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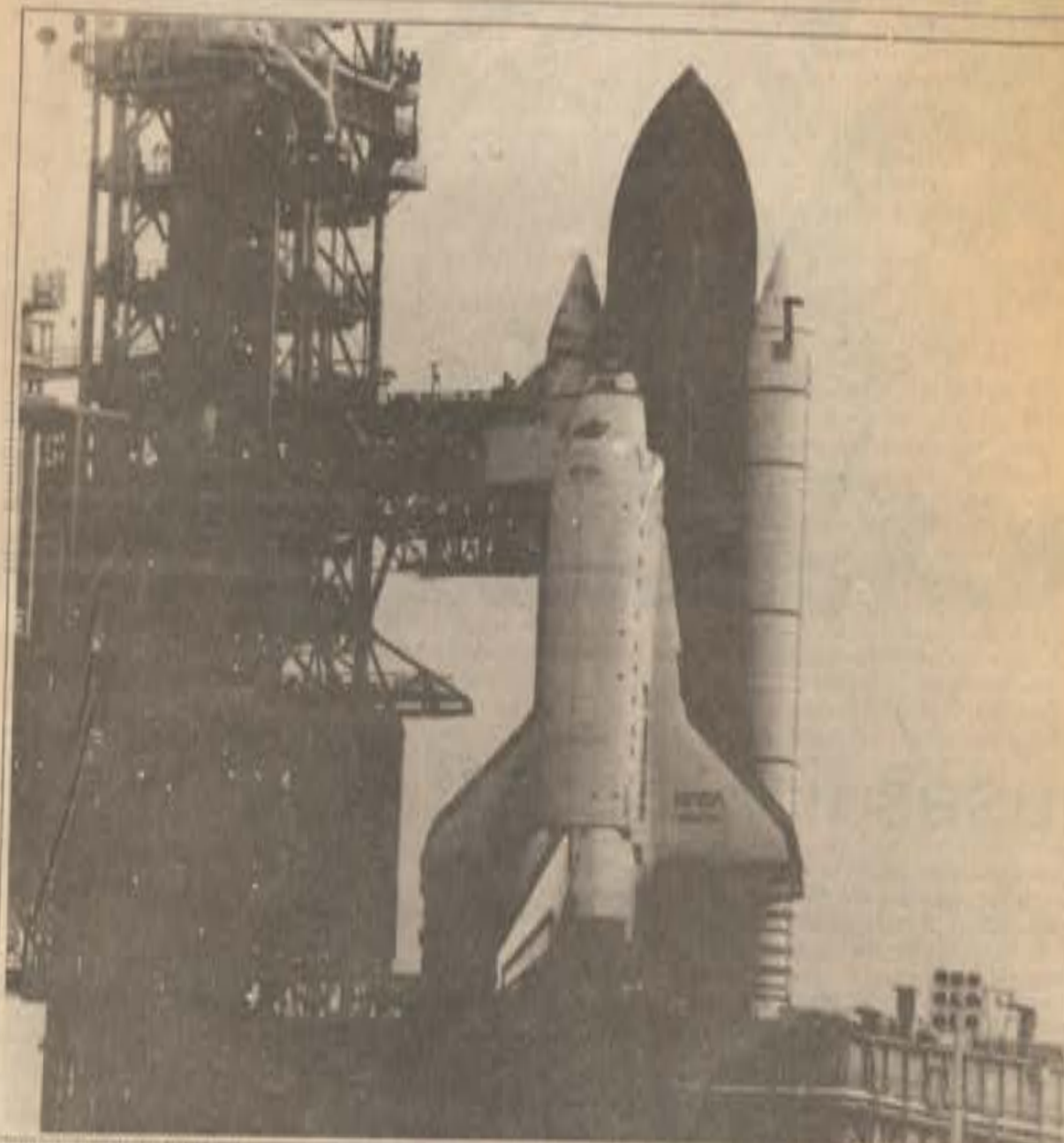
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Military Maneuvers...

Shuttle Atlantis began its secretive trek to Launch Pad A as its troubled twin sat motionless in the Orbital Processing Facility.

Atlantis rolls out as Columbia rolls back

by Jose L. Vazquez-Delgado Jr., Space Technology Editor

Space Shuttle Atlantis was rolled out to Pad A at the Kennedy Space Center's Launch Complex 39 at the early hours of Monday morning. The three and a half mile trip from the Vehicle Assembly Building (VAB) to the pad took about six hours. Everything went smoothly after a problem with shuttle

This will give the experts an opportunity to once again make educated guesses on the payload. This DOD flight is the seventh flight up to date out of 36 planned flights for the Pentagon.

The five man crew that will fly with Atlantis arrived Monday night at 8:10 p.m. in preparation for the countdown demonstration test tomorrow and Friday. On Tuesday they went through the regular standard safety training. Also on Tuesday, the Auxiliary Power Units (APUs) 1 and two were hot fired for seven minutes at normal speed and 10 seconds at high speed. The test was a success. The date for the STS-38 mission will be set after the flight readiness review next week.

While Atlantis is readied for launch, Columbia is also readied for its August launch. The cargo bay doors for Columbia, which is currently in the Orbital Processing Facility

(OPF), will be opened early next week. At this time technicians will have access to the Astro-1 and the Broad Band X-Ray Telescope for servicing them.

In the VAB, the 17 inch quick-disconnect valve which halted the launch of Columbia was removed from the External Tank (ET) on Monday and shipped out to California yesterday for repairs. A new valve was installed yesterday. Meanwhile, the Solid Rocket Boosters (SRBs) that were rolled out to Pad B to make room for Columbia's roll back, were prepared to be rolled back this morning to the VAB. Once there, the stacking process will resume.

At the Canaveral Air Force Station an Atlas Centaur went through a countdown dress rehearsal. The rocket will be rolled out to Pad 36-B next Tuesday. The scheduled launch date is July 9 at 4:30 p.m. It will have a launch window of 25 minutes.

ERAU faces second flight incident

by Brian Cerni
Editor-in-Chief

An Embry-Riddle Cessna 172 had to execute a precautionary landing June 13th at approximately 7:00 PM after reported engine roughness. The landing took place about five miles south of Lake Ashby in a large pasture. Instructor Roger James and his student were on a routine training flight when the mishap occurred.

Paul McDuffie, Chairman of the Flight Technology Department, stated that the plane experienced some "very rough running and power loss." The instructor and student were uninjured and the airplane incurred no damage.

The pilot and instructor were in contact with Sanford tower during the procedure and the Volusia County Sheriff's Department Helicopter, "Air One", was immediately dispatched to the scene to find the occupants of the aircraft walking toward a near by road. Sheriff's Department investigator J.R. Johnson Sr. reported that there was not a scratch on the plane, and "the pilots did an excellent, excellent job of landing the aircraft."

Mechanics were sent to the scene to find no compression in one of the engine cylinders. It is reported that the

lack of compression may have been caused by a broken valve. The aircraft was fixed in the field the next day and flown out. Once back at Daytona, all the cylinders were rechecked and found to be satisfactory, allowing the plane back into service.

This incident follows an accident involving an Embry-Riddle T303 Crusader one week earlier. That airplane suffered substantial damage

after one of the engines was shut down in response to an engine fire warning light. The aircraft was unable to maintain altitude on one engine and crash landed in a swamp ten miles west of Daytona Beach.

Investigations are still being conducted to determine the probable cause of that accident but evidence is pointing to a problem with the planes electrical system.



Next!...

Embry-Riddle's bad luck continues as a Cessna 172 is forced to land, following the Crusader accident (pictured) a few weeks ago.

School awaits Wright Flyer

The students, faculty and staff of Embry-Riddle Aeronautical University are eagerly awaiting the arrival here of a full-size stainless steel replica of the Wright Flyer which will be installed on campus early this fall.

The specially-commissioned 5,000-pound, 40-foot wingspan sculpture was designed and constructed under the direction of Larry Godwin, an internationally-renowned sculptor of Brundage, Ala.

University President Kenneth L. Tallman said the project was initiated two years ago by students Shannon Murphy (1987) and Phil DeLange (1988) who were also responsible for initiating a \$5,000 contribution for the Flyer from the campus Student Government Association.

"The students recommended the project because of the association between the historic occasion and the university's dedication to the aviation industry," the president stated.

"We also envisioned the Wright Flyer as a unique way to celebrate our 25th anniversary in Daytona Beach and as a means to demonstrate our gratitude for the community's effort to bring the institution here, as well as continuing to support Embry-Riddle since that time," said Tallman.

President Tallman explained the project will be a full-scale outdoor diorama of the 1903 powered flight of the Wright Brothers at Kitty Hawk, N.C., as immortalized in the famous photograph by John T. Daniels.

