a plan to eliminate the evils of prejudice, racism, and discrimination not only against blacks but people of all religions, races and creeds.

With his superior speaking skills and keen awareness he motivated millions...

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Christian Fellowship announces activities

by Steve Jacobs and Bruce Robbins
Clubs Writers

Greetings students. Another semester has come upon us here in sunny Daytona Beach. We are looking forward to a vivid semester in the Christian Fellowship Club, and want you to be a part of it. This semester we are planning to join forces with Stetson's Inter-Varsity and help put on a rock concert called Rockfest '90. Also we are planning to take a day trip out to Dr. John Wheeler's farm. Stay tuned to this column every week for information on these and other events. The past few meetings have been great! We have had a cookout at the Barrington and have had many new people come and join us in our fellow-

ship. Our president, Troy Town, and our vice-president, Darrell Hawkes, have led us in two Bible studies. Troy covered the topic of avoiding becoming a "casual" Christian. Darrell elaborated on how we as Christians, having Christ in our hearts, should make choices which will bring us closer to Him.

To conclude all who are interested and want to attend our meetings, they are usually held in the conference room in the front of the Student Center (S.C.), at 6:30 p.m. on Saturday evenings. Check our bulletin board by the copiers in the S.C. for any changes and for more information on upcoming events or call Troy Town or Steve Austell at 258-7205. Colossians 3:16-17.



Hands up...

The new security system for the Sigma Pi fraternity house will most likely frighten unwanted guests.

Sigma Pi visits New Orleans

by Joe Blancalana
Clubs Writer

I've seen sleaze. And I've seen easy. But there are some sleazy people beachside.

Though you gotta love it. Its Daytona Beach. Well the Lambda pledge class is underway. Again congratulations and good luck to the neophytes.

Remember nothing good is easy. Also no question or problem is too small or too big for your big brother. Let him know.

He is there for you seven days a week twenty-four hours a day. Do you have any questions of Sigma Pi International? Let any one of the representatives going to the convocation know.

Your representatives are to include: Jim Miner, Pat Berrigan, and Marlin Brooks as an alternate. Convocation is being held in New Orleans, Louisiana this year. Convocation is a convention of all the Sigma Pi chapters brought in one place every two years. Let's here it for the new

Buffalo Club members: Mark H., Gordo M., Lee S., Tom P., Pat B., Sean R., Bob L., Matt K., and the two pledges Jim and Pat. And an extra cheer goes to Sean Roberts our new Grand Pubah. He is also Brother of the week. As the Buffalo Club evening came to a close, it was briefly interrupted by a visit from the local authorities. The police received a code 638 (a possible break-in reported by a drunken idiot) and responded immediately. As it turned out, Gordo Markussen, V.P. of IFC (and now goof of the week as well) made the phoney call. When confronted why the call was made he simply stated "Don't ask me... Wait! Don't print that." As crime in Daytona Beach is on the rise, Sigma Pi is on the cutting edge of home security. To help curtail the increase of crime Sigma Pi purchased from the Army one M110 howitzer. The M110 "Big Moe" can lob a 205 lb. round 22,000 meters down range with pin point accuracy. Sigma Pi, safe and ready.

Army ROTC devises new Field Training Exercises

by C/1LT Michael Tayman
Clubs Writer

This weekend Eagle Battalion will participate in its first major training exercise (FTX) of the Spring Semester. Operation Audie Murphy is a two day FTX that will help prepare the MS III cadets for this summer's ROTC Advanced Camp. ERAU cadets will join with cadets from FIT and UCF at Ocala National Forest to receive training in small unit tactics.

The FTX is divided into three phases, which will train the cadets in individual and collective tasks that are necessary for outstanding summer camp performance.

The first phase stresses squad movement techniques and immediate action drills, such as reacting to indirect fire and reacting to a sniper.

The second phase is patrol base operations. The squads will prepare and occupy a patrol base Saturday evening, and keep it secure throughout the night. Patrol and recon activities will also be conducted during the night.

The final phase is an early morning raid on an enemy position. The squad leader will use all of the training received the previous day to seize the objective successfully.

