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Embry-Riddle Aeronautical University

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College chooses to keep men out

OAKLAND, Calif. (AP) Mills College graduates will get more than diplomas during commencement exercises this weekend - they'll also take home the school's promise to remain all-women.

College trustees agreed Friday to keep undergraduate men out of classes at the 138-year-old school after alumnae put together a financial rescue plan following a two-week student strike that closed down the school by barring administrators and staff from campus buildings. "I believe we at Mills College have proved to ourselves and the rest of the world the inestimable value of women's education," Melissa Stevenson-Dile, incoming student body president, said after the decision. "Women who are taught to strive for equality and justice have a power that can never be crushed," she added.

On this day, May 18, 1990, the women of Mills College have proved we are worthy of our education. Graduation ceremonies will be held as planned Sunday, but students won't get their diplomas until this summer because records couldn't be verified in time to issue the documents. Cheers, tears of triumph and popping champagne corks greeted the announcement by board chairman Warren Hellman that reversed a trustees' decision made May 3.

The board wanted to admit undergraduate men beginning in the fall of 1991 to boost enrollment from 777 to 1,000. The school said it needed more students to help balance its \$24 million annual budget.

Here's one for you," Hellman told a crowd of about 300 women as he unfurled a banner that read, "Mills - For Women. Again." "I think we have all won," he said.

"The students have focused the eyes of the world on Mills... Sometimes in your lifetime you are involved in something that may not just change an institution, it may change the world. I think you've done it," College President Mary Metz stopped short of giving the student protesters full credit for the reversal and warned that if the school runs into serious financial trouble administrators will again consider admitting men.

"The civil disobedience was very important in expressing care for the college and giving us time to work out the future," she said. Senior Jamai Deuberry, 22, said students are confident that they and alumnae will be able to help boost enrollment and gifts to the school as proposed under the Mills rescue plan.

"We do not shy away from that responsibility," Deuberry said. Cathy Gildea, a graduate from the class of 1987, said she talked to "hundreds of alumnae, and we're committed to making (the rescue plan) work."

The board said its decision to retain the school's women-only policy at the undergraduate level is contingent on achieving financial stability and making progress toward certain goals. Those goals include: Boosting undergraduate enrollment from 777 to 900 by fall 1993, and 1,000 by fall 1995. Raising \$10 million in new endowment funds by fiscal 1994-95.



Photo by David Feltz

Scheduled departure...

Out-going University President Kenneth Tallman has served the students of Embry-Riddle Aeronautical University for five years.

Faculty member receives Fulbright fellowship

by Phyllis A. Salmons
Special to the Avion

University students of Syria will certainly benefit from the expertise of one of Embry-Riddle's most talented faculty who will serve as a lecturer/researcher with University of Aleppo in northern Syria. Dr. Robert Hamwey, Assistant Professor of Physics, has been awarded a Fulbright Fellowship for the 1990-91 academic year when he will take a leave of absence from Embry-Riddle to live in Aleppo, Syria, a city of approximately 1.5 million.

Dr. Shiv Aggarwal, chair of the Mathematics and Physical Science Department at Embry-Riddle commented, "By winning a Fulbright Fellowship, Dr. Hamwey has brought a unique honor to himself and to Embry-Riddle. Because of his pleasant personality and enthusiasm for teaching, he can relate with the students very easily."

The Board of Foreign Scholars, consisting of 12 members appointed by the President of the United States chooses the recipients of Fulbright Fellowships which are available to all professors in universities and colleges throughout the nation. Fulbright scholars work in various countries to promote an improved mutual understanding among the people of the world through educational and cultural exchanges. Selection is guided by the opportunities offered in participating countries and by the requirements of the institutions with which the applicants will be affiliated. In the early 1980s, more than 125 countries were participating in academic exchanges.

The scholarships are named after Senator J. William Fulbright of Arkansas, who sponsored the original legislation known as the Fulbright Act of 1946. The Fulbright-Hayes Act of 1961 broadened and strengthened the effectiveness of the program which is in effect today. Dr. Hamwey will serve as a representative of the United States exemplifying the standards of excellence typified by American professors.

Specifically, explained Hamwey, there is an interest at the University of Aleppo, a large modern university with approximately 30,000 students, to have a more substantial physics department, rather than just a few physics courses required for engineering students. Hamwey will work directly with the development of advanced-level courses and a series of laboratories leading to a major in physics and preparation for graduate work in the field.

Hamwey noted that this situation parallels the recent developments at Embry-Riddle as our own Mathematics and Physical Science department has strived to provide an Engineering Physics program at the Daytona Beach campus. Having been involved in the developing and planning decisions regarding the curriculum and equipment needs for a viable Engineering Physics program here, Hamwey can use his experience to help another university make a similar transition from being strictly a service department to one directing a degree program.

Hamwey, originally from Boston, Mass., earned his Ph.D. from Dartmouth College in Hanover, New Hampshire, where he studied galaxies and the structure of the universe. He has spent a great deal of time at Kitt Peak Observatory where he examined hundreds of galaxies, obtaining their red shifts in order to understand how the universe is expanding.

Hamwey joined physics faculty at Embry-Riddle in October 1988 teaching and doing research with Dr. G. Sivjee in Embry-Riddle's Aerospace Research Laboratory on campus. Sivjee was Hamwey's thesis advisor for his master's study in upper atmospheric physics at the University of Alaska in Fairbanks.

While in Syria, Hamwey will work on a very large scale project in conjunction with scientists from the Soviet Union, Norway, and possibly Canada, monitoring the daily variations of ozone over various parts of the Northern Hemisphere from stations of relatively constant longitude.

Hamwey will make ground-based observations of ozone in the atmosphere at the southernmost station in Syria. His data will be analyzed and compared to those taken at stations in Soviet Georgia, Kiev, Moscow, Leningrad, Norway, and Svalbard, an island having both Soviet and Norwegian inhabitants, located in the Arctic Ocean, about 1,000 miles from the continent. Negotiations are being made to also man a station in Northern Canada, giving an extension of observations over the pole. The collection of

see Hamwey, page 5

Tallman announces '91 retirement date

by Joseph Szarmach
Staff Reporter/Photographer

After five years of service to ERAU, President Kenneth L. Tallman has announced his intention to retire.

At a recent meeting of the Board of Trustees held in Prescott, Arizona, Tallman informed the board of his intentions. When he accepted the position of president in March of 1985, he committed himself to a 5 year term.

Tallman's resignation will not become effective until June 30, 1991. During the interim, President Tallman will continue his fund raising duties.

Edward Simpson, Chairman of the Embry-Riddle Board of Trustees said "We are fortunate to have his services for a longer period since President Tallman has agreed to continue in his position for one more year, concentrating his efforts on the capital campaign which was launched last October to secure funds for needed facilities, student scholarships, and faculty development."

This will permit a newly appointed Committee On Continuity time to insure an orderly transition.

The Committee will establish criteria for candidates for President and will select an appropriate replacement.

The Committee On Continuity is composed of select Board Of Trustees members as well as some faculty members. In his five years at Embry-Riddle, President Tallman has undoubtedly left his mark on the university, and his retirement will be a loss to the institution.

"During his tenure, President Tallman has developed Embry-Riddle into a world class institution, and raised the overall standards of the university," Simpson added.

Committee on Continuity Chairman John C. Adams Jr. stated "We are grateful for the outstanding service provided to the university by President Tallman. He has moved Embry-Riddle into areas that would have seemed

unattainable a relatively short time ago."