It will depict the instant the aircraft lifted off its catapult on December 17 at 10:35 a.m. with Orville Wright at the controls assisted by his brother, Wilbur. The event was frozen forever by the witness-photographer using Orville Wright's camera.

The setting for the sculpture will also in-

clude a photo station which will allow visitors the opportunity to photograph the same scene.

The stylized replica, which features electrically-powered propellers, will be installed in a landscaped area in front of the Jack R. Hunt Memorial Library and can be seen at its location near the main entrance on Lake Morris Boulevard.

Visitor parking is available adjacent to the site. Formal dedication of the Wright Flyer Monument will be conducted during the university's annual Alumni Homecoming celebration in November.

"In the meantime, we will be encouraging everyone to get a preview of the replica this summer while we complete the project," President Tallman added.



The Wright Stuff...

The students of Embry-Riddle await the arrival of a full-size model of the famous Wright flyer.



Kurt F. Mackey

Students mourn the loss of Kurt F. Mackey

by Martin Kammerman
News Editor

Kurt F. Mackey, an Aeronautical Engineering student died last Wednesday from injuries sustained in an automobile accident.

Mackey, 24 of Daytona Beach was driving with a friend on Interstate 4 when his 1985 Ford truck flipped over killing Mackey and seriously injuring his friend.

According to Florida Highway Patrol Trooper, Mackey was traveling

westbound on I-4 when he inadvertently slid his truck into the median. Mackey then overcorrected his error, throwing his truck into a clockwise spin which caused the truck to overturn.

Mackey's passenger, Daniel P. Leo an Aeronautical Science student sustained critical injuries and was flown by Sheriff's helicopter to Halifax Medical Center. On Monday, Halifax Hospital reported his condition as stable.

Neither Mackey or Leo was wearing

a seatbelt.

A memorial service for Mackey will be held at the President's residence in Ormond Beach this Friday, June 22 at 6 p.m. All students, staff and faculty are invited.

According to Dr. John Wheeler, Mackey was cremated and a funeral service was held for him in Illinois. At the request of his parents, an Embry-Riddle plane will fly over the President's residence at approximately 6:15 p.m. carrying Mackey's ashes.

The plane will then drop the ashes over the ocean within view of the President's residence.

"He was deeply loved and will be greatly missed," said Dr. Wheeler. "He comes from a fine family...we all mourn and suffer the loss," he concluded.

Anyone who is interested in attending the memorial service at the President's residence can contact the Campus Ministry at ext. 6580 for more information.



Space Technology

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Aeronautica

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At June 20, 1990

DAYTONA BEACH & EMBRY-RIDDLE



YEARS OF
PARTNERSHIP & PROGRESS



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Joe Cambron

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Dr. Roger Osterholm

Managing Editor
Brian Gerk

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Erinn Moore

Aeronautics Editor
Hoyt Brown

This week's staff: **Marianne Aguirre, Michael Heltzer, Jason Brown, and Joe Szarmach.** The opinions expressed in the Avion are those of the majority of the Editorial Board and do not necessarily reflect those of the majority of the staff of the Avion or the members of the University. Letters appearing in the Avion do not necessarily reflect the views of the University. The Avion is the official newspaper of the University of Daytona Beach. Opinions expressed in the Avion are those of the writers and not necessarily those of the University. The Avion is published weekly. Letters to the Editor should be sent to the Editor, The Avion, c/o the University of Daytona Beach, P.O. Box 16000, Daytona Beach, FL 32114. Phone: (904) 259-0040.

Letters to the Editor

Patriotism?

The next time you go to a baseball game or a football game or watch one on TV, look around you and see how many people are actually singing the words to the Star Spangled Banner. I have a feeling you will be shocked because there won't be many. You might even see a few people not paying attention and talking during the song. Most people won't remove their hats for just a few moments while the song is being sung. Some won't even look at the flag during the song, but instead they will be drinking their beer. Don't you find it disturbing that while Americans are watching their favorite pastime, they can't sing the words to a song which praises the nation in which they live? I think that they have forgotten, or do not realize, that if they were not in the United States they would not be in Shea Stadium drinking a beer and watching their favorite baseball stars hit the winning home run.

I thought that it was both a shame and a disgrace that so many people

were ignorant. But I didn't hold it against them. At this point I wasn't angry enough to take action. But just recently, the subject came up again. This time I was very angry because the persons in question were almost proud that they did not know the words. But I was also irked because one of my questionees was a member of the United States Navy. A person who represents the United States who couldn't even recite the "Star Spangled Banner" He replied that he never once had to sing the song during his entire Navy career.

Many people might ask why we need to know the words to the anthem. Well, it's true that the song is not sung everyday, but when it is sung, everyone should be able to sing it. Singing the song lets everyone know, especially foreigners and visitors, that you love America and it will also set an example to the younger generation.

You should read the words to the Star Spangled Banner sometime. It might make you stop and think how lucky you are to be in "the home of the free and the land of the brave."

Marybeth Allen

Editorials

Smoke causes fire among students

One of the first things learned in a junior high school American Government or Law class is the principle that "the freedom to swing one's fist ends where another's nose begins."

The idea is that one person's freedoms should not infringe on another's freedoms.

Now imagine someone who violates the bounds of another's body by going right through someone's blood, into their lungs, and finally into their bloodstream. I am talking of course, of smoking.

In order that smokers can keep their freedom to smoke without infringing on another person's right to breathe fresh air, the "no smoking" area was introduced. In theory, the no smoking area seems to solve the problem.

Unfortunately, smoke, and smokers, both seem to have little regard for boundaries. Each permeates areas where they shouldn't be.

The state indoor quality act specifies that a restaurant with seating for more than 50 people, must have a no smoking area.

Unfortunately, several rows across the Morrison's office have been designated no smoking (though this fact may come as a surprise to many).

Morrison's does not put ash trays non-smoking areas and there are two signs attached to the

columns off to each side. But the line between the smoking and non-smoking section is not clear.

Ash trays get moved, and the signs are ignored. In fact, many don't even know there is a no smoking area.

The non-smoker is usually left with relocating

every time someone lights up or being a "smoke cop."

Smokers are a minority, and seem to be even more so here at Riddle. Many employers hire non-smokers over smokers, and a pilot who smokes is already walking around at sea level with a (blood) altitude of a couple thousand feet.

I remember a story from my AS 150 instructor in which he took some friends (including a heavy smoker) flying.

According to my instructor, he realized only after minutes going by, that one of his passengers was not sleeping, but was in fact suffering from hypoxia (lack of oxygen) and had blacked out.

Imagine if this had happened to the pilot.

Another important thing to consider is the effect that second hand smoke has on non-smokers. A study out just last week estimated that tens of thousands of Americans die each year from breathing second hand smoke.

Walking into a building at times is like walking into a poker hall and is not a healthy environment for example.

ERAU prides itself with being a leader in the aviation field, and moving to a non-smoking campus (or at least smoke free buildings) would be a great example to set.



Joe Szarmach
Staff Writer/Photographer

Bicycles are not welcome at ERAU

Two days ago I almost ran over a small sign on my bicycle. The sign had been pushed into the relatively new lawn in front of the Airway Science Center, and it urged students not to cross the grass areas. This sign seemed to imply that there were some alternate routes for bicycles and pedestrians that wish to walk directly across Clyde Morris.

Granted there are a whopping two bicycle racks at the ASSL/AWSC building. One of them is accessible only by either carrying a bicycle up the concrete steps, or taking a quite circuitous path around the entire complex and back around to the front, or (my favorite, and the easiest) riding directly across the grass and up to the rack.

It is hard to ignore the fact that the Embry-Riddle campus does not cater in any way to the bicycle rider. The University has about ten percent of the bike racks that any relatively equal acreage campus in the west would contain. The University of California in Santa Barbara even has a complete bike highway that runs directly next to the extensive pedestrian walkways, not to mention the

thousands of bicycle racks that dot the campus. Is it any wonder that the sedentary students at this school pale in comparison to their vigorous counterparts in the rest of the U.S.?

The economics of using a bicycle to travel to



Brian Gerk
Managing Editor

school is enough justification alone for a more active student populace. Think of how much you save for gas for the daily drive to school. The majority of the student body lives within two miles of campus. It takes about ten minutes at the most to pedal the short distance to school, and it's never a factor. Parking spots are always available (as long as you get a spot on the rack to lock your bike to) and you are guaranteed not to walk far to get to class.

Why is the administration at this school so reluctant to provide adequate facilities for the students driving to school? Are the parking lots really that lucrative? Is it really in the best interest of the school to keep the students as inactive as possible? I want to hear why the mover's and shaker's around this school won't build proper side-walk and bike-paths.

