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Avion 1990-07-25

Embry-Riddle Aeronautical University

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Avion

An Award-Winning Newspaper by Students for Students

Volume 66, Issue 2

Embry-Riddle Aeronautical University, Daytona Beach, Florida

July 25, 1990

Brazilian students call Daytona home in July

by Jon Osterholm
Staff Writer

Here is a short set of questions and their answers for you to test your knowledge of one of the five largest countries in the world.

Question: what is the national language of Brazil? (Hint: it is not Spanish.) Answer: it is Portuguese.

Second question: What season is it in Brazil right now? Answer: it is winter.

Last question (true or false): Portuguese is a minor language in South America, since only one of the continent's many countries speaks it. Answer: that is false. Half the people in South America are Brazilians.

Why ask such questions? They are a portion of the facts you might learn if you chat with some young people who are living on campus this month.

Embry-Riddle's Dorm II is abuzz with the sounds of Brazilian students who are learning the English language. The University's own students might have noticed the numerous young faces propagating the campus. Not to be confused with Upward Bound students who had been learning about aviation here (up to last week), these international students are attending accelerated English classes as well as getting a feel for cultures once foreign to them.

The man who brought about this study program is Phil Young. He has been bringing students here regularly from South America for nine years. Young directs an English language school that is based in Daytona Beach and in Curitiba, a city in the state of Parana, Brazil.

Curitiba is in the southern portion of Brazil, where the Tropic of Capricorn is not far away. For that reason, the seasons are opposite Florida's.

School "starts" in March, almost the beginning of Autumn in Brazil," explained Antonio Andrioli, a student who talked about Brazil with the *Avion*. This is his second trip with Young's program.

The school, Phil Young's English School, has used Embry-Riddle as a secondary campus since the program came here from Brevard Community College in the early 1980's.

One of his aids, who has helped the program in Florida for eight years, is Dr. Dave Closson. "I work with Phil teaching the advanced class, and assist him any way he wants me to," Closson explained. He regularly teaches at Valencia Community College, and is a resident of Winter Park.

Young said that Closson is the "spiritual leader" of the

group. "He's our guru," he joked.

The *Avion* had a chance to talk with Young, Closson, and two of the many teenaged Brazilian students, Daniele and Marcelo (pronounced "dan-yell-co" and "mar-sell-o") last Monday night.

The students, of whom a few are adults, have been learning English—American style. They have had some problems with the spoken language Americans use daily, which is hard to avoid in learning a new language.

Marcelo, a tall, lean young man, whose English was usually very clear, said, "at first we [Brazilians] didn't understand because people were talking too fast for us, but having classes and going out with American guys has developed our English a lot."

"For example, since we didn't learn 'I gotta go', at first we didn't understand. We learned 'I've got to go'. But now I'm not having trouble," Marcelo said.

Daniele, a dark-haired, pretty young woman, and Marcelo agreed that the effect of coming to an English speaking nation improved their ability to speak the language. They also have found that meeting people from not only America but many other countries has opened their minds.

Marcelo is interested in studying world trade in college. He said that knowing at least one secondary language is a requirement in that field. He

also said that it is important to experience other cultures directly in order to know the people he would be dealing with.

After Daniele finishes high school, she said she would like to major in engineering "at a college in Brazil, and perhaps get a Master's degree" from a U.S. college.

Marcelo commented that Brazilians tend to give more value to someone who studies in a U.S. college.

The students have visited Kennedy Space Center, Busch Gardens, Wet 'n' Wild, EPCOT Center, and other local tourist destinations, and will be going to Disneyworld before they leave. But a main concern of the program is not aimless wandering in entertainment parks, it is on education and experience.

"An experience like this," Young commented, "can enhance a student's independence, strength, and beauty in a program that nurtures the experience."

Young explained that his program enhances language skills because the environment requires it. In the classroom setting, 95% of the language spoken is English, Young explained. They try very hard in any situation to get the students to speak English as much as possible. The



Phil Young



photo by Brian Gerk

Shootin' the breeze...

Students from Brazil, Marcelo and Daniele, (pictured with their advisor Dr. Dave Closson) chat about their experiences in the U.S. while learning the English language.

time they communicate most in their native tongue is outside of activities, between themselves.

"There is a principle in teaching that says if you can make what you teach a part of a whole problem-solving process, then learning will be faster, and attention is better," said Young, the problem in this case being how to communicate. Young's teaching format tackles the problems of dry language lessons that have little relevance to the real world. The courses are designed to avoid the colloquial "Dick, Jane, and Spot" training common to many language courses. "We try to stay away from the 'let us go to the subway' type of speech," Young said.

One of the major factors helping make the Brazilian's stay a pleasant one is with the help of Laura Minor, who assists the Housing Department. She and Dean Rockett "have done a very good job taking care of us," Young said. He added that his school does "rent the facilities," but that

"they help us out a lot."

They have learned about other countries in a direct, personal manner. The group has mingled with students from Oman, America, and Japan, among others, and listened to a man from Kenya speak about his country and culture.

They have met with Embry-Riddle students socially. The students have seen movies like "Do the Right Thing" and "Born on the Fourth of July," discussing afterwards the issues brought up in them. They also watch news programs to apply their skills to current concerns and terminology.

Overall, the young men and women seem to be enjoying their experience. Marcelo and Daniele seem to have gained more from their education than just a second language—they've gained a positive, enlightening experience and a new outlook on life's many nuances.