"Under his leadership," Adams continued, "the university has undertaken proactive academic initiatives, such as the School of Graduate Studies and Research, and the addition to course offerings of new degree programs in engineering physics and electrical engineering."

New highs have been achieved in applications for admission, full-time enrollment, and freshman SAT scores. In addition, President Tallman personally appeared before two Congressional committees to testify on current aviation issues.

Other significant events during President Tallman's tenure include his heart-felt speech during the memorial services for John Paul Riddle and dedication of the Airway Science Simulation Laboratory (ASSL).

Prior to coming to the university in March of 1985, President Tallman's career was no less distinguished.

President Tallman graduated from West Point with a Bachelor of Science in Military Science and Engineering. He received a Master of Science in International Affairs from The George Washington University.

He earned his pilot wings in 1946 and then served in a succession of fighter unit assignments for the U.S. Air Force. He has flown aircraft ranging from the propeller-driven P-51 Mustang to the P-4 Phantom jet and has over 6,000 hours total flight time.

He eventually attained the rank of Lieutenant General before retiring from the Air Force in 1981. Before coming to Embry-Riddle, General Tallman was President of Spartan School of Aeronautics in Tulsa, Oklahoma.

Looking toward the year 2000, General Tallman has directed the preparation of a long-range institutional plan that will involve the raising of \$50 Million in gifts and grants during the decade of the 90s.



Photo by Joe Szarmach

Fulbright honor...

Dr. Robert Hamwey recently received a Fulbright Fellowship.

B-707 simulator to touch-down at Embry-Riddle

by Joseph Szarmach
Staff Reporter

The Airway Science Simulation Laboratory will be the home to a Boeing 707 flight simulator donated to the university by the Bendix Division of Allied Signal Corporation.

The simulator is currently located in Fort Lauderdale and is undergoing thousands of dollars of renovation.

According to Jim Blanchard, equipment manager of the Airway Science Simulation Laboratory (ASSL), the simulator is expected to arrive by this Friday and should be ready for use by

this fall.

The simulator is a 4,000 pound, fiberglass model of the real thing.

Once it arrives, the simulator will be linked to computers in the laboratory so students learning to be air traffic controllers can participate in the training. "There will actually be a 707 on their scopes," said Gerry Gibb, director of the ASSL.

Currently, only the small Frasca simulators are linked into the air traffic control system.

The simulator is valued at between \$1 million and \$2 million and is being

donated by Bendix. However, to cover the annual maintenance estimated at \$9,000 a year, there will be a lab fee to use the simulator.

The 707 simulator will greatly augment the simulator inventory. Currently the lab contains two Frasca simulators. There are five other simulators on campus.

None compare in value with the 707. The 707 is designed for three-person crews and unlike the other simulators on campus, the 707 requires coordinated activities between at least two pilots and an engineer.



Bendix

Relic revival...

ERAU will soon take delivery of a 707 simulator.



Space Technology

Section Highlights . . .

Space Technology . . .

The Galileo space probe will approach Earth in December for a planetary gravity assist which will propel it to Jupiter...page 6

Diversions . . .

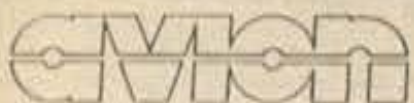
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Diversions

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DAYTONA BEACH
& EMBRY-RIDDLEYEARS OF
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This week's staff: Marianne Michaels, and Joe Szarmach

The opinions expressed in the Editorials are those of the majority of the Editorial Board and do not necessarily represent those of the University, the staff of the Avion or the members of the student body.

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PARK ARGUMENTS DEFENSE
COLLEGE PRESS SERVICE

Editorials

I go to Florida State, yeah that's it...

More and more often recently, I find myself flinching when asked what school I attend. I know it shows a lack of school spirit, but lets face it around Daytona Beach it simply is not fashionable to be a "Riddle" student. The situation seems particularly acute for "Riddle guys."

Although in the past I have always ignored my friends who have warned me incessantly to imagine myself as a Florida State student when queried at local night spots or around town, I now am beginning to see why.

Grimaces...they are how most area females respond to "I go to Riddle." This seems to be only the beginning, however. I cannot count the stories of local cops who pulled over "fly-boys" after catching a glimpse of those out-of-state tags accompanied by the infamous Riddle parking sticker.

On a recent Eastern flight into Daytona, I practically fell over when my fellow passenger recounted the positive aspects of Embry-Riddle and its students (he was an ex-Army helicopter pilot and private pilot).

Well, ignoring this exception, we must ask ourselves what makes us so unpopular among residents. After all, the economic impact of ERAU on Daytona Beach is well-over \$125 million annually, representing about \$1500 for each resident of the city. Riddle students rent apartments, eat a great deal of food, and virtually keep local entertainment

venues open throughout the fall and winter.

It seems that at least the people who eagerly hunger after our dollars are satisfied with us.

The others, however, seem to think of us as pretentious, or snobbish, or pompous. These opinions seem ironic when one looks at ERAU's over-worked financial aid office squarely in the

face, not to mention the myriads of other students receiving assistance from the military. If my Mom were here she would announce, "They're just jealous?" but I think the problem runs deeper than that.

Even after facing the financial ironies, we still must ask ourselves, "Is there something we did?" The answer is probably, yes.

I feel confident that there are enough jerks attending ERAU to poison this city for the rest of us.

The situation we are faced with is not unusual among colleges situated in small cities. Auburn University, for instance, faces similar problems on an even larger scale, and they have made just as little progress.

Solving the problem is essentially in our hands. The University invented such events as Skyfest to build goodwill in the community, and it is my guess that the growth of the basketball program is to serve the same purpose.

It is possible that a high quality basketball team could lead to support from the community and a greater intermingling of students and residents, but even if this takes place their impressions are still in our hands.

So if any of you have the opportunity to disturb some DBCC students, harass Holly Hillians, or stress-out some Spruce Creek seniors please pass the opportunity by, for everybody else's sake.

Joe Cambron
Managing Editor

Letters to the Editor

Late tuition forms questioned

To the Editor:

I have a problem that has to deal with the way the University handles the way that students pay their tuitions. When I first came to this University, in September of 1987, the students were granted a specified grace period into which they could pay their tuitions.

Now, thanks to the infinite wisdom of E.R.A.U., the students are forced to fill out tuition payment agreement forms so that they can defer their payments to a later date, May 21, in this case before they encounter a service charge laid on them by the university. This form basically does the same thing that the grace period did before, so what has this form done for the students and the University?

First, when the students first receive their tuition invoice for the coming semester they receive an advance payment envelope, which is in itself a slap in the face to students, and a tuition payment agreement form.

Many of these forms end up as trash on the mailroom floor. The next step occurs when the students are required to pay their tuition, the first day of classes.

Then you see many students in Spruance Hall signing these forms that basically say that you can pay at a later date.

After the students take up their time to fill out these forms, they are directed to another representative who checks your financial file and then tells you that the form must be signed by another, unnamed, Dean of the University. Now I ask you, what has this form done?

It adds to the vast amount of paper wasted by the University. It adds to the workload of the university staff, which in turn creates more expense for the University and ultimately the students. Plus it wastes the student's time. All this to perform the same function that the grace period did.

Get with it E.R.A.U., don't waste my time and everyone else's.