Surely there must be some reason that I haven't yet fathomed for this wide-spread attitude. Please, someone, straighten me out.

Student Forum

The Avion asks: Are you satisfied with the smoking conditions in the student center?



Steve Paik

It sucks. I think they should ban smoking altogether. If you want to smoke go right ahead, OUTSIDE.



Gary Brughetti

People still smoke. It really doesn't bother me, that they smoke in the U.C. But other buildings should be non-smoking.



Dave McGinnis

It doesn't bother me at all. Why smoke?



Brian Crooker

It doesn't bother me, I never had anyone smoke close to me.



Ibrahim Aziez

If they want to smoke, they should be aware of students around them.



Damon Frazee and Lisa Combs

There should be no smoking in the U.C., because it's a place where people eat and it's unhealthy.

U.S. Air and Trade Show strives to be next Paris

by Hoyt E. Brown
Aeronautica Editor

June 1, 1990 marked a significant milestone in the development of the United States Air and Trade Show as the name was formally adopted for the four day international aerospace exposition. A new logo was also unveiled. The show was formally named the Dayton Air and Trade Show.

As the premier event of its kind in America, the United States Air and Trade Show to be held in Dayton, Ohio from July 19-22 continues to dramatically expand its international trade operations while significantly adding to its air and trade show flying highlights. Over 225 exhibitors from around the world have already signed up for the international event that features a look at the latest developments in aerospace technology. According to show officials, the number of exhibitors is expected to increase right up until show time.

The accelerated growth of the U.S. Air and Trade Show is seen as a combination of events that includes the commitment of the Dayton community to develop a world-class United States Air and Trade Show that represents America's aerospace industry in the global marketing arena. Growth has also occurred as a result

of the aerospace industry's broad support for a U.S. based international show as a response to the growing global competition and a shrinking market share.

Show officials have previously announced that the Lockheed F-117A

for both professional seminars and flight demonstrations of various aircraft on business days scheduled for July 19-20.

A number of flying firms have made plans to demonstrate their aircraft during the trade show. Companies confirming participation include Aerospaciale (France) which will demonstrate the turbocharged Trinidad; SIAI-Marchetti SpA, a subsidiary of Agusta SpA (Italy) who will bring its S-211, a lightweight basic jet flight trainer and light attack aircraft; and the Fabrica Argentina de Materiales Aeronauticos (Argentina) who will demonstrate the Pampa, a basic-advanced pilot and weapons trainer.

Other foreign firms participating in this year's show include Lucas Aerospace, HDA Forgings, Ltd. and Courtauld Intex, all from the United Kingdom and Teac Corporation from Japan.

With the introduction of exciting new advanced technology aircraft, expanded trade show activities, the Air Force Thunderbirds and Army Golden Knights demonstration teams, the participation of NASA and the FAA and a host of other aircraft flight demonstrations and displays, show officials are expecting to break all previous attendance records for the four day event.



stealth attack fighter will make its international air and trade show debut at the U.S. Air and Trade Show. Officials have also indicated that at least one other special purpose aircraft never before seen by world air and trade audiences will make its flying demonstration debut at the show. The identity of the aircraft is to be announced soon. Trade show plans call



Doing a wheelie...
The new Wheeler Express, seen here flying over the Tacoma, Washington area is a four-place composite kit. The first factory demonstrator was flown on an extensive tour of California, Florida, and Maryland to spark interest in the sleek-looking aircraft.

Wheeler Express offered as kit

by Hoyt E. Brown
Aeronautica Editor

The first production line Wheeler Express has been flown at Tacoma-Narrows Airport in Washington. The aircraft has a large fuselage and a different powerplant than the original Express. "It performed beautifully," said company president Ken Wheeler. "The aircraft exceeded our expectations. Control response is excellent, trim is perfect, the cockpit is roomier and the engine is much smoother."

The first Wheeler Express crashed in Santa Monica, California after the carefully maintained Lycoming engine lost oil pressure and seized.

There were no injuries in that accident, which made a strong statement for the crashworthiness of the Express airframe.

"Building the second demonstrator slowed the development of tooling for the last two of our five aircraft kits, but we're now in a position to give prospective kit buyers a demonstration ride and sell them a complete kit at the same time," said Wheeler. "We're confident we won't be the only ones at Oshkosh with a flying copy of the Express."

The factory's new airplane is powered by a six cylinder, 210-horsepower Continental engine which

builders will be able to purchase new direct from Wheeler for considerable savings.

In late May, the Express was taken out on an extensive tour through California, Florida, Maryland, and then back to Washington. It was the first of a series of trips to demonstrate the aircraft. "We expect to show the Express to over 300 people on this first trip," said Wheeler.

The Wheeler Express is sold as a complete composite aircraft kit. It is designed to seat four people, cruise at 210 mph, and have a 1,200-mile range.

CBA-123 enters final assembly

by Hoyt E. Brown
Aeronautica Editor

The first prototype of the new 19-seat, pressurized twin-pusherprop transport CBA-123 entered final assembly this week after leaving the airframe assembly jig in late May. On the same day the second prototype was positioned in the airframe marry up station previously occupied by the number one prototype. Work on the latest transport from Embraer is proceeding aimed at finalizing installation of systems and finishing the airframe.

The prototype now features the horizontal stabilizer, which has been put into place after arriving from Argentina, and the engine pylons made from carbon fiber composites. Installation of the main wiring bundles was

begun early in the week and was followed by installation of the nose and main landing gears.

Work is proceeding as planned on installation of the prototypes other systems, such as hydraulic, mechanical and flight control. The two axial (armpit) fuel tanks (so called because of their location underneath the fuselage, ahead of the wing, enclosed by the wing-to-fuselage fairing) were being tested as to the proper fit prior to final installation to the prototype.

The first flightworthy example of the Garrett TPE331-20 of 1,300 SHP turboprop engine that will power the CBA-123 prototype, in the case of the starboard engine, arrived at Embraer the last week of May. The engine is currently being outfitted at Embraer's engine built-up area before being

checked as to installation on the prototype.

Five CBA-123 prototypes are scheduled in the program. Aircraft no. 801 is the first flying prototype, built at Embraer, and is scheduled for roll-out on June 29. Aircraft no. 802, also a flying prototype built at Embraer, has its first flight set for September 1990.

At this time, there were paid-option contracts totaling 150 CBA-123s placed by 18 clients in 13 countries, the list of customers include various executive customers in Brazil, Ontario Express (an Air Canada partner) has ordered 30 aircraft, Express Airlines 1 has 20 planes on order, and SkyWest also has 20 CBA-123s ordered. The CBA-123 is scheduled for certification and entry into service in late 1991.



Leaving the jig...
The first prototype of Embraer's CBA-123 19-seat pusher turboprop, seen here being moved to final assembly in Sao Jose Dos Campos.

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Windows 3.0 puts those little gray Apples in their place

by Joe Cambron
Managing Editor

Most people are unaware what is meant by the high-tech phrase "Graphical User Interface" or GUI. Nevertheless, as the average computer user strives to define the advantages of such a product, battles are being fought behind the scenes between companies that most people have heard of.

Icon-basing
A GUI is what makes a Macintosh into a Macintosh, or says Apple Computer. Microsoft, the world's leading manufacturer of personal computer software and operating systems, disagrees. Whether Microsoft has cloned Apple's look and feel is not to be decided here, but what advantages this technology cross-over creates for computer users is a little easier to define.

For years, IBM users have complained about the complex file system adorning their computers. Sometimes hundreds of files are required to execute a single program. This bulk of files requires users to create directories on their drives for individual programs. This process divides the files into what amount to separate drawers for each program.

These directories provide organization to what would be an endless sea of files on the average hard drive. Even if one was to decide directories were not to their liking, Microsoft's DOS operating system limits the number of files in a directory. Worse, however, different programs often have files with identical names which are not allowed in a single directory for obvious reasons.

Putting that aside, Apple's MACINTOSH has always overcome the file problem by using graphics to represent programs instead of hundreds of files. The graphics, or icons, allow a program to be run by placing a mouse cursor over the icon and pressing a button on the mouse.

This process is infinitely easier than IBM's file maze and is the result of Apple envy.

Apples, oranges, and Windows 3.0

With a product called *Windows*, Microsoft has attempted to provide the best of both worlds. While

Microsoft works out the kinks in its sluggishly selling OS/2 operating system, the company has begun to provide more and more of its functions to users of *Windows*.

Windows offers users a GUI similar to Apple's while burying the system's tangle of files, where only the program needs to find them. With a mouse and a IBM PC compatible computer most users can at least scratch the surface of GUI technology by purchasing *Windows*. *Windows* will work with any 8088 based IBM type computer with a monochrome monitor, a small hard drive, and 640K of RAM; but it will not do it happily, and neither will the user.