This will be a very demanding and strenuous weekend for the FTX participants. Each cadet will have an opportunity to lead his small unit and receive constructive advice on how she or he may improve. The training they receive will be invaluable to their success at camp and future as an Army officer.

Lambda Chi Alpha opens pledge class to brothers

by Andrew Soares
Clubs Writer

Congratulations to Charlie Davis, Sonny Davis, Elvis Lankford, Larry McMannis, Craig Brooks, Marcus Fisher, Steve Goddard, Scott Hunt, Tom Keeler, Steve Kobrin, Bill Moore, Brian Mulkey, Rui Pereira, Keith Plumb, Mark Raffa, Keith Zacherl Spring 1990 Associate Member class.

Our Chapter Consultant Jeff Shoemaker will be visiting our Chapter Feb. 21-24. It will be our time to show him the greatness of the Sigma-Pi Chapter.

Jeff was down in Miami with us and said "I want to go flying," any Brother

interested in scoring an excellent rating out of him please submit your request to Brother Glenn Escudero.

In the coming semester look forward to seeing new and exciting Recruitment skits and workshops. Chapter Involvement motivational activities are being planned and a more diverse Fraternity Education Program is ready to inform on anything from Chapter history to big and little brother education.

Become an active part of your Chapter. This weeks words of wisdom: Wanted Alpha and Beta Brothers, Gamma Brothers need not apply!

ROA caters Daytona 500

by Arnold Rodriguez
Clubs Writer

Welcome back! The spring semester is off to a great start. Our first two Reserve Officers Association (ROA) meetings were held and expectations are high this year.

Our officers are planning activities and fundraisers which promise to make this semester busy and exciting. Planned activities include horseback riding, catering a booth at the Daytona 500, and the yearly Banquet.

Other activities in the works will be announced throughout the semester. For those interested in ROA, our membership is open to all cadets enrolled in a pre-commissioning program (ROTC) and our meetings are open to all who are interested. Meetings are held each Wednesday at 7 p.m. in Modular Facility III, Room A (M03-A).

We encourage all cadets to attend and look forward to seeing you there!

Naval Aviation club tours Jacksonville Air Station

by Bob Matthews
Clubs Writer

It's been an active semester for the members of the Naval Aviation Club. Through the leadership of Captain Byington, the Club Faculty Advisor; Pat Casity, the Club President; and Frank Almstead, the newly elected Club Vice-President, club members have had ample opportunities for trips to NAS Jacksonville and Cecil Field for flight simulator time. Many club members have taken of these trips and experienced the state of the art "SIMMS".

While some members just go for the fun of it, others may spend a couple of hours sharpening their pilot skills. As one club member put it "the flight

simulator trips offer the aspiring Naval Aviator and club member the opportunity to participate in proven training and the continuing strive for excellence."

In addition to these activities, guest speakers ranging from F-18 pilots to Chief Lindhurst--the area officer recruiter, lecture on a regular basis at the club meetings.

Interested students are urged to attend club meetings. The meetings are held every other Tuesday at 7:30 p.m. in A-109, the next meeting will be March 6.

Congratulations to the Hornet softball team on their first game and victory.

Nelson Mandela recognized by Kappa Alpha Psi

By Derek Johnson
Clubs Writer

All eyes of the world are upon South Africa this month. Just like Communism South Africa has realized that it is a immoral injustice to oppress an entire nation. Just like Communism, Apartheid is failing. It is slowly but surely decaying.

All South Africans are destined to

live in harmony. I see this goal already on the horizon and with the release of Nelson Mandela this objective will surely be obtained.

Mr. Mandela's freedom could not have come at a better time. Right in the middle of Black History Month a time where the nation reflects on the African-Americans past. Now the whole world will be doing it.

CLUBS POLICY

- All articles must either be type-written, double-spaced or on disk (unformatted in Word Star or Microsoft Word).
- Deadlines for submission of all club material is Wed., 5 p.m., one week prior to publication.
- Photos may be submitted with club articles.
- All submitted material becomes the property of the Avion with the exception of disks.
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Pitching haunts baseball Eagles in a loss to 7th ranked FIT

by Bill Miller
Sports Writer

The Embry-Riddle Eagles Baseball team dropped another tough game to FIT last Wednesday night by a score of 13-1. Though the score seems like a tremendous blowout, the game did not unfold in that manner. Both teams displayed tough aggressive pitching, and excellent defensive pressure. Through five innings the game was a pitching duel evidenced by the lack of offensive output and the low 1-1 score.