Name withheld by request

Two weeks is simply not enough time

It's the start of yet another Semester here at ERAU, and time again to fork over the \$1500.00 or so for tuition.

Fundamentally, the system of billing and payment is adequate. The bill for tuition is sent weeks before the start of classes and there is no problem with finding the time (for parents) to go to scrape up the money and send the check off.

After all, we pre-register, carefully picking through the catalog and the myriad of possible choices of classes to take. Thus we know exactly what we are taking and what our tuition will be.

This is how the system is supposed to ideally work. And for some it might. But for many, too many, it's a problem. The problem occurs because of a little thing called add drop and meal plans.

Meal plan arrangements are not made until after the first day of class. Many students, because of various circumstances, must add classes and depending on how many classes added, the student's account balance grows. The adjusted bill is then sent to the student's ERAU box. The

problem here is that many students do not pay the tuition directly themselves and must make arrangements of some sort for payment. This may include sending the bill home to parents, or making arrangements with a bank.

Now the student can send the bill home directly, or ask the student accounting office to send the bill to their parents. Several days later, depending on where your parents live, the bill arrives. Assuming the tuition is sent back that day, or even within a day or two, it is a toss up whether the mail will be quick enough to get the tuition back in time to avoid the \$100.00 late charge. The student is then faced with a \$100.00 late fee because the check is a day late.

This \$100.00 "late fee" when looked at in terms of a finance charge or interest charge, comes out to an annual percentage rate of approximately 9000 percent. This is assuming you owe say, \$400.00 and tuition is one day late and are assessed the \$100.00 late fee.

My point is this: It is almost a physical impossibility for a bill to reach say New York, and then

for the tuition to reach Daytona in two weeks.

I think the University can take a lesson from Master Card, Florida Power and Light, Halifax Cable or any other company that bills for services: Send the bill, wait a REASONABLE amount of time and THEN charge a late fee or interest.

The fact that tuition is hundreds of dollars as opposed to \$50 or so for electric etc, is all the more reason that the university should follow industry billing procedures.

Joe Szarmach
Staff Writer

Student Forum

The Avion asks: Do you think that ERAU allows enough time for students to pay their bills?



David Gray

Since the University holds the right to give us our grades and credits, isn't that enough leveraging power to make us pay our fees without demanding them up front.



David Pollard

Yes, I think its enough time. People know its coming so they should be prepared.



John Osei

I think that we need more time since my money takes long to clear by the bank. It takes them too long to figure out much you owe them.



Todd Kuhn

Right after Add/Drop you get a bill saying the money is due like the same day.



Doug Deuaney

No, I think students should be able to put 50 percent down at the beginning of the tri. and make the balance due by the end of the tri.



Robert W. Humphreys

I went to the University of Tennessee and didn't have to pay till last week of school. I would like to see some form of payment plan.

Career Corner

by Career Center Staff

Congratulations New Professionals!

The Career Center staff wishes to congratulate all the hard working new Spring graduates who have received the ultimate pay off for the time and effort invested in their education and job search. Through use of the Career Center and their own resources, about 13.5% of Spring graduates had already found civilian employment in their desired field careers upon graduation. Another 11% are pursuing military careers, and still others are continuing their education to pursue a higher degree. Past surveys have shown that about 88% of Embry-Riddle graduates find employment in their field within three months of graduation.

A few of the companies which have extended job offers to Spring Embry-Riddle graduates include:

AVIALL, Air Ambulance Association, American Flyers, Delta Airlines, Electronic Data Systems, General Electric, Hawaiian Airlines, Kosola & Associates, McDonnell Douglas, NASA, Nassau Flyers, Nothrop, Northwest Airlines, Phoenix East, and USAir.

Job Seekers Hang in There

If you are among those who have not yet found employment, don't let up on your efforts. Be patient and persistent, and use the Career Center to help you evaluate your job search strategy, polish your job search skills, and learn of new job opportunities and on-campus interviews. Remember that hiring decisions take more time than rejection decisions, so sometimes no news is good news.

Job Search Seminar

For those just beginning to think about life after graduation, the Career Center offers a two hour Job Search Seminar which covers all aspects of the Job Search. To sign up, visit the Career Center, and a session will be scheduled at a convenient time based on student response.

Jobs Update Hotline

For a sampling of available entry-level jobs, call 239-6052. This is a recorded message which is updated biweekly. For a more complete listing of available jobs, visit the Career Center. Summer hours are 9:00 a.m. to 4:00 p.m.

Embry-Riddle observes its 25th year in Daytona

by Phyllis A. Salmon

Special to the Avion

The faculty, staff, and students of Embry-Riddle Aeronautical Institute were allowing the dust to settle 25 years ago, having just moved 250 miles by a convoy of trucks. Embry-Riddle offered classes for the first time in Daytona Beach on May 19, 1965, only one month after having concluded operations in Miami.

Prior to the move, Embry-Riddle held classes in the old Fritz Hotel, with students practicing at Tamiami Field, 15 miles away. When it was announced that the Tamiami Airport would be phased out, officials of Embry-Riddle considered 22 possible sites for relocation.

Daytona Beach was chosen, aided greatly by the "Committee of One Hundred," a group of local citizens dedicated to invite new business into the area. Survival of the institute required relocating to an area with growth potential and open air routes. Daytona Beach fit that description.

Officials of Embry-Riddle also considered changing the name of the school but decided to keep the name that was so well recognized in aviation circles, though T. Higbee Embry had died and John Paul Riddle was not associated with the institute at that time.

Upon arrival in Daytona Beach, Embry-Riddle set up temporary operations at the Daytona Beach Municipal (now Regional) Airport, while negotiations with Ormond Beach officials for land at the Ormond Airport were pursued.

There was plenty of room and the airspace was uncongested there, making the Ormond Airport first choice of area locations. Negotiations with Ormond broke down, and the school bought an 86-acre site next to the Daytona Beach airport.

Embry-Riddle borrowed money to survive. There were only a few students (about 165) and salaries were too low to cut further.

John Story, assistant professor of aviation maintenance technology, said he was paid \$3 an hour as a flight instructor in 1965. Faculty members supplied their own paper and pencils. Faculty and staff agreed to delay a payday one week so the school could earn interest on the money.

Not everyone was pleased that Embry-Riddle moved to Daytona Beach. Many of the Committee of One

Hundred wanted to attract industry that would help broaden the area's non-tourism industry base. With the economic struggles that Embry-Riddle was facing at the time, some felt the school would add little to the economy and prestige of the community.

Few believed that Embry-Riddle would survive under the circumstances. Jack R. Hunt was the visionary that made it work at times when it seemed impossible. Hunt, a former Navy Commander, had gained international

fame as the pilot of the first non-stop, round-trip flight across the Atlantic in the U.S. Navy Blimp ZPG-2. Hunt led a 14-man crew of the airship Snowbird for 364.2 hours over 9,448 miles from March 4-16, 1957. It was at the time the longest non-refueled sustained flight ever made.

For the feat, Hunt had been awarded the Distinguished Flying Cross. By the time Hunt died of cancer in 1984, Embry-Riddle was the largest aviation university in the world, with 5,000 students in Daytona Beach, several hundred at the Prescott, Ariz., campus, and 7,500 studying at the international centers around the world.

Today, Embry-Riddle, with an annual budget approaching \$76 million (an expansion/improvement record unequalled in Volusia County), serves more than 19,000 students.