What you need

In testing this product on slower 80286 based machines with only 640K RAM, the program seemed sluggish compared to the 80386 computers with 1024K RAM. Even with Microsoft's improved program coding, which increases execution speed by a factor of three, running the program on a 4.77 Mhz 8088 based PC would be foolish. It is also important to have a fast hard drive if your computer is limited to 640K of memory. This is due to the fact that *Windows* creates memory space by using unused sectors on hard drives. This technique is innovative, but is

nevertheless time-consuming. One by-stander who watched this reviewer run *Windows* on a 640K Tandy computer commented that the hard drive stayed on constantly for periods of as long as two or three minutes uninterrupted.

What you really need

To truly take advantage of *Windows 3.0*, which was recently released, a user must have at least a 30 megabyte hard drive with access time below 35 milliseconds, an EGA monitor or better, an 80386 SX or DX based computer, a mouse, and two megabytes of RAM or more.

Multi-tasking
With this particular setup, the user may finally take advantage of true multi-tasking while working under DOS. With a 80386 based computer and enough memory, almost any two programs may run simultaneously, as long as they do not employ complex copy-protection schemes or make certain forbidden uses of the internal speaker.

These limitations are not particularly limiting for those with the proper hardware. Testing the program on a 16 megahertz 80386SX with two megabytes of 80 nanosecond memory, it was not even readily apparent that the machine was multitasking.

This ability is particularly advantageous to the modem user, since *Windows* will allow unattended synchronous communication while at least one other application is being executed.

As for the program's hard drive needs, they are diminished with additional of RAM memory, and *Windows* can make use of as much 32 megabytes of RAM.

No more little gray Apples

Windows 3.0 takes another big jump ahead of its predecessor by offering true, 256 color, VGA support for both graphics and text modes. For years, Apple bumbled around with just two color graphics, until recently offering some color upgrade possibilities.

Applications can now be comparable to those outside the *Windows* environment. Paintbrush, for instance which comes with *Windows*, is now a full color paint program capable of producing quality graphics that can even be displayed behind *Windows* applications as "wallpaper". Graphical icons are even in color now, with all other aspects of the program's color scheme user definable.

Life without Windows

Windows offers so many advantages over a DOS only system that it is beginning to seriously damage the success of Microsoft's rival operating system, OS/2. With its latest evolution, *Windows* actually improves upon OS/2 in many ways.

There seems to be no doubt that *Windows* is more than a bridge to the future, it is the future. If Microsoft allows *Windows* to continue growing, instead of suffocating it, i.e., DOS, it will soon be a fixture of IBM type computers.

At less than \$100, *Windows 3.0* is probably one of the best values in commercial software. The package contains file manipulation capabilities equal to *PC Tools*, a word processor which is only lacking spell-checking capability, a state-of-the-art paint program with scanning capability, a pair of well-conceived games, a database/filing program; and, as a temporary added bonus, a program called *Toolbox* which includes a full personal schedule organizer.

For an even better value, the program may be purchased with a Microsoft Mouse for substantially below \$200.



Window into the future...

Windows 3.0 offers users the chance to manipulate a graphical interface while still keeping their IBM computer.

Quincy Jones makes it *Back on the Block* with recent album

Cast of Thousands! Ten years in the making! Stars too Numerous to mention! More often than not, such Hollywood hyperbole refers to an excess of extras, cash flow problems and now-you-see-them-now-you-don't cameos. But in the case of *Back on the Block*, the long awaited new album from Quincy Jones, all of the above, and much more, is true.

"Long-awaited," in this case, may qualify as the season's most eloquent understatement. It was in 1981, that the legendary producer, performer, composer, talent scout and musical visionary first agreed to record an album for Warner Bros. Records, under the auspices of his own Qwest Records label. Originally conceived as a follow up to his groundbreaking concept album, *The Dude*, (released that same year), the project would continue the approach pioneered by its predecessor, with Quincy serving as mastermind and creative catalyst for a host of artists intent on proving the maxim that it's amazing what you can accomplish when you don't care who gets the credit.

This album brings together a great number of remarkable men and women and, in turn, a great number of those old friends, special guests and new discoveries are represented on *Back On The Block*. Among them: Gerald Albright, George Benson, Tevin Campbell, Ray Charles, the Andrae Crouch

But Back on the Block is much more than a collection of famous names returning favors.

Singers, Quincy D. III, Miles Davis, El DeGarcia, Kool Moe Dee, George Duke, Shelia E., Ella Fitzgerald, Seidha Garrett, Dizzy Gillespie, Herbie Hancock, James Ingram, Al Jarreau, Big Daddy Kane, Chaka Khan, Bobby McFerrin, Melle Mel, James Moody, Al B. Sure!, Caiphus Semenya, Ice T, Take Six, Sarah Vaughan, Barry White Joe Zawinul and many others.

But *Back on the Block* is much more than a collection of famous names returning favors. Bringing together such an extraordinary roster of styles and stars, Quincy has achieved nothing less than a dazzling synthesis of sound, summing up his broad-based musical penchants and suggested all manner of fresh directions for the new decade. "This is my kind of menu," Quincy asserts. "There's a taste of everything here, from African to Brazilian, be-bop to hip hop. There's an incredible connection between all these kinds of music and that connection is what this album is all about."

"We Be Doin' It," another stand-out cut from

Back On The Block, features the powerhouse line-up of Bobby McFerrin, the a cappella gospel group Take 6 and those legendary ladies of jazz, Ella Fitzgerald and Sarah Vaughan, along with some tasty lead vocals from Ms. Garrett. "This was another dream come true," explains Quincy, "to do a song with all human sounds, natural body percussion and no instruments."

The result, here and elsewhere, points up the often-astonishing stylistic mix at the core of *Back On The Block*. And that mix is nowhere more pronounced than in combination of be-bop legends and hip-hop pioneers on such selections as "Birdland" and the title track. "It was my son who really introduced me to the whole rap scene," continues Quincy.

"He's a hip-hop freak like I was a be-bop freak and, while I can't describe it in words, I feel this incredible connection between these two musical styles."

As with the jazz greats who were my mentors, the hip-hop artists--cats like Ice T, Big Daddy Kane and Kool Moe Dee--are doing it for each other as much as for the public. Their concepts of improvisation, syncopation and rhythm are very familiar to those of us who grew up with be-bop and now have a chance to see those cycles come around again.



Back with a vengeance...

Quincy Jones storm the top forty with his recent release. The first single, "I'll Be Good To You," went to number one.

Despite hype, Touchstone's *Dick Tracy* proves to be flaccid

by Jason Simon
Data Tech Editor

It was two weeks ago; I had just walked out of theater; the laughter still rippled out of my body from the last feature. I began to pop the keys out of my pocket when I saw the display. It was the T-Shirt ticket for the movie *Dick Tracy*. Being a loyal fan of the detective, I immediately shelled out the fifteen claims that were required to buy the shirt and see the movie.

Last Thursday, June 14, I sped out of my night job like a bat out of hell. It was 11:20 P.M. and I was worried. The instructions that came with the shirt said to be at the theater by 11:30 that night, so that I would not miss the Roger Rabbit cartoon before the gangbuster feature. Knowing that I was a good twenty-five minutes from the AMC theater, I gunned the beast that I call a car forward. The miles sped past; I finally made it to my destination at 11:47, disappointed that I was late for the preview show.

I parked my car and jaunted briskly up the steps to the theater. The sudden chill of the air conditioning in the movie house brought the

goose pimples up on my forearm. However, the deep black of the *Dick Tracy* shirt protected the rest of my torso from the cold. I quickly picked up a soda and a tub of hot buttered popcorn and then entered the doors that were marked *Dick Tracy*.

To my surprise, the house lights were still up and the slide show that AMC provides was still running. I could feel the tension in the air, something was wrong. Helpless to do anything, I found a comfortable chair with a clear view of the immense screen a few yards in front of me. The minutes ticked by and the smell of the hot buttered kernels that I had purchased were getting to me, I commenced munching.

It was midnight, and the crowd was not in the best of moods. The feature had not started and I was getting mad. Finally, at 12:05, four minutes after the scheduled showtime the lights dimmed, leaving the image of my half consumed tub of popcorn film in my mind.

Then the previews started! The crowd was bitter and wanted to see the feature. At 12:10 the cartoon began. It was hard to hold onto the

popcorn as I laughed uncontrollably at the stupid rabbit. The cartoon ended about five minutes later, little did the crowd know that they had just witnessed the best part of the entire movie.