Student pitching coach Greg Phillips was on the hill for the Eagles. Greg's last performance was a shaky one against the Warner Southern Royals, but Greg apparently put that disastrous game out of his mind and focused on the strong hitters of FIT. In the first inning, Greg quickly retired the first two batters, but yielded a walk to the third batter. Walks are the Achilles heel of the Eagles pitching staff, and once again their opponent was able to exploit their weakness. With two outs the runner stole second base and was promptly driven home by the next batter. This made the score 1-0 in favor of FIT.

Now it was the Eagles turn to face the strong armed FIT pitchers. In the first inning the Eagles seemed a little tentative in the batter's box because of the vicious fast ball which the FIT starting pitcher possessed. After the first inning the Eagles realized that producing runs was going to be an enormous task. It was crucial for Greg to keep the

score low in order for the Eagles to win the ball game. Greg proceeded to keep the FIT hitters off balance and even struck out the sides in the top of the third inning.

Unfortunately all of the offense for the Eagles came in the bottom of the third inning. The Eagle's shortstop singled to right field and stole second base. This set the stage for first baseman Paul Cugno's RBI base hit. Paul's hit might not have been a powerful line drive, but his high bouncing single between first and second base was enough to even the contest. The rest of the game the Eagles offense could not get a runner to third base but did strand two runners in the bottom of the seventh inning.

Greg Phillips kept the game close as his fastball was smoking. Greg struck out seven FIT hitters before being relieved in the top of the sixth inning by center fielder Vince Papke. One funny aspect of the game was the fact that most of the FIT runs came with two outs.

In the sixth, FIT rallied to score six runs, and blow wide open a close game. Vince came in to get the Eagles out of the inning. If Vince would have had ample time to warm

up he probably would have stymied the FIT attack. But this was not the case as Vince yielded three more runs in the seventh inning to make the score 10-1 FIT.

Unlike major league baseball, NAIA rules allow the starting pitcher to return to the mound, provided he does not leave the field of play. This strategy helped as starting pitcher Greg Phillips relieved Vince in the seventh with two outs. Greg was able to get the last out and keep the game from becoming a total blowout.

The Eagles third pitcher of the game was Chris Herring. Chris came in to pitch the top of the ninth inning in relief of Greg Phillips. Chris has a strong fastball but what he has in power he lacks in control. Chris allowed FIT to score their final three runs and complete the scoring at 13-1.

Once again the Eagles main opposition was not their opponents but themselves. If the Eagles could just play within themselves they would not let costly mistakes like senseless errors put a close game out of reach.

Coach Pilon know's that he has a lot of work ahead of him this week as the Eagles prepare to play four games in

five days. In the game against FIT the Eagles committed more errors than they had hits, and this one statistic gives coaches gray hair.

However, when the defense is not committing silly mistakes they are capable of producing some spectacular plays. The two standout defensive players of the game were left fielder Rob Givler, and third baseman Bryan Ratchard. Rob's best play came in the top of the eighth inning when he made a homerun saving catch. Only a strong wind could have prevented the ball from leaving the park, and thankfully Rob was in position to make the grab.

Equally as impressive was the play which Bryan made in the top of the sixth inning. Bryan dove hard to his left and made an incredible stab at the ball. Quickly he got on his feet and trapped an FIT runner, who trying to advance to third base, in a rundown. After taunting the runner Bryan flipped the ball to the second baseman who made the tag.

Both Bryan and Rob's plays prove that the Eagles can put some serious leather on the ball as well as they put aluminum on it.

ERAU plays four home games this week at Jackie Robinson Ball Park beginning Wednesday against Washington & Lee.