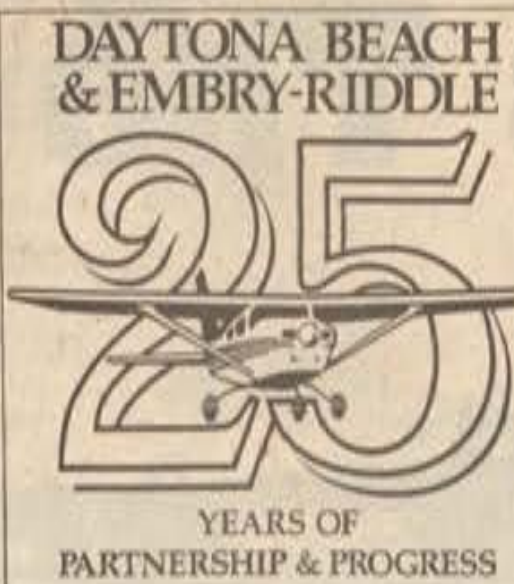
Approximately 7,000 undergraduate students are currently enrolled at the residential campuses, and about 3,000 are enrolled in graduate programs university-wide. Students come from all 50 states and more than 80 foreign countries.

The feelings of the local community can be summarized best in the words of an Ormond Beach state representative, Dick Graham, who told the Daytona Beach News Journal, "All the right ingredients must have been present or this tremendous success story could not have happened."

Dick Graham

These include an administration and faculty committed to providing students with the best aviation education available, and a community which has supported and encouraged the development of this fine institution.

We are all very proud of what has happened at Embry-Riddle over the past 25 years."



Measles outbreak worsens

by Martin Kammernan

News Editor

A 20-year-old man died in Deland on April 25 due to a case of measles. Local county health officials count this as the first death from a recent outbreak of measles in Volusia County.

According to laboratory tests, the unnamed man died at Fish Memorial hospital due to unspecified measles complications. He had recently arrived in the area from Mexico. This is the first death from measles in Florida since 1987.

The Volusia County Health Department has listed 61 confirmed cases of measles in Volusia since the onset of the outbreak in early January.

The type of measles going around is known as rubella. It is also known as the 10-day "hard" measles. Symptoms of rubella include coughing, runny nose or watery eyes, combined with a fever of at least 101 degrees, as well as a skin rash lasting at least three days.

Clint Parker, Information Specialist for the Volusia Health Department said, "It's very important if anybody shows symptoms of measles to contact a private physician or the Health Department," he continued "Measles can cause encephalitis or brain damage, blindness or have other serious consequences if not treated." The disease is airborne.

Three weeks ago, 55 DeLand high school students were pulled from their classes due to a possible case there. Six cases were diagnosed at Taylor Middle-High School in January.

Students immunized under the age of one year or between 1963 - 1968 may still be at considerable risk for contracting measles. The Embry-Riddle Health Service staff is available to review immunization records, answer questions and make referrals. They are open from 8:00 a.m. until 5:00 p.m. Monday through Friday in the Student Center, or you may call ext. 6036 to reach them by phone.

Note: Information used in this article was partially provided by Nan Filwood of The News Journal (May 9, 1990) and Maureen Bridger.



Tested...
Aero. Science sophomore, Mark Ruane, visually checks the fuel level before his FA 105 "pre-prog."

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Bird on a Wire is a good comedy

by Erinn Moore
Diversions Editor

If you are looking for a terrific, action packed, comedy with little plot to it, then *Bird on a Wire* is the movie for you. It stars the ever popular Mel Gibson of *Lethal Weapon* fame and Goldie Hawn of *Private Benjamin*. Mel plays a gas station mechanic under the Federal Witness Relocation Program hiding out from a former ex-con (David Carridine) released from prison. Goldie plays Mel's former girlfriend who just happens to run into him at the gas station. It is there where

David Carridine catches up with Mel and it's one big chase across the upper midwest for an hour and a half.

Other than that, I found the movie to be rather entertaining. There is an excellent scene of a Piper Cub shredding it's landing gear in the main rotor of a helicopter and the plane landing in the bushes after performing this feat.

There is virtually no nudity in this film aside the fact that you get to see Mel's behind in one scene. I also feel that the scene of a man being eaten by a piranha was pretty effective. I feel this film deserves four out of five stars for it's overall action and realism.

Pretty Woman still soaring

by Erinn Moore
Diversions Editor

Pretty Woman continues to hold on to it's No. 1 position at the box office for three weeks following it's release in theatres across the country eleven weeks ago. It has reportedly earned \$101 million dollars.

The movie stars Julia Roberts as a prostitute working the streets of Beverly Hills who gives directions to Richard Gere portraying a businessman whose job it is to buy companies and sell them for their assets.

Our story begins when Richard offers Julia a proposition to escort him in Beverly Hills for a week. When she accepts the offer she finds out the difficulty of looking and acting the part of a rich woman in Beverly Hills considering the fact that she is a prostitute.

The problems started occurring when she tried to buy clothes downtown. Julia found that you cannot wear street

clothes in a high fashion boutique and expect to be serviced in a cordial manner.

She also discovered that you cannot walk into an expensive hotel wearing those same street clothes and expect to be able to walk back to her penthouse suite without proper clothing and identification.

The performance by both Richard Gere and Jilla Roberts is an excellent one.

Richard Gere, on the other hand, has problems of his own trying to buy a company from a client, and transform Julia into the woman he knows she is inside at the same time.

The performance by both Richard Gere and Julia Roberts is an excellent one. The plot was a traditional knight in shining armor (Richard Gere) rescuing the fair maiden (Julia Roberts) from despair and living happily ever after.

Pretty woman is a wonderful love story that I'm sure anyone seeing it for the first time is bound to love it. I give it four out of five stars for the excellent acting and storyline.



Ball Bust...
FIREHOSE recently played at the Beach Club in Orlando. The tour is preceding the release of their forthcoming album.

Microprose's Red Storm Rising never sinks below expectations

by Joe Cambron
Managing Editor

Red Storm Rising is a recent released computer game from Microprose. The game, which is made for your IBM compatible computer, simulates submarine combat in the North Atlantic.

As a sub captain, the player has many options at his disposal. The player may choose the era he wishes to fight in, the class of ship he wishes to command, and the types and numbers of weapons he may use to defend himself.

The game allows for extensive training, through easy missions and good documentation. After graduation from the training sessions, which are definitely necessary to achieve proficiency, the player may begin a real mission.

The missions are an ongoing part of the battle for Europe during a third world war. Orders are given for your sub to hunt down soviet forces and render them unable to complete your mission. Often your ship is all that stands

between the Soviet Navy and a whole country, such as Iceland.

Once in their area, locating enemy ships can be quite difficult. Passive sonar allows your ship to detect the acoustic signature of enemy ships, but is not very dependable.

Active sonar issues a loud ping every few seconds which allows other ships to be identified with pin-point accuracy. This method, however, works in reverse and allows the enemy to detect your position instantly.

Active radar may be used on the surface or from periscope depth, but enemy detection becomes even more likely at shallow depths.

Alluding enemy torpedoes can become a full-time job when a battle begins to shape-up. The sub captain has four

cards in his defensive hand. Stinger missiles may be used against pesky enemy helicopters. Noisemakers can be used to lead enemy torpedoes off course temporarily. Decoys act much the same way, and are even more effective. Finally, sharp turns cause "buckles" in the water which cause torpedoes to lose their bearings for a short period.