The movie opened up on the scene of the city that was to be the setting of the movie. The matte painting was meant to reflect and unrealistic city background.

Unfortunately Touchstone pictures forget that there is a big difference between an unrealistic background and a background that looks unrealistic. The painters painted the latter scene and it took much time for me to comprehend how they could have spent 30 million dollars on this movie and ended up with a bunch of paint and paper mache buildings that looked like hell to begin with.

The first thugs that came into view had the distinct grotesque features that made the comic strip *Dick Tracy* what it was. Unfortunately, in this day and age of high quality makeup and form fitting masks, these faces looked just like the rubber they were imprinted on. I was disappointed that some of my favorite characters, like Flattop and Pruneface, reminded me of the foam rubber in my sofa. Bad news for Tracy fans.

When we finally catch up to *Dick Tracy*, we soon learn that Warren Beatty was not made for the part. His facial features didn't even come close to the long bridge and sharp chin that made Tracy famous. Worst of all his acting reminded me of some low budget B

joke. Madonna, as breathless Mahoney, was involved with the mob that ruled this unnamed city, but she soon fell in love with the title character. While Madonna shows off enough cleavage to make a Playboy editor jealous her acting is way off par, so far as she cannot even lip synch her singing properly. At least we didn't have to hear her live.

Unfortunately the plot seems to have a few gross errors in it. For example, Tracy gets framed on a drummed up murder charge and is put in jail. Somehow he is able to get out of jail scott free. Never mind the fact that the suspects he captures have been booked by a man who has been stripped of his badge. In addition, near the climax of the show, Tracy has a giant gunfight in the middle of a road,

Tracy is standing in the middle of this lead menagerie but, despite the hundred thousand rounds that are flying about him, he comes out unscathed.

The director of this film, Warren Beatty, promised Touchstone that he would not go too far over the 30 million dollar budget specified. However, Beatty should have dropped a little more money into the film. Beatty is also known for endless retakes of scenes.

However he should have done a few more scenes over. You can observe the spit flying from Tracy's and Madonna's mouth. Finally the snorevision movie epic ended. The crowd mumbled unsympathetic things about the movie.

I glanced down the T-Shirt ticket that I was wearing. The shirt said "I was there first!" It really should have stated "I was disappointed first!" But even if it did, it would not be true. For the group at Pleasure Island saw this loser of a movie earlier that evening. (Rating, barely one star)

Avion staff prepares for summer with request for new members

by Joseph Szarmach
Staff Writer

It is the end of yet another semester, some people will be leaving and some staying. For the *Avion*, it means that some staff will come and some will go. But it seems after this semester many more will go.

Many times (perhaps too many times), *Avion* editorials have advocated that students "get involved!" At times, the quality of the *Avion* suffers because of lack of participation by students. Perhaps many do not understand who works to provide the *Avion*, or who "those people" who put together the *Avion* are. Most students probably do not even know how the paper is produced.

"Those guys" are "YOU guys". There are no special classes (like journalism) you need to take, or program that you need to be in. The typical staff member is on the staff as a result of a coincidence.

The only qualification needed is that you must be will-

ing to have fun, and do a little "work" on the way. The *Avion* is very much like a club or a fraternity (with all the accompanying parties) except that once a week (or every other week in the summer) each of us contributes a little something, and a newspaper is born.

It all starts off with story research. This may include getting press passes to an air show, going to an aircraft accident, or interviewing the administration to find out their motives behind curious decisions. Other things you might want to cover as a student reporter are shuttle launches, Reporters go to the primary press site, where you may sit right next to an ABC or NBC reporter.

You may choose to see a "roll out" and stand a few feet



were in progress.

The "Section Editors" are the ones who pull the individual stories together into pages that will become their

section (like Space Technology). These pages are arranged electronically on one of the special computers at the *Avion*, printed out, and pasted down on large pieces of paper called broadsheets. Finally, pictures are laid into the holes left on the pages by the section editors.

The pictures are developed at the *Avion* photo lab. The pictures are also waxed and laid out with the stories. It is these large sheets of paper that will later be shot with a camera and reproduced by a commercial printer. The *Avion* does not print all the actual papers, just one copy. That copy is sent out to be duplicated.

Though stories are written continuously, layout is done on Monday nights and Tuesday afternoons. By Tuesday night, the newspaper is essentially done, hopefully. It is printed overnight by a company in New Smyrna. One day later, the paper is back on campus for all to read.

Watching people read your work and seeing the completed product is the most enjoyable part of being a *Avion*

Space News...



U.F.O. Lands in Attic of North Florida Residence... When Ed Walters published some revealing pictures of an UFO, some other persons came forward saying how the UFO terrorized their suburb of Gulf Breeze, Pensacola. Twenty sightings were reported by Walters between Nov. 11, 1987 and May 21, 1988 along with others from different residents. It now seems that the alleged UFO may have only been a model made out of four plastic foam plates and drafting paper. The model was found in the attic of the previous Walters' residence by a man who moved in after Walters moved out. The model was handed over to a local newspaper who in turn reproduced pictures similar to the ones published three years ago. Which brings us back to the question, are there UFOs out there?

Shuttle Shift-Around... Space Shuttle *Columbia* rests safely in the Vehicle Assembly Building (VAB) after its long trip from the pad back to the hangar. The roll back occurred last Wednesday morning at about four in the morning and finishing at about ten. The orbiter was safely locked into place by noon. *Columbia* was demated from the External Tank (ET) by the end of last week and rolled over to the Orbiter Processing Facility (OPF) Bay 2. It is there that the \$150 million dollar payload, the *Astro Observatory*, will be serviced until its next attempted launch in August. Meanwhile, a stacked solid rocket booster and part of another, for the October mission of *Discovery*, had to be rolled out of the VAB in order to make space for *Columbia*. *Atlantis*, which is in the VAB also rolled out to the pad on Monday.

Great Balls of Fire... A Delta Rocket blasted into the night sky last Tuesday at 1:52 a.m. with an Indian communication satellite. The satellite separated from the rocket one hour after lift off and went into a temporary orbit of an altitude of 130 nautical miles. The satellite will reach geosynchronous orbit in ten days. The Indian satellite had been delayed over a year. Just ten days before its first scheduled launch an accident in the launch pad was severe enough to send the satellite back to the manufacturer for repairs. A second accident last October, the California earthquake, damaged the satellite again delaying the launch further. The public watching the launch from Titusville had the opportunity to see the rocket as it passed in front of the Moon, a rare sight. Those watching from Daytona Beach had an even more rare sight of seeing a meteorite zoom across the sky as the rocket also thrust into deep space, thus viewing two "great balls of fire" for the price of one.

Beam me up Scotty... Scientists at the NASA Lewis Research Center are developing the technology needed to be used in powering the Space Station *Freedom*. The solar concentrator will be used in conjunction with the Solar Dynamic Power System for Space Station *Freedom*. The Harris Corporation is working with NASA in the project. The Truss Hexagonal Panel concentrator was selected as the most capable of supporting the Space Station *Freedom* solar dynamic power system. Several tests were done on the solar concentrator to verify that the concentrator can be assembled on Earth, disassembled and then reassembled in space. The Truss Hexagonal Panel Concentrator is 18.1 meters in diameter, and is composed of 19 flat hexagonal panels. One test consists of using a laser beam to determine alignment accuracy of the mirror for the Solar Dynamic Power System. This test consists of reflecting a laser beam off the mirror, recording the data, disassembling the concentrator, reassembling the concentrator and then doing the test over again to see if the spot had made any movement. This test was done by simulating 0-gravity in order to minimize the effects of gravity on the concentrator. The tests performed on this structure demonstrated that the structure maintained the required characteristics of efficiency, design flexibility, maintainability, optical performance, packaging, reliability and development risk that is needed for the Space Station *Freedom*.

New shuttle to be finished by April 1991

by Jose L. Vazquez-Delgado Jr.
Space Technology Editor

On August 1, 1987, Rockwell International's Space Systems Division (SSD) received the go ahead from NASA to construct another orbiter, Space Shuttle *Endeavour*. Construction of the new shuttle is currently underway at Rockwell facilities in Downey and Palmdale, Calif.