Once again the Eagles main opposition was not their opponents but themselves. If the Eagles could just play within themselves they would not let costly mistakes like senseless errors put a close game out of reach

ERAU basketball falls short of Flagler

by John Strelecky
Sports Writer

The Embry-Riddle basketball team took the court last Tuesday night looking to pull off an upset. After winning two of their last three games the team was pumped up for this contest against Flagler College of St. Augustine. The Saints, who boast a 16-6 record and the top spot in their district, had beaten the Eagles earlier this year by a score of 101-79.

In the opening minutes it looked like Flagler was in for another easy win. Using an up tempo running attack, they built a 12 to 4 lead with 15:51 to go in the first half.

As would be the case all game however, the Eagles were ready to answer back with some offense of their own. Carlos Rodriguez got things going with two 3 pointers to pull ERAU within 5, and as the half wore on the deficit closed to just 2 after a short jumper by Richie Helton and an ally-oop layup by Al Jackson off the assist by Timo Norris.

With a little over 7 minutes left in the first half, both teams went cold from the field and slowed down the pace of the game. Unfortunately, ERAU combined that cold shooting

with some costly turnovers as the Saints defense really turned on the pressure. As the half wound down, the Eagles were behind 54 to 31, being outscored 24 to 5 in the last seven minutes.

The second half opened with the same level of intensity as had the first half. Both teams were turning up their offenses and applying strong pressure on defense. Al Jackson took the initiative for the Eagles hitting on numerous short jumpers and layups. ERAU had a big chance to close the gap with 13:54 to go in the game.

Flagler was called for a technical foul after a defensive shooting foul, giving the Eagles four free-throws and the ball. They were unable to capitalize though, scoring 3 points from the line, but none from the possession.

Despite being down by 20 points, the intensity of the Eagle players was really impressive. Richie Helton, Carlos Rodriguez, and Dennis Morill

were especially tough, defensively hounding their opponents throughout the entire game. This intensity showed throughout the contest, and with 6:25 left in the game, it looked like it just might be the key as the Eagles began to make their move.

After hitting one of two technical foul shots to close the deficit to 19, ERAU had the ball and a chance to get right back in the game. Upon going up for a rebound, Eagle center Ben Simpson was pushed from behind and amazingly enough no call was made by the officials.

This gave the Saints control of the ball on what should have been an ERAU foul shot opportunity.

The Eagles remained undaunted though, closing to within 15 on a jumper by Al Jackson and to within 8 on some hot three point shooting by Jim York. ERAU was clearly frustrating Flagler and it looked like they just might pull off the upset.

Things weren't to be however, as

They demonstrated that when they work hard, they can play right with this kind of team

Coach Steve Ridder

some more questionable officiating came into play. Down 83 to 75 with 1:18 to play, Carlos Rodriguez made what appeared to be a clean steal on the inbounds pass, but was whistled for the foul, this gave the Saints the ball, and control of the game.

As the final minute ticked off, the Eagles tried to foul to get possession, but the Saints were almost perfect from the line.

The final score of Flagler 92, Eagles 75 was really no indication of how close the game was. With a couple of breaks late in the second half, ERAU could easily have come away with a victory.

When asked about his feelings on the Eagles performance, coach Ridder had the following comments, "I was disappointed with them (the team) at halftime. We don't have the luxury of just going through the motions for a few minute stretch like other teams do.

When we did that at the end of the first half, they snuck it to us for some easy baskets. Over all the team gave a great effort.

They demonstrated that when they work hard, they can play right with this kind of team."

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6. Connecticut
7. Michigan
8. Georgia Tech
9. Purdue
10. Oklahoma
11. Syracuse
12. Louisiana State
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15. Michigan State
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A new band brings back some old rock

by Ron Roberts
Photography Editor

Such a young band with such a classic rock sound? You bet! The Black Crowes is a new band out of Atlanta Georgia with an old blues and rock sound.

The Black Crowes is a band with a lot of emotion, they do what they want to, and nothing else. "We're Black Crowes 24 hours a day," says Chris Robinson, the lead singer for the Crowes. If they feel like doing something, then that's what they do; like crashing a car into a dumpster seven times to get just the right sound.

The Black Crowes started with the two brothers, Chris and Rich Robinson. Their father was a musician and they learned fast. They started their first band, Mr. Crowes Garden, five years ago. Rich, who also plays guitar, recalls their first gig: "The club owner wrote us a check for \$50 and it bounced."