The only other method of escape lies in the player's ability to maneuver. Even maneuvering can be unfavorable to your survival, since your torpedoes are connected to your ship by thin wires which break during turns.

Red Storm Rising is a difficult game that seems aloof until one plays it a half dozen times. Once the concepts of submarine warfare are mastered, the game's increasing difficulty levels keep the game interesting.

The average player who complains that it takes too long to fly to Libya on a flight simulator will also be bothered by the pace of this game. The passage of time may be increased, but the fact remains that submarine battles, and world wars are slow affairs (luckily the game lets you save your place).

Only two complaints come to mind about the game. First, a particular Captain cannot continue to add to his score, and must instead end his tenure after a series of battles representing a war. Second, the copy-protection scheme of this program is vicious. A reboot is necessary prior to playing to clear all memory resident programs. Then, a key disk must be entered into a floppy (even if the game is running from a hard drive). Finally, a ship must be identified from at least twenty pages of very similar illustrations found in the manual.

Overall, however, a troublesome features can be overlooked for the greater good.

Hamwey

(continued from page 1)

these observations will allow measurement of the total amount of ozone in the stratosphere and how it varies at assorted latitudes as a function of time.

Hamwey learned of the ozone project while doing research of the upper atmosphere by spectroscopic ground-based observations in Svalbard last December and January with Embry-Riddle's Dr. Sivjee and Richard Furtner. Hamwey has applied to the National Science Foundation (NSF) for funding of the spectroscopic equipment needed for the observations. He believes that the information will be very important providing complimentary data to verify prior ozone depletion rates collected by satellites. Satellite observations indicate that ozone is being depleted at a more rapid rate in the high latitudes (near the North Pole) than at middle and lower latitudes. The aim of this project is to verify these data with a very extensive set of ground-based observations. At the end of the year, all data will be analyzed and conclusions drawn regarding ozone fluctuation. Hamwey will attend a conference in September in Soviet Georgia to discuss the international ozone project planning details.

When asked why he chose to teach and do research in Syria, Hamwey explained two reasons for the decision. First, "I thought my skills would be put to better use in a developing country where I can make an impact. I will serve a greater purpose in a country like Syria." Also, Syria was the home of his grandparents who came to the United States at the turn of the century. Having never visited that part of the Middle East, he is very interested in learning about his heritage and, having recently developed an interest in history, Syria's rich past will provide him the opportunity to see archaeological ruins from the Phoenicians, the Canaanites, and the Romans.

Dr. Hamwey gives a great deal of credit to his Embry-Riddle students in helping him develop as a teacher. This was his first experience in the classroom, having come here directly from graduate school. The combination of his excellent teaching abilities and research expertise will serve Embry-Riddle and our nation well in furthering international understanding and cooperation.

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Space News...



Destroyed spacecrafts entombed together... After 23 years, the remains of the Apollo 1 capsule will be entombed along with the remaining debris from Space Shuttle Challenger which was put in an abandoned missile silo at the Canaveral Air Force Station after its fateful accident on January 28, 1986. The capsule ruptured violently after a fire took the life of three astronauts that were onboard during a countdown rehearsal for the first Apollo Program mission back in January 27, 1966. The spacecraft's heat shield, together with other hardware and investigative data have been kept in a container in the Langley Research Center in Hampton, Va. as was directed by a board that investigated the fire.

Mercury: the planet with two sunsets... As part of its activities, the Arecibo Ionospheric Observatory, located on the Caribbean island of Puerto Rico, radar studies the planets of our galaxy. In 1965, about the time Mercury was relatively close to the Earth, two scientists working here discovered the preliminary correct measurement of this planet's day and that its rotation was direct (like that of the Earth). It was said then that it took 59 Earth days, give or take five days. Prior to that it was believed to have been 88 Earth days, while today it is precisely known to be 58.65 Earth days. This rate of rotation when combined with the planet's eccentric orbit gives an observer on the surface an interesting day. At the evening terminator perihelion there are two sunsets before the night finally falls and at the morning terminator an observer would see two sunrises before the day truly begins.

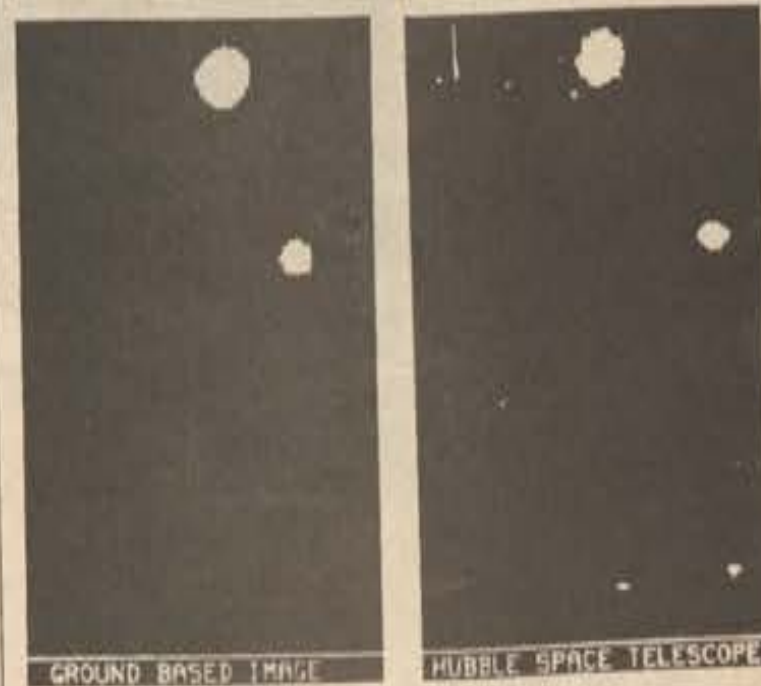
Soviet astronauts stranded in space... Two Soviet cosmonauts that returned earlier this year to the Russian space station, Mir, were reported to be stranded in space after their arrival at Mir reported a Soviet Press Agency. The only details given were that the problem was related to the return vehicle. Before they can try to fix the problem an unmanned spacecraft with the necessary tools must be sent to them and this probably won't happen until the middle of June. No talks of a rescue mission had yet been planned in case of a failed attempt to fix the discrepancy in the return vehicle. The cosmonauts were said to be stranded in space since February. Since the mission duration at Mir are for months at a time, the life of the two cosmonauts are not in immediate risk of starvation or lack of oxygen, the two basic elements of survival in space.

After a long trip, Ulysses arrives at KSC... The Ulysses spacecraft arrived at the Kennedy Space Center last week inside an Air France 747 jet. Ulysses is a spacecraft built by the European Space Agency (ESA) that has a target launch date of October 5, 1990 aboard Space Shuttle Discovery. The spacecraft will be sent towards the Sun to study a series of phenomena including solar flares and sun spots. It will also gather data on the Sun's magnetosphere.