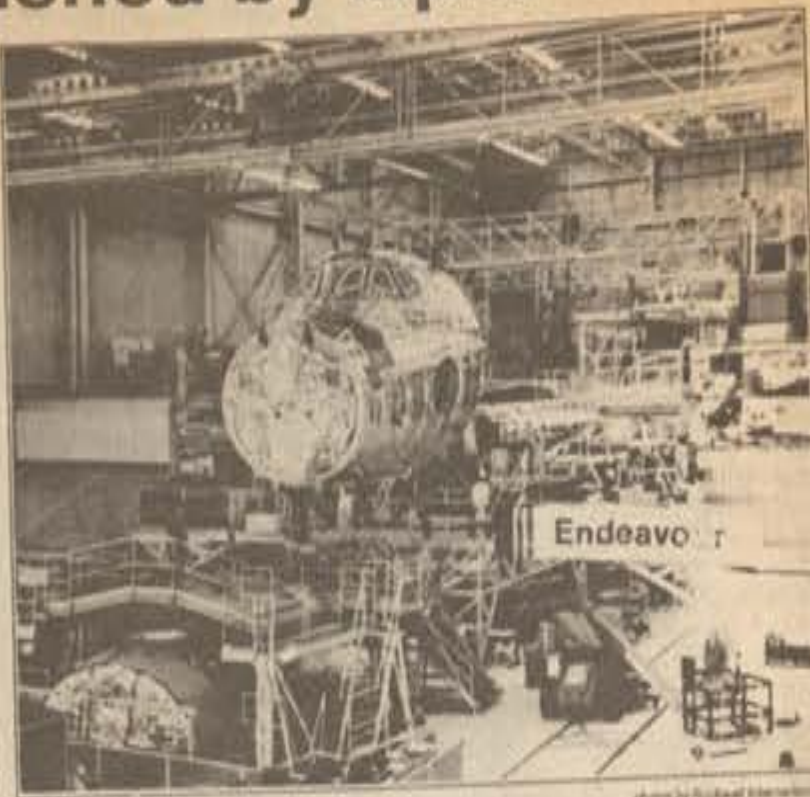
Besides managing the orbiter's construction program under the direction of NASA's Johnson Space Center (JSC) in Houston, Texas, SSD also fabricates the orbiter's forward and aft fuselages, forward reaction control system, crew compartment, and secondary structures at its Downey facilities. Final assembly, tests, and checkout will take place at SSD's orbiter assembly facility in Palmdale, Calif. More than 250 other major subcontractors and suppliers across the nation are also performing work on shuttle components and support services, which account for about 50 per-

cent of the total work on the program. *Endeavour's* crew module, wings, mid fuselage, upper and lower forward fuselages, and aft fuselage have been mated. Over 68 percent of the thermal protection system insulation has been installed. These puts the construction of *Endeavour* ahead of schedule and under budget.

The forward reaction control system module, payload bay doors, body flap, and vertical stabilizer, will be mated by fall 1990. Power-on systems testing would proceed in July 1990. The delivery of *Endeavour* is scheduled for April 1991.

Endeavour will have all the modifications and upgrades which the other orbiters have gone through and two more which will distinguish it from its sister shuttles. First is the drag chute to aid deceleration and reduce loads on the landing gear and breaks, and second is the capability for accommodating extended mission durations of up to 28 days.

...Endeavour will have all the modifications and upgrades... and two more which will distinguish it from its sister shuttles.



Heads up... The new improved crew compartment of the new Space Shuttle *Endeavour* can be seen hoisted down to be worked on. The mid fuselage, towards the center of the photo, is obscured by the platforms.

Soviet spacecraft invade the Boston Museum

by Jose L. Vazquez-Delgado Jr.
Space Technology Editor

SOVIET SPACE is a major exhibition on the Soviet Union's space program hosted by the Boston Museum of Science. It is the first time that not one nor two, but a whole fleet of Soviet spacecraft land on American soil.

The exhibition focuses in the history and achievements of the Soviet

space program, its current status and future direction. It also examines how Soviet and other scientists are trying to solve problems related to living and working in space. "This historic exhibition marks the dawn of a new era of cooperation and scientific exchange between the United States and the Soviet Union," said Bradford I. Towle, Museum of Science Interim Director.

Among the fascinating items in display, the exhibition features a spec-

the first man to walk in space, and Valentin Lebedev, who set a world

"This historic exhibition marks the dawn of a new era of... scientific exchange..."

Bradford I. Towle
Boston Museum of Science
Interim Director



Soviets reveal secrets...

The Soviet exposition, Soviet Space: An International Science Exhibition, will be open to the American public until September 23, 1990.

Y-o-u could see a scale model of Sputnik 1, the first artificial satellite to orbit Earth; Luna 2, a lunar roving vehicle; and a five-meter model of the currently orbiting Mir space station, where cosmonauts live and work for months at a time. Space suits, tools and food will also be on display.

A team of eight Soviet technical specialists will maintain the exhibition and explain various components to visitors. To officially start the exhibition, cosmonauts Aleksei Leonov,

and of-fered a lecture in which the general public was welcomed as well as reporters.

The space program is a source of great pride in the Soviet Union and great care has been taken to transport, safe-guard, and present these exhibition to the American public.

SOVIET SPACE opened on June 1 and will be open until September 23, 1990. For hours and information if you are planning on being around Boston call (617) 523-6664.

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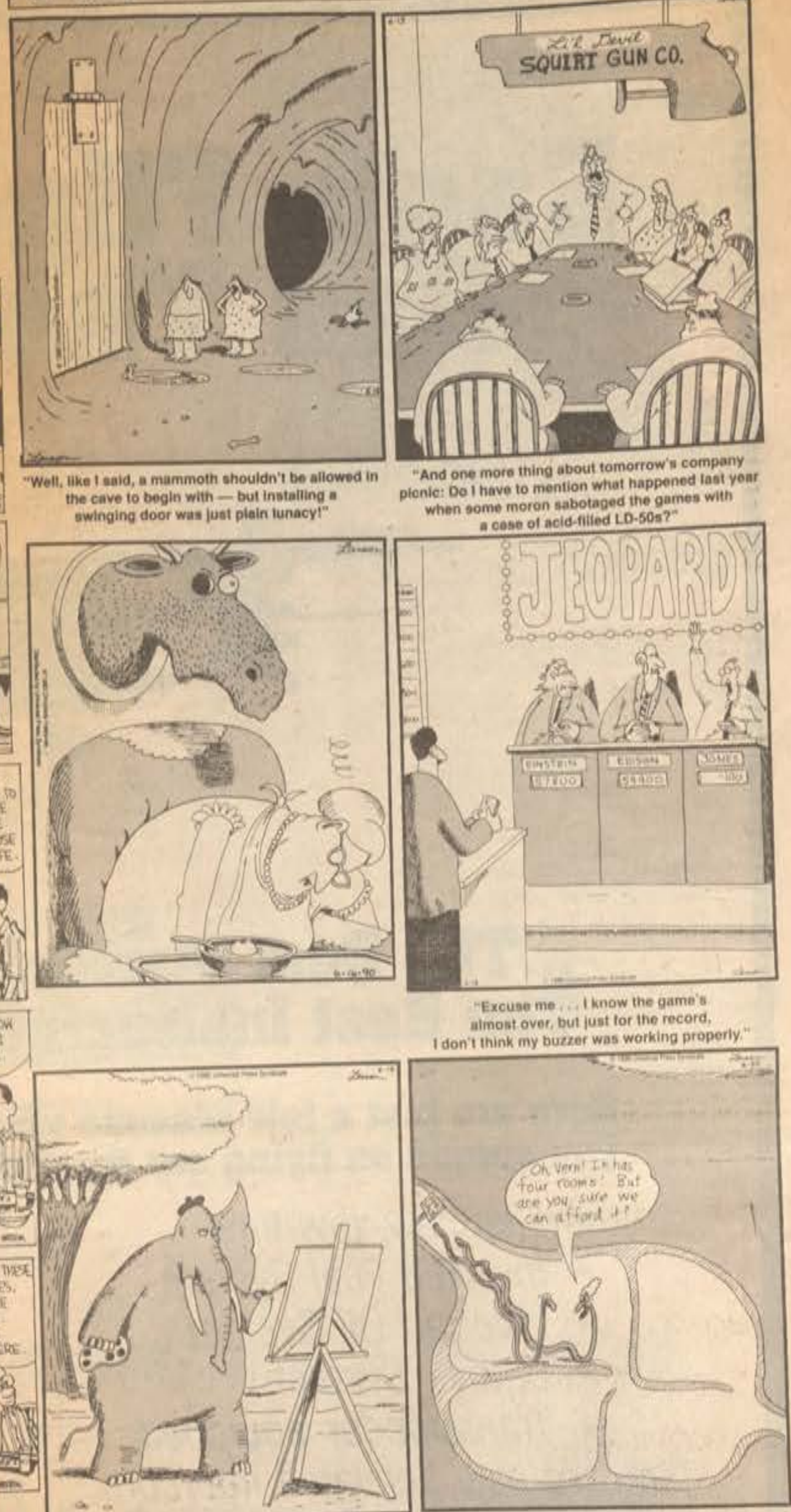
Calvin and Hobbes