Rich Robinson was still playing guitar but in 1988 the band decided to go for a harder, two-guitar sound. They found Jeff Cease, a guitarist with as much of an attitude as the rest of the band.

A year later they were at Def American signing a record deal as The Black Crowes. "Cool, let's make a record," is all they had to say.

Their first album, *Shake Your Money Maker*, is hard rhythm and blues and good old rock n' roll. It's filled with songs based on real experiences and emotions from the band. The new album also features the ex-Allman Brothers keyboardist, Chuck Leavell.

The first song on the album, "Twice As Hard," is definitely hard. As Chris puts it, "It's a love song, plain and simple." It has a good solid rhythm and blues beat.

The next song, "Jealous Again," is a song for the band. It's arrogant and narcissistic, just like the band; good moving song.

"Sister Luck," is a blues song. It's about those times when luck calls someone else's name. "A tired song," comments Chris.

"Could I've Been So Blind," is good old Rock n' Roll with a bit of Blues thrown in to make for a familiar but different sound. A song about losing something good and knowing it.

"Seeing Things," is a traditional blues song. It could be found on an old 45 record; great classic song.

"Hard to Handle," is the best song on the album. It's good Rock n' Roll without a flaw; and Chuck Leavell can really play keyboards.

"Thick N' Thin," is "a nasty little song that mom wouldn't like if she knew what I was talking about," comments Chris. Listen for the car crash.

"She Talks To Angels," is a sad song about a sad but beautiful girl. Nothing about morals but there is a lesson in it.



(Photo courtesy of Carlton Records)

Classic rock...

With their first album, *Shake Your Money Maker*, the Black Crowes are bringing back the old style of rock.

"Struttin' Blues," is about struttin' around and making it look easy; a good blues song.

"Stare It Cold," is a song about looking life right in the eye, stop writing and stare it cold; good Rock N' Roll.

Overall, the album has a lot of potential. It promises that their next albums will be even better. The Black Crowes are bringing the style of rock back to where it all began, they'll be around for quite a while.

Sam's Deli enticing to both appetite and taste

by Jason Simon
Data Technology Editor

Ever had the hankering for a delicious homemade submarine sandwich, or the urge for a breakfast like mom used to make? Well wait no longer, the best place to find home-style cooking in Daytona Beach is at Sam's Deli.

The restaurant is now owned by Pat and Paul. They explained that when they bought the store it was already decorated as "Sam's Deli" so they figured why not keep it the same.

After sitting down at one of many tables or at the counter the customer may pick up one of the menus to choose from the wide selection of sandwiches or breakfast.

One favorite of many customers is the All American submarine sandwich. It starts out with a ten inch roll and then is generously layered with Boar's Head ham, turkey and american cheese. Next the lettuce, tomato and onion is added along with a special mix of mayo and mustard. Then the sub is served on one of Paul's hand washed dishes with a slice of real Kosher pickle. The sandwich is hard to put in one's mouth due to the heavy layering of meats and cheeses and at \$2.95 the sandwich fits every student's budget.

Another excellent sub is the meatball. It starts out with another ten inch roll then very large, homemade meatballs are added along with ladles of meat sauce. Then the cheese is added and then the creation is served with a slice of Kosher pickle, all for \$2.80. If a friend tags along it is suggested that one orders a meatball and one orders another sandwich. That way the best of two worlds can be experienced through sharing.

The breakfasts served at Sam's Deli are a step above most other restaurants. Recommended are any of Pat's homemade omelets or breakfast sandwiches. Her best breakfast treat is her french toast. Three, inch thick, slabs of french toast served with syrup and powdered sugar, all for \$1.30. Its a meal in itself.

Overall the trek to Sam's Deli was well worth the trip. The food was fantastic, the atmosphere was extremely friendly and the prices are incredibly affordable. Sam's deli is located at 2235 South Ridgewood avenue in the Clock Tower Plaza, across from the Outlet Mall.

They are open Monday through Saturday from 7:30 A.M. to 3:00 P.M. Sundays until noon. Or call 761-0205.