NASA prepares another observatory for launch... Space Shuttle Columbia which was scheduled to lift off on May 16 was postponed until May 30 because of a problem with a freon coolant valve. It will be a night launch with a launch window beginning at 12:30 a.m. Columbia will be carrying the Astro-1 observatory. Astro-1 is an observatory built by the European Space Agency (ESA), intended to study and explore the Universe by observing the ultraviolet radiation emitted from celestial objects. The targets for observation include planets, stars, supernovae (exploded stars), galaxies and clouds of gas and dust. The observatory will gain detailed information that was never before possible. It will be used in conjunction with the Hubble Space Telescope. Hubble's scientists will pin-point areas of interest to Astro-1 scientists so they can further investigate them for new findings. Astro-1 consists of three instruments: the Hopkins Ultraviolet Telescope (HUT), the Ultraviolet Imaging Telescope (UIT), and the Wisconsin Ultraviolet Photopolarimetry (WUPPE). Like Hubble, Astro-1 is expected to make new discoveries of the Universe.

Hubble sees "first light" after thirteen years

by Jose Luis Vazquez-Delgado Jr.
Space Technology Editor



Twelve hundred light years away...

The clarity between the picture taken from Hubble and a ground based observatory when looking at the photo of the star cluster

When Space Shuttle Discovery roared into the sky last April 24, scientists and astronomers all over the world rejoiced with happiness. The long awaited dream of placing the Hubble Space Telescope (HST) in orbit had finally come true after thirteen years.

When Hubble was released at 380 miles above Earth, little did anyone know that the HST would only bring headaches for the first part of its "operational life". Some things went wrong. First one of the telescope's solar panels did not fully expand, but eventually it did. Then a high gain antenna failed to operate. With luck and a toy building kit, experts on the ground solved the problem. On top of all this, there was also a computer programming problem.

In spite of all the problems that surfaced, the scientists, that by now were running behind schedule, were determined to have Hubble operational and have it see its "first light". First light is the moment when a new telescope's lens is exposed to light in order to photograph something. This was scheduled for last Sunday. After taking two pictures at 11:12 a.m., scientists waited for two hours before they could see them. That's the time

the onboard computers take to process the millions of information bits and send them down to ground controllers.

The star cluster photographed is located in the constellation Carina. It was chosen for its size and many bright stars. Carina can be seen on the ground only in the southern hemisphere. Although it is not very far away, only 1,260 light years, it served as a good target for scientists to test Hubble.

Before it is declared completely operational, seven more months of tests are planned. Afterwards, Hubble becomes public property. Every astronomer can apply for viewing time. Competition so far has been intense. For the first 1,200 hours of observation time, scientists offered up some 11,000 hours worth of proposals. Each proposal is reviewed by one of six panels consisting of various disciplines in astronomy.

Hubble has proved to be a very complex machine, but astronomers are willing to put up with some of the problems as long as they get a chance to use it and view as far as 14 billion light years away. Maybe then, questions like how big is the Universe?, do other planets exist?, and others could be answered to their satisfaction.

Galileo prepares for Earth flyby

by Marianne Michaels
Space Technology Writer

The Galileo spacecraft that was launched aboard Space Shuttle Atlantis last October is preparing for a December flyby of Earth after swinging by Venus. The spacecraft will use the planetary gravity-assist technique as an aid in gaining the needed increase in velocity to reach its ultimate target, the red giant planet, Jupiter.

Although the spacecraft is travelling close to 66,000 mph, scientists at the Jet Propulsion Laboratory will command Galileo to make precise changes in its trajectory to prepare for the flyby. These changes must be precise in order to get the spacecraft on the right track since it is not only flying at a high velocity, but spinning at the same time.

Last February, the spacecraft completed its first of three planetary gravity-assisted trajectories as it passed Venus. This flyby increased Galileo's speed by more than 5,000 mph. As Galileo flew past Venus, it took 80 pictures of the planet at a distance of approximately 1 million miles away. Other observational and science data will be stored in the

spacecraft's memory bank and will be relayed to ground stations when it makes its flyby past Earth in December of this year.

The reason that it has to wait until it flies past the Earth is because of the apparent distance from Venus to Earth, and the low-gain antenna that Galileo uses which does not transmit the data at a fast enough rate. Therefore, the scientific data will be stored on Galileo's tape recorders which have a much faster playback rate.

The Earth planetary gravity-assisted maneuver which will occur in December of this year will not only increase Galileo's speed by more than 12,000 mph but will also give the spacecraft an opportunity to playback all the scientific data obtained about Venus before it continues on its trajectory through space. Also, as Galileo approaches Earth, scientists will have the opportunity to study our planet from a distance as it has never been done before. All in hope of learning more about our origin. Another gravity-assisted swing past Earth will be needed in December 1992 before the spacecraft finally heads toward Jupiter.

...scientists will have the opportunity to study our planet from a distance ...



Galileo is Earth bound...

After a year of space traveling, Galileo will head towards Earth on its long journey to Jupiter.

This swing will increase Galileo's speed by almost 8,000 mph. Once it clears Earth, it will arrive at Jupiter in three years, December 1995. When Galileo arrives at Jupiter, it will use several maneuvers using both gravity and rocket thrusters to get into position to study Jupiter's moon. It will also study Jupiter's atmosphere by means of an atmospheric probe and the planet's magnetosphere as well as remote sensing. Galileo will be in orbit around Jupiter for approximately two years.

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Piper triumphs in California lawsuit

by Hoyt E. Brown
Aeronautica Editor

The Piper Aircraft corporation recently announced a major victory in a California lawsuit stemming from a crash of one of its PA-18 Super Cubs. The case began in 1986 when the pilot of the Super Cub went over the side of a steep hill in the Chino Hills area near Los Angeles and into a ravine. The pilot apparently had lost control during landing. Alleging that the aircraft was not crash worthy and negligently designed, the estates of

the pilot and passenger sought \$12.6 million in damages from Piper.

After three months of proceedings and four days of jury deliberations, the jury returned a verdict in favor of Piper on all charges. Specifically, the jury found that the PA-18, was not defective in either in its airworthiness or crashworthiness based on its original design and manufacture. The pilot was discovered to be totally responsible for the injuries and accident.

The decision in the long trial was

viewed by Piper as a major victory, which had declined to make any out-of-court settlement. Under a policy initiated by Piper owner M. Stewart Millar, the company has pledged to vigorously defend all products liabilities suits in which Piper does not believe it is at fault.

Even though a decision was given in favor of Piper, the legal department at Piper stated that they could not comment any further on the case because the plaintiffs have filed a motion for a new trial.



Liability limited?...

Piper recently won a small battle in its fight against rising aircraft liability costs. The estate of a California couple who died in a 1986 Piper Cub crash loses its bid to collect \$12.6 million in damages from the Vero Beach, Florida based company.

FAA OK's Extra ETOPS for 757 and 767

by Hoyt E. Brown
Aeronautica Editor

The Federal Aviation Administration has certified Boeing 757 and 767 twinjets for additional extended-range services. The approvals were given for additional extended twin engine operations (ETOPS) by the 757-200 and two series of the 767, the -200 and -300, with specific engine combinations.