by Bill Waterson



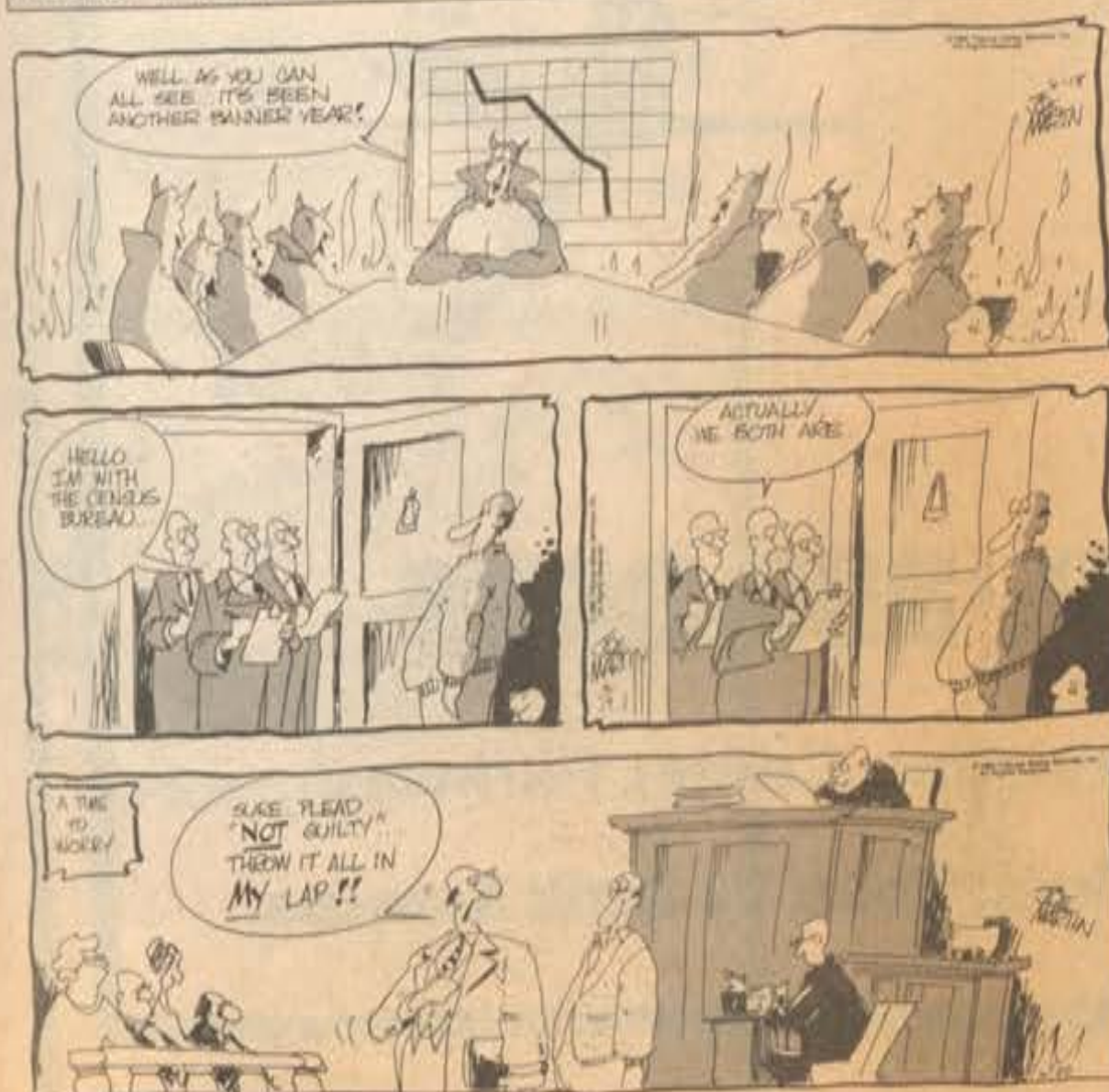
Far Side

by Gary Larson



Mister Boffo

by Joe Martin



Mother Goose and Grimm

by Mike Peters



Autos for sale

HATSUN B210-Plenty of rust but runs excellent. Call Phil 252-4044 (early morning, evenings or weekends.)

84 HONDA PRELUDE-Auto, PS, PB, AM-FM, Sun Roof, Exec. Cond., \$5000 or best offer. 760-4516.

1984 HONDA INTERCEPTOR 500--Excellent condition, very clean, and never down. 16,500 miles. \$1200 o.b.o. Call Doug at 274-5016.

FOR SALE: 1985 Ford Tempo. PLASPU/PW/Air cond. 80,000 miles. \$3800.00 firm. Call 238-1008.

Cycles for sale

MEN'S 27" TECHNIUM RALEIGH 10 speed Racing bike w/new rim, tire and lock. \$200.00. Call 252-6265.

Misc. for sale

HUNTER BEACH CRUISER excellent shape. Bought new from Ormond Seawinn for \$250.00. Red, 6-speed, wide tires, alloy wheels with stainless spokes. Handy over side. Comes with water bottle, manual and original receipt. Only \$185.00! Also multimeter good for AMT student \$5.00. 12 Volt power supply good for bench test \$10.00. Contact Robert Warlick 238-0386.

FOR SALE: 2 living room chairs, can be sold separately, \$10.00 each. Call C.H. at 238-1490.

FOR SALE: weight set w/bench, curl bar, dumb bell bar. Approx. weight 180lbs. Call C.H. at 238-1490 \$60.00.

GUNS-Federally licensed firearms dealer. I have firearms for all your needs. I also carry assault systems rifle cases, etc. Reloads available. FMI only - 10% over wholesale and tax. Dave 756-0203.

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YAMAHA PSR-90 KEYBOARD Excellent condition. 61 Full-sized keys, split keyboard, built in four track recorder, MIDI capable. \$400, call Brian at 255-8481.

FOR SALE: Double bed like new \$55.00, Desk & chair \$25.00, Chest & draws \$10.00, Sofa (black & white) \$50.00. Call Lisa 252-4044 or afternoon/evening at 255-7497.

IBM AT Clone-\$1199 Don 80286-Landmark 15 MHz. State-of-the-art 266,144 color VGA monitor, 30 Mhz Fuji Hard Drive, 1536K RAM, 101 keys, Advanced memory environment. Almost new with software. Leave message for JOE at 238-7355.

M1 GARAND FOR SALE: Parkertized finish, Springfield armory, 30-06. \$400! Call 756-9476.

FOR SALE General Electric washer and dryer \$450.00 for the set, White, Under 2 years old. 13" Color TV w/channel presets and timer \$60.00. J.C. Penney medium sized microwave \$200.00. Call 761-4001, leave message.

GRADUATING--Must sell everything. King size waterbed w/ headboard and rails - \$125, 5 drawer dresser - \$25, 2 desks and chairs - \$15/ set, and several other things. Call Doug at 274-5016.

10" SURFBOARD-Good condition, \$120.00. Call Luis at 238-7748.

Miscellaneous

OUTRAR LESSONS: Instruction given at Daytona residence. Stan learning now! 238-1008.

GLIDER RIDES and instruction: Bob Lee Airport. Off 15A in Deland. Open Thursday thru Sunday. Ham on. (904)736-6588 or (904)383-5014 eves.

WANTED: Tubular locks (single cam) type. Call 255-5974 if you have any you would be willing to sell.

RESUME SERVICE-cheap, fast and professional. \$5.00 for original, you may keep disk for future updates. Call John (904)255-8627 or contact box 7089.

GERMAN CAR REPAIR-Professional service on VW-AUDI. Bug, Ghia, Rabbit, Golf, GTI, Jetta, Scirocco, 4000. Factory trained, 10 yrs. exp. Suspension, axles, c.v. joints, brakes, Bosch injection. Routine maint. and engine overhaul, only \$14/hour for BRAU students/faculty. No mark up on parts - Labor warranty. Contact Robert Warlick 238-0386 or BRAU box 2193.

D.J. NEEDED for part-time work. \$15.00 per hour start. Some experience desired but not necessary. Call 255-9369.

WANTED-person to share driving and get. Route is along I-10 and destination is California. Leaving end of Summer A. Contact Rick at Box 5992.

Roommates

ROOMMATE NEEDED: to share a 4 bedroom, 2 bathroom house at Pine Lakes. Rent is \$175 per month plus 1/4 utilities. No deposit required. For immediate occupancy. Contact Mabel 788-6468.

HOUSE TO SHARE-Available June 15th. 1128 North Street. \$375 a month includes utilities. Call Lorie for info at 238-8584 or 238-3887 or leave message.