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- ** **At the Gate**
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Student

(continued from A5)
 projects along with his everyday jobs. One of these was the setting up of a Kavouras weather display system, instruction of pilots in its use, and the planning of a budget for its efficient use. Another project was the instituting of a photo board so that pilots based at Dullis could get acquainted with one another. Some of Arnie's time was spent at National Airport, a member of the Domicile, working with planning engineers and planning flight operations. Arnie had the privilege of going on inspections of other airports and even conducted inspections of Dullis and Norfolk Airports. During his inspection of Norfolk he was awarded with a

hands on visit of the space shuttle Enterprise. Normal duties for Arnie included tracking station delays in and out of Dullis, use of the Unimatic system computer, United's national data base, and scheduling and coordinating work blocks for pilots. On the average he carried a forty to fifty hour work load each week. "It was excellent exposure," commented Arnie, "I made a lot of friends and connections. I feel I'm more versatile now, and I have a better understanding of the airline industry now." In the end Arnie summarized his experience in a report for his co-op. In the future Arnie plans to make an effort to talk to students in other classes in the school to give them a better idea of his experience. Those who wish more information about the internship program can contact Arnie through his box, number 3132.

AOPA

(continued from page A1)
 aircraft will fully or partially stall. The ninth is caused by the left turning tendency on a go-around in a right crosswind. When a pilot compensates for a right crosswind with a slipping approach, right aileron and left rudder are used. If the pilot decides to go-around and does not neutralize the rudder the aircraft can enter a rapid left entry spin especially if the aircraft is in a nose-high attitude. The tenth has to do with density altitude. In mountainous areas the density altitude may exceed the service ceiling of an aircraft. Most of these scenarios can be practiced with a qualified instructor so a pilot may experience the problems and be more aware of how they happen and more able to prevent them. Pilots can use four senses to warn themselves of

a possible stall. Vision is the first, but is limited to watching the change of attitude, as not all signs are ones of stalls. Pilot's may also use their flight instruments to determine a possible stall. The airspeed indicator is the most commonly used stall indicating instrument. Empty field myopia is a focusing problem which usually occurs at high altitudes or low altitudes on colorless days where no horizon is distinctive. The eye will focus at about 30 feet and end up staring at that distance.

Every pilot can follow a collision avoidance checklist consisting of: 1. Check your own condition to fly; 2. Plan your flight ahead of time; 3. Clean windows and clear obstructions; 4. Adhere to standard operating procedures; 5. Avoid crowded airspace; 6. Compensate for your aircraft's design limitations; 7. Equip for safety; 8. Talk and listen on your radios; and 9. Scan!

Talent

(continued from page A1)
 will be coming out in a magazine format. For the past eight years, Ms. Jackie Berg has been advising the staff as they develop the magazine from the submission request period to the disbursement stage. She sees it as the only literary outlet on campus for Embry-Riddle students.

The funding of *Creations* has had many faces over the years. Now, however, it is primarily funded by the Student Government Association (SGA). This year, local businesses and perhaps some school organizations will help fund it as well.

Primarily, the *Creations* staff is new to the task this year. It was a struggle to organize recently. In the Fall 1989 trimester, there was not enough time for some of those interested to fit *Creations* into their schedules. But this term things are going well.

The main concern, however, is with students knowing about *Creations*. Students should recognize that their work need not be of "professional" quality. The editorial board chooses by vote the best of what they receive, so students are only competing against each other.

This writer flipped through last year's edition, and chose portions of a few anonymous poems to print as examples of what was chosen last year. The first one, titled "How", is a love poem. This is the second stanza of five:

A love creased with the lines of past romances/
 A love torn from the battle between I and Ego/
 A love hardened by the heat of lost passions/
 And encased in a vault of tears/ How do I unfold her love?

If you believe your work to be comparable or better than these examples, or even if you aren't sure it's any good, submit it! In other words, submit because you've done something creative. You may do so at room A-230 (Ms. Berg's office), or in the *Avion* office upstairs in the S.C. All original copies will be returned soon after the due date, definitely within two weeks.