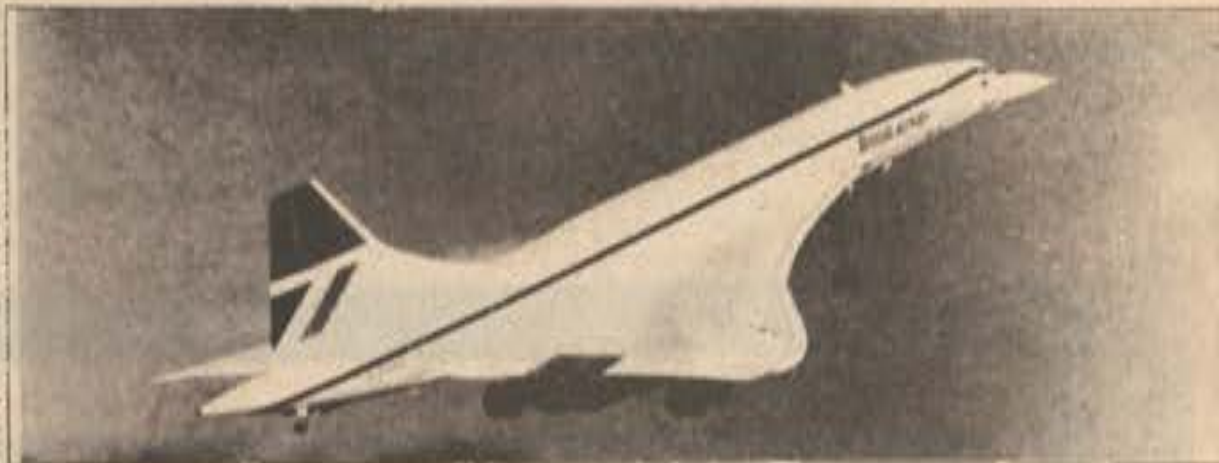
The ETOPS approval allows the Boeing twinjets to fly more direct routes on long overwater trips or over undeveloped land areas, saving fuel and enroute time. Typical operations require routings within 60 minutes of an approved landing field in the event of the loss of one engine's power.

The new certification allows the 757-200 to operate with Pratt & Whitney engines for 120-minute ETOPS operations. The 757 had been previously certified for 120-minute operations with Rolls-Royce engines since December 1986.

Boeing's 767-200 and -300 series have had 120-minute approval with two different engine types since 1985. Now, both of these series have received 180-minute certification with Pratt & Whitney JT9D-7R4D/B engines, and 120-minute approval with Pratt & Whitney PW4000 engines.

FAA requirements for ETOPS include establishing that the propulsion system has sufficient inservice flight time and high reliability based on world wide experience with engine and airplane series combination. Also, the aircraft must have other systems enhanced, such as electrical power, fire suppression and avionics cooling systems.

Certification under these rules have allowed airlines to take advantage of the efficiencies of twinjet operations on many routes which, under the one-hour guideline, were limited to three and four-engine airliners.



Sound racer...

One of British Airways' prolific Concorde will again attend Oshkosh. The Concorde will play a small but obvious role part in the nation's largest airshow, which begins on July 27.

EAA reveals headliners at Oshkosh

by Hoyt E. Brown
Aeronautica Editor

The 38th Annual Experimental Aircraft Association International Fly-In Convention And Sport Aviation Exhibition, in Oshkosh, Wisconsin, is shaping-up to be another crowd pleasing mega-event to please the aviation enthusiast and layperson alike.

To begin with, Oshkosh '90 will be recognizing the 50th anniversary of the "Battle of Britain" during special commemorative activities at the Fly-In Convention. Activities will focus on airplanes that participated in the intense aerial fighting that took place in the summer of 1940. Convention Chairman Tom Poberezny stated that while the

airplanes are the featured attraction, the people involved—from the factory workers to ground crew members to the fighter pilots, will also be a focal point.

Poberezny explained, "The Battle of Britain is really an unforgettable testament to one nation's strength, stamina, determination, and courage. We will recognize that indomitable spirit during EAA Oshkosh '90 by bringing together the airplanes and, more importantly, the people who played such critical roles in Great Britain's heroic achievement in the world's quest for freedom."

Poberezny credited Jaguar Cars Inc., for helping to make the Battle of Britain celebration at EAA Oshkosh '90 possible. A team from Jaguar, headed by Senior Vice President Michael H. Dale, visited EAA headquarters in March to discuss logistics. A next meeting was held in Chicago later that same month to finalize details.

"We are pleased to have the opportunity to work with EAA on this 50th anniversary commemoration," Dale said. "The achievements of men and machines in the Battle of Britain were significant in aviation and world history and deserve recognition." Jaguar's support is not a new one, Jaguar's body and paint facilities were responsible for producing more than half of the 20,531 Supermarine Spitfires made during World War II.

Activities pertaining to the Battle of Britain will take place throughout Convention week, including participation by such memorable aircraft as the Supermarine Spit-

fire, Hawker Hurricane, deHavilland Mosquito, and German Messerschmitt ME-109.

Also at Wittman Regional Airport this summer, Oshkosh will once again welcome the world's fastest commercial airliner—British Airways' supersonic "Concorde" jet.

Concorde, which cruises at twice the speed of sound—"Mach 2", or approximately 1,350 mph)—will depart London's Heathrow airport on Saturday, July 28, and fly first to Toronto before continuing on to Oshkosh. The airplane is expected to arrive at Wittman Field just after noon on Saturday. Poberezny said that, "Ever since Concorde came to Oshkosh for the first time in 1985, people

have asked when it would return. It came back in 1988 and received another warm reception."

From the time Concorde arrives on July 28, and departs on Tuesday, July 31, the Concorde will be making a number of "local" flights. Probable plans indicate the airplane will make two local flights on Sunday, July 29, and one on Monday, July 30.

A travel agency in Oshkosh is offering tickets for the flights for those lucky few who can afford it.

In addition to all of the airplanes, demonstrations, and seminars the convention will serve as a backdrop to the recently dedicated exhibits at EAA's Eagle Hanger. The four new exhibits explore the spectacular story of World War II aviation. Each deals with a specific element of the war.

The "Ready Room" is a recreated World War II Quonset hut, flight crew briefing room. The "World War II Aviation in the News" exhibit, chronicles the efforts of wartime correspondents who brought the heat of the battle to the American public.

The "Eagle Overlook", gives visitors an eagle's-eye view of the Hangers exhibits. And, the "Aerial Task Force", sponsored by the 8th Air Force Memorial Museum Foundation, highlights the impressive achievements of the 8th Air Force during World War II.

With all of this going on, how could you not have fun at Oshkosh '90, July 27 - August 3.

In addition to all of the airplanes, demonstrations, and seminars the convention will serve as a backdrop to the recently dedicated exhibits at EAA's Eagle Hanger.

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→ Miscellaneous

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Student wanted! Learn how to play guitar. Instruction given at residence in Daytona. Call 238-1009 Ask for Sky.

Wanted: 3 twelve foot flexi foil kites. (used) call 258-5974 and leave a message.

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Need help in Math, Physics, or Chemistry. I can help. I am a senior in the engineering program, call Kenny at 760-0241 or drop a note in Box #1156.

For sale: 3 ten foot flexi foil kites. Great condition. Call 258-5974 leave a message.

Furniture for sale: 3 dressers, \$20.00 - \$30.00 each, kitchen table w/chairs, \$75.00, plus assorted housewares, everything in great condition! Jim, 252-5907

Computer for sale: Apple IIe, 128K, Monitor, Disk Drive, Joystick, and Epson RX-80 printer. Call Joe at 676-2909.

For sale: STS AV7600 VOR Handheld transceiver, 720 channel comm., 200 channel Nav. VOR NAV. Need battery and charger cord \$225.00. Jim 252-5907.

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BOB,
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PHYLLIS

BURP,
Ten minutes to Wopner. Love,
FART

TO MY BIG LOVE POOFOO,
Nothing compares/Nothing compares to you! But you already knew that.
YOUR DRIVELING MUSH MUFFIN

VOGUE,
Can't wait to see you in the outfit from Frederick's.
ASPIRING G.Q.