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- ➔ Non-commercial classified advertising and personals are **free** to the student body, faculty and staff of Embry-Riddle with a 35 word limit.
- ➔ All other non-commercial advertising is \$10 with a 35 word limit. Each additional word is 10 cents.
- ➔ Commercial advertising is available through the Avion advertising department.
- ➔ Classified advertising is carried out by filling out a classified ad card in the Avion office.
- ➔ Only one classified ad per card. Name and address of advertiser must be included for the ad to run.
- ➔ Ads will run for two issues and may be renewed by filling out another classified ad card.
- ➔ No classified ads will be accepted over the phone.
- ➔ For more information, stop by or call the Avion office at (904) 239-6049.

ROOMMATE NEEDED: to share a 3 bedroom/2 1/2 bath Condo. (near Forest Lake) Rent is \$250.00 per month, including utilities. Near by pool, Garage, Washer/Dryer. Furnished except for bedroom. Call 255-9366 (leave message if not home) Female preferred.

NEED ROOMMATE ASAP 3 bedroom, 2 bath/own bedroom/\$210.00/washer & dryer. Contact Wood Forest 257-5929, mod apply. 1/2 utilities, free water, Apt. #1727.

ROOMMATE WANTED Summer II only, \$190.00/month & 1/3 utilities, 2 miles from school. Contact Brian or Pete 255-8022.

ROOM FOR RENT-Private bathroom, large bedroom, cable TV, microwave, washer/dryer, furnished, 10 min. from campus, NO LEASE. Quiet residential area in South Daytona. \$250.00 /mo. and 1/2 utilities. \$150.00 deposit. Call Bob 761-5828.

FOR RENT: quiet clean room in older historic house. Very private. Includes all utilities. No lease, only \$100.00 Sec. Dep. Only non-smoker gentlemen, color. 1 1/2 mi. from Univ. 238-5901.

NEED A PLACE FOR SUMMER BT Forest Glen Apartment. Includes microwave, washer & dryer and furniture. Private room & bathroom. Rent: \$170.00 + 1/2 utilities. Call Jeff 255-3133.

Personals

HABES: Sorry I couldn't be with you on your birthday but I just wanted you to know that I was thinking about you and that I love you. ME

TO JIM VARGA: YEAH! Lab is over. Lab partner and ENABLER borrower.

TO PS103-02: Good luck on the final. YOUR CLASSMATE

TO RC211-02: Good luck on the final. Boy, do we need R!!!! FROM YOUR FELLOW SUFFERERS

TO MARGARET: I miss you. LOVE BOOBLESS- PSYCOPATH

MIKE: You owe me 2. D.L.

HEY GUYS: When is the next slumber party??

WE HATE ECONOMICS!!!!

NILOUPER: Hope you enjoyed the cookies. DANETTE & TAMI

TAMI: Thanks for everything and good luck on finals. DANETTE

HARRY: See you soon. LOVE DANETTE

MSHILL: You are soooooo gorgeous. I lov your dimples! Come up and put in all the classifieds you want. Hope you find a roommate... JOE

JOHNIE: You suck!!!! SIGNED, STAFF, THE NEW AD MANAGER, SECURITY, AND THE REST OF THE STUDENT BODY

MA441 CLASS: Awesome test yesterday huh! Can't wait for the final.

JAAP: Where are you we need those pictures. SPACETECH

TINA: UM, Let's try that one again. OK. Maybe one more time. SUZU

BUBBLES: Car, vous-tes chapeut your jet l'ame davantage. Aujourd'hui plus qu'hier et bien moins que demain. POOKIE

DIE: Happy Birthday JD

HA SMILEY: Tell your daughter you want to see the last message I wrote you! LINDBERGH

GIRLYMEN: Here me know and believe me in two weeks from tomorrow. You guys are gilymen flybys. Maybe I should grab you by your love handles and take you out to the trash. HANZ

JAAB: You are becoming a real slacker. Get with it! STAFF

FOR SALE: From the Home Boy Shopper network, cheap car stereo, CBs, Cellular Phones, and if you act now, we could probably get the car... THE HOME BOYS

MARTHA T.: Happy birthday! You are totally gorgeous and I've got a crush on you! SIGNED, A GUY YOU DON'T EVEN KNOW EXISTS

BONEHEAD: Where is my dinner?? Hope you like the east coast. Are you enjoying your summer so far?? I am. HOMER

MARTHA T.: To see you, to know you is simply not enough. Let's spend some time together! A MAN YOU KNOW EXISTS (6398)

BUNNY OF LOVE ETERNAL: I am very much looking forward to our 8 month anniversary today. It's been a good 3/4 of a year so far, and I think we can continue to make it the best year ever for us. Love, DOLL OF ETERNAL BABYNESS

DANETTE: Thanks for the good times during the worst of times. See you in the fall and good luck on finals. TAMI

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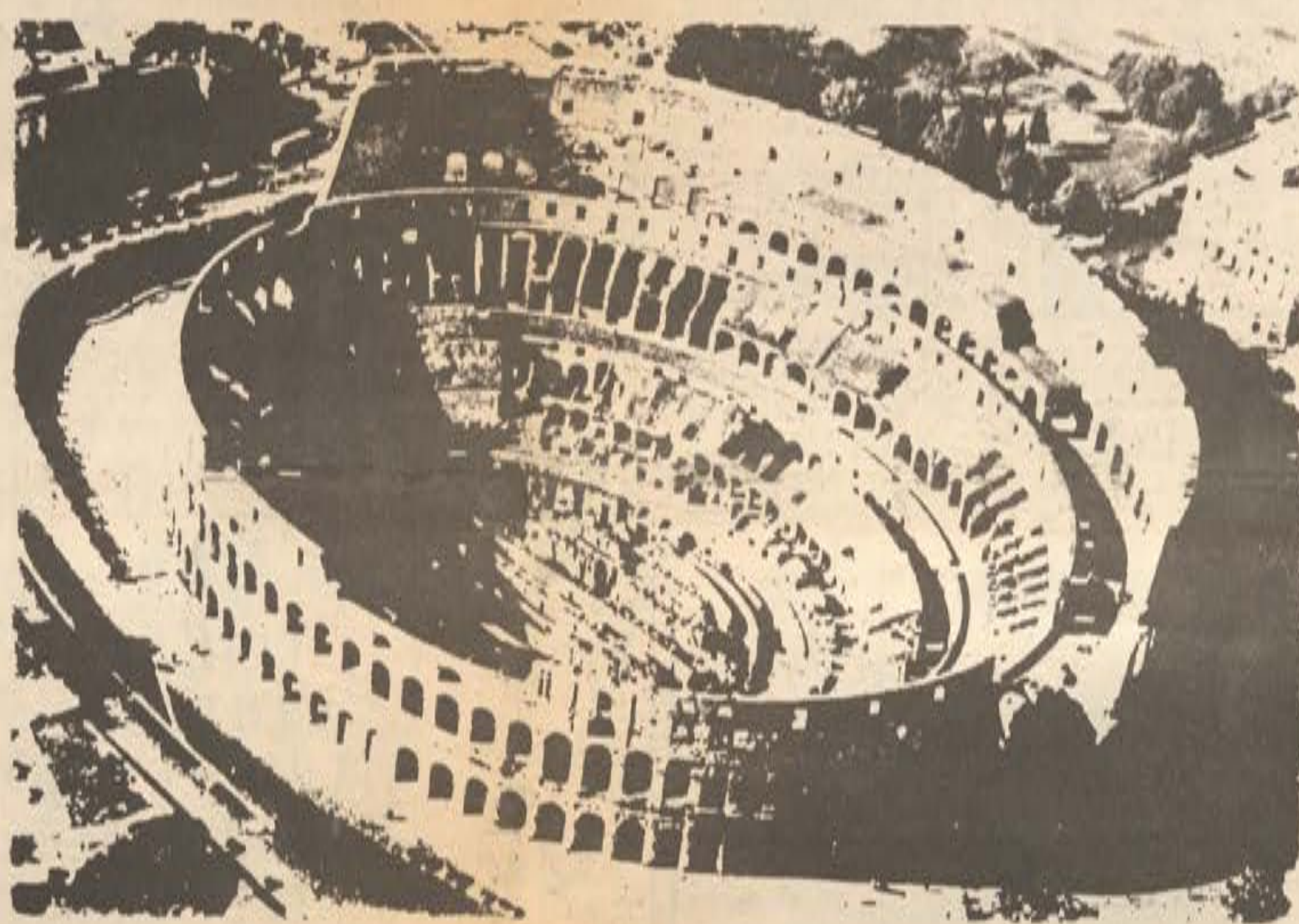
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