Director

(continued from page A5)
 members one is working with. "You have to have goals but you can't set them so it's impossible" for the students to achieve them. "It should be fun." He stressed that it requires "lots of work... but if work isn't enjoyed then it becomes drudgery." In discussing Embry-Riddle, Mr. Fisher

said, "It's different than Riddle elsewhere because it has a single focus in its mission, and since I love aviation it's great for me. "But," he added, "it's hard to coach soccer next to Daytona Beach Regional airport."

Letters

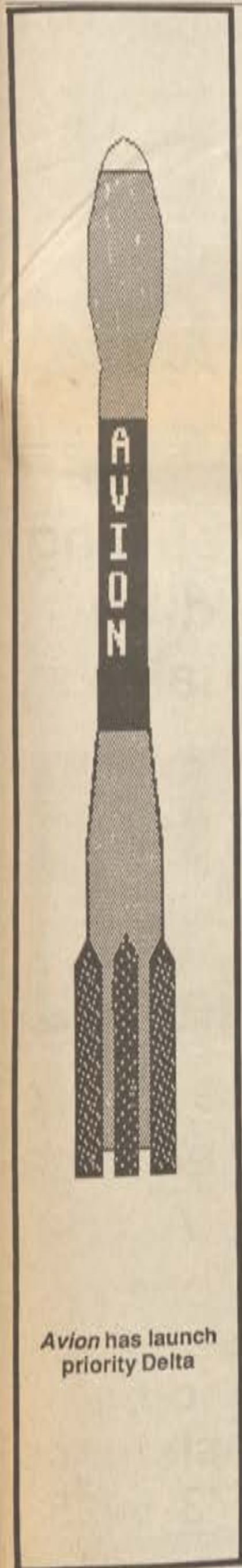
(continued from page A2)
 result in a \$50 - each penalty, plus a trip to the student court, to face the judge. This is not a police state, it is a university.

I honestly could not believe that the university spent \$25,000 on this new system. The article made it sound like an improvement to replace "the pen and ticket pad" with a \$3,000 field unit. At least now I know where my money goes.

Can't they see that if they collect that muck in one week, there is a problem. It's like the teacher who doesn't see a problem when each of his students fails the class. As a student here, I can barely afford the university, and these parking fines and \$25,000 could be used for something positive for the school?

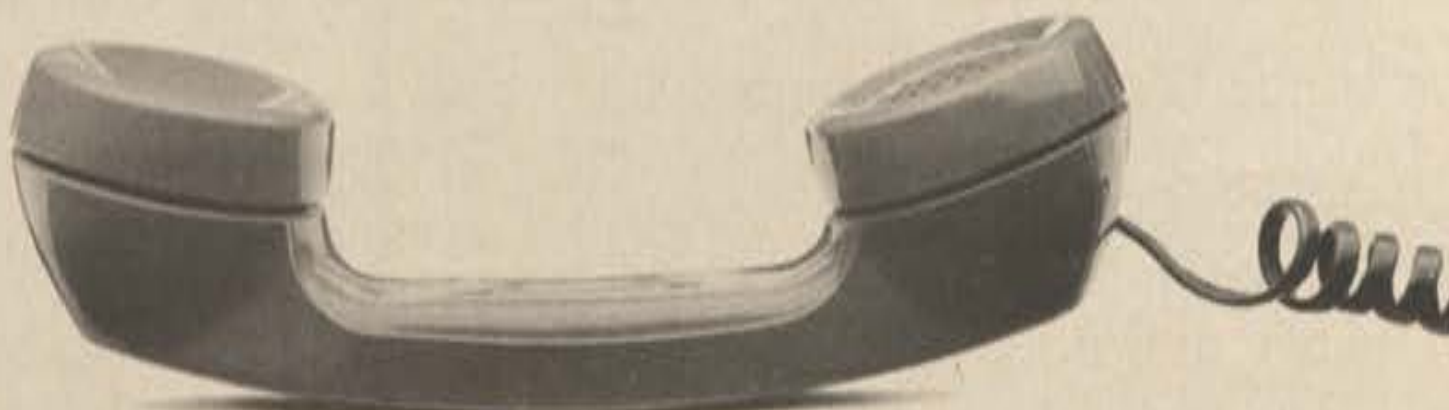
I don't think that this letter will do anything to change the situation, but maybe it will make the administrators think. But I doubt it.