BOOGERS,
Blow that nose.
Luv,
ME

JENNIFER (I),
So, um, uh, I guess, uh, well...
Luv,
JOE

JENNIFER (IV),
I had space to fill, OK...
JOE

STOP

THE WORLD AT LARGE,
Sorry-Out of order.
TINA'S FRIEND

BUBBLES,
Thanks for the button. I love you, I love you, I love you, I love you to.
POOKIE

TOP GUN,
Please send mom amorous artwork to make the staff sick.
YOUR ETERNAL LOVER

SWEETIE,
I'm missing you alot right now.
YOUR LONESOME BEST FRIEND

SEXY,
Looking forward to a weekend in Indiana doing unspeakable things.
LOST BOY

THE WORLD AT LARGE,
Sorry-Out of order.
TINA'S FRIEND

MY POSSE,
I think I've got an idea. Let's let's get stupid...
STOP

DEAR DAVE,
I hope you like the apartment. Come and stay for a few days.
M.K. & T.S.

HUBBLES,
I'm still missing you. Love,
POOKIE

DEAR GRUD,
We miss you
AVION STAFF

SNOOPY,
How's the weather up there?
SAM

TO THE READER,
Tired of these blatantly staged personals that are meant to only to fill space in this issue? Then get up here and put in some of your own!
TIRIED STAFF

KRESS
Don't you miss this place? I'm sure you do, I wish I could stay here forever, this oasis of humanity called Daytona has always appealed to me.
GIERK

TO THE GIRLS WHO ARE KNOCKING MY DOOR DOWN FOR A DATE EVERY NIGHT WITHOUT FAIL
Please substantiate this fantasy, before I take that final step into full-blown delusional lunacy.
B.O.

DEAR ROB,
Hang in there. It will all be over soon. By the way, he's not from New York and don't let him convince you of it.
MRS. GRAHAM

HOYT
Great job. Keep up the good work
BRIAN

HAMMER TIME

JENNIFER (V),
By the way I visited 11 Wallgrem's before you told me which you worked at. No, I'm not psychotic.
JOE

CLASSIFIED AD POLICY

- Non-commercial classified advertising and personals are free to the student body, faculty and staff of Embry-Riddle with a 35 word limit.
- All other non-commercial advertising is \$10 with a 35 word limit. Each additional word is 10 cents.
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- No classified ads will be accepted over the phone.
- For more information, stop by or call the Avion office at (904) 239-6049.

TO MY HUBBLES,
How I love thee. Let me count the days.
POOKIE

DEAR EDITOR-IN-CHIEF,
Good luck on your JIS Prog.
YOUR APPREHENSIVE ALTR EGO

THE HOUSE,
It's been real hell living inside you. Thanks for the memories, or lack thereof.
YOUR LONELY OCCUPANT

THE ITALIAN PRIMA DONNA,
Russell sends his love, along with Sam and Roger. So do I.
Pumpkin Butt

LORELEI,
It was a real surprise to see you back in Daytona. You look marvelous!
YOUR ADMIRER

HELP,
Join the Avion.
US

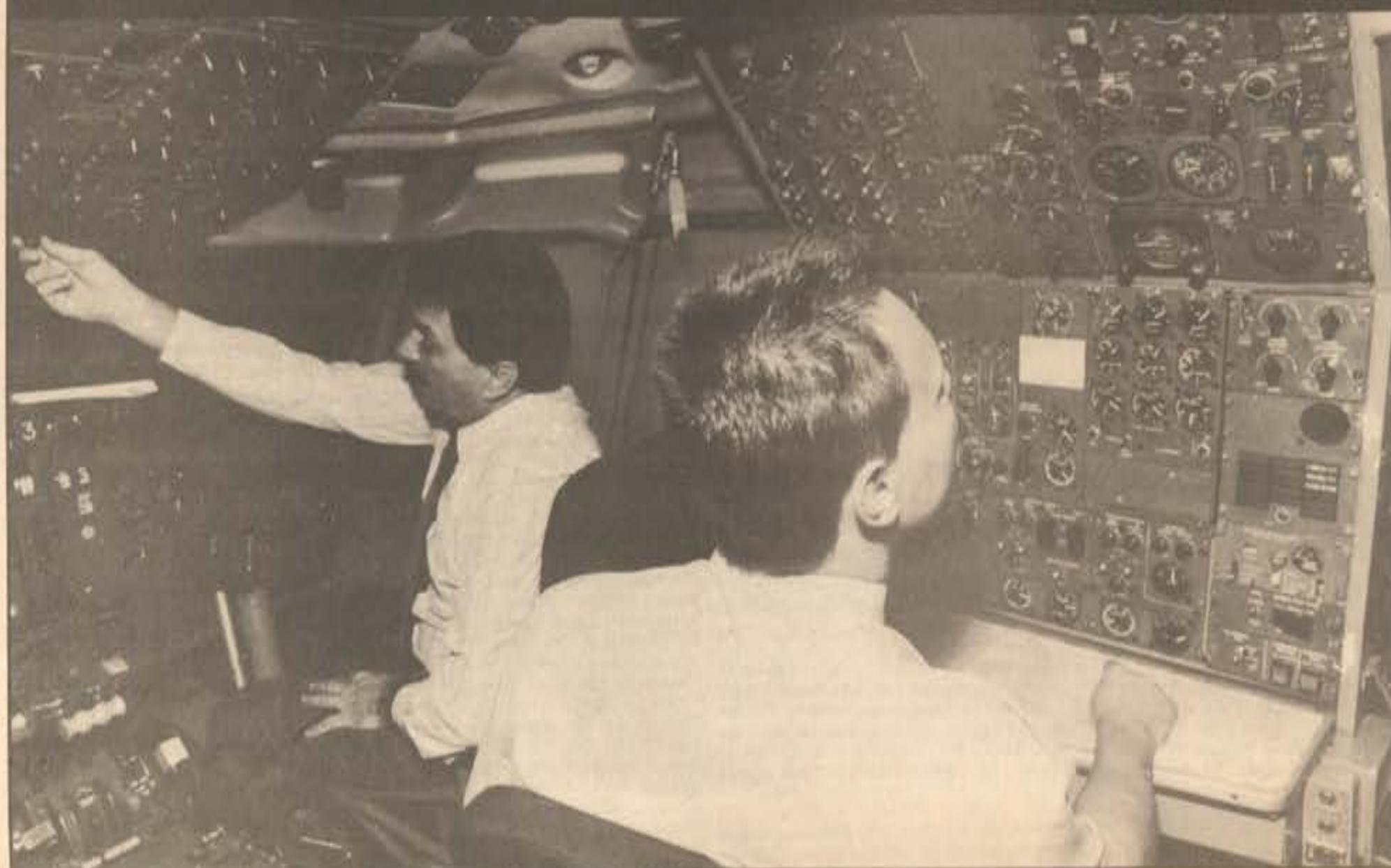
JENNIFER (II),
So, I guess what I'm saying is? Uh...
JOE

BRIAN C.,
Job Satisfaction.
YEAH, YEAH

JENNIFER (III),
If you ever need a ride to the Coliseum, give me a call-238-7355.
JOE

MARY ANN
Cheer up! Just think, it can't get any worse. But then again, there's that Government Test this Friday! ARGH!! Scary thought!
JOE

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