Andrew Brown
 Box 4226



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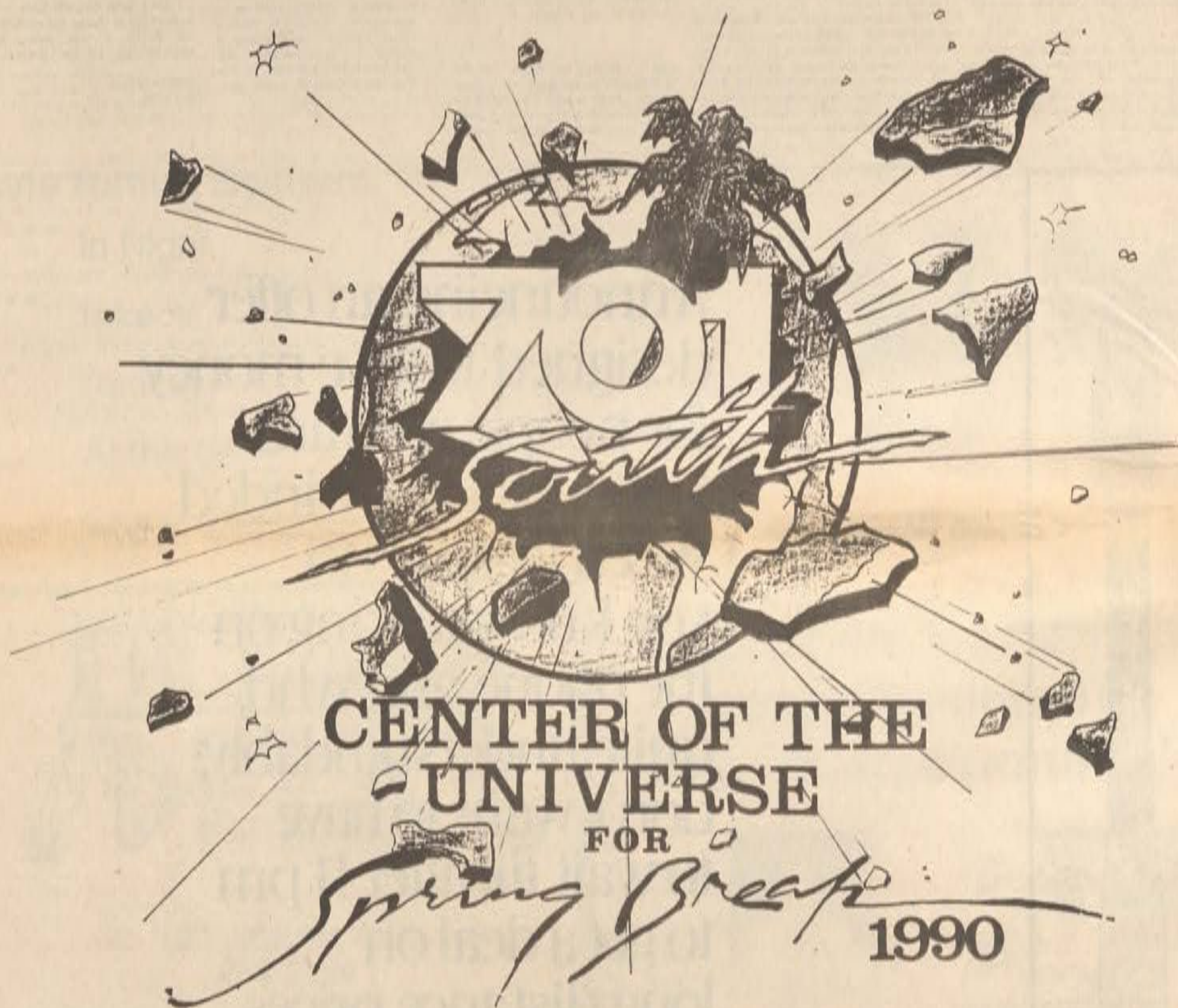
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