Renovations on schedule in Student Center

by Brian Gerk
Managing Editor

The winds of change are once again blowing through the John Paul Riddle Student Center. Those students who have enjoyed a normally quiet atmosphere this summer must now endure the sounds of demolition while they eat their meals.

The final phase of the reconstruction of the Student Center has begun, and will encompass the Career Center, *Avion/Phoenix* offices and the Institutional Research/Resource Center.

The most apparent clue that something is happening upstairs is the view of the gutted Career Center extension, which was the first office to feel the destructive blows of the renovation efforts. Despite the racket, the career center is still open and actively working with the students.

Once again the contract for the demolition and remodeling has been awarded to Bomar Construction Company, the same company that recently finished the library and UC additions. Bomar has consistently maintained their allotted budget and kept to

schedule, a factor which influenced the University in their choice to bring the company back to the campus for these renovations.

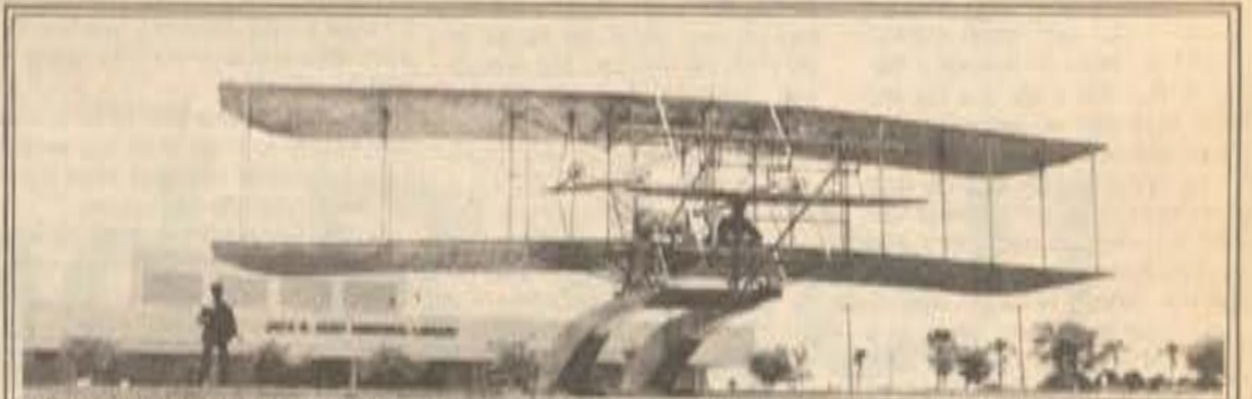
The *Avion/Phoenix* office itself will benefit the most from the reconstruction. The floor area of the news-room will be doubled, and individual offices shall be constructed for key staff members. Especially useful to the *Avion* staff will be the updated dark-room with a rotating light-tight door.

These changes will allow the *Avion* to present a more professional appearance, both in newspaper content and working place. Any students that are interested in joining the *Avion* need only drop by.

The offices of Institutional Research and Self Study will be moved from their previous location in A building to a new area that used to be the upper level of the old bookstore. These offices will also include a conference room built into the space that had been the old stairway from the bookstore.

Currently all of the construction is ahead of schedule, and there is a definite possibility that the final redecoration will be completed before the fall semester.

New carpeting and tile for the entire upper level has been matched to the rest of the Student Center, with light blue paint for the walls.



President Tallman will dedicate the Wright Flyer this Friday. All students are welcome.

Aviation greats inducted into Hall of Fame

The co-inventor of the theory of jet propulsion and the developer of an emergency escape system for combat pilots are among the newest inductees into the National Aviation Hall of Fame.

Hans P. von Ohain, Air Force Maj. Gen. Robert A. Rushworth, Elroy Jeppesen and the late Robert M. Stanley were inducted Saturday night in ceremonies at the Dayton Convention Center. The event also included the presentation of awards to the mission team of the Voyager spacecraft and the Tuskegee Airmen, a non-profit, non-military organization founded in honor of America's first black combat aviators.

Von Ohain, credited as co-inventor of the theory of jet propulsion, designed the engine used in the world's first jet flight at Germany's Heinkel Airfield on Aug. 27, 1939.

"The Hall of Fame is a phenomenal institution that keeps the spirit of innovation going strong," von Ohain said. "When you see the individuals enshrined here, one can truly say it encompasses the history of flight." The retired Rushworth, a former test pilot, has clocked more than 6,900 hours of flight time, including 34 flights in the X-15.

The former vice commander of the Aeronautical Systems Division also flew 189 combat missions in Vietnam. Jeppesen developed "Jepp Charts," manuals which give pilots important navigational information. During World War II, the charts were adopted as the Navy's standard flight manual.

Stanley was enshrined posthumously for his development of emergency escape systems for combat pilots, including the first downward ejection seats and automatic release lap belts. As a naval aviator, he participated in the search for Amelia Earhart.

A Milton Caniff Spirit of Flight award was presented to the Tuskegee Airmen by Lt. Gen. Benjamin O. Davis Jr., the nation's second black general and commander of all the Tuskegee Institute units during World War II. The fourth phase of the its 4.25 billion-mile interplanetary journey was completed last year.

The National Aviation Hall of Fame was founded in Dayton in 1962 and recognized by an act of Congress in 1964. The 124 inductees include the Wright Brothers, Neil Armstrong, Earhart and other aviation pioneers.



photo by Brian Gerk

Out of the ashes...

Student Center renovations next door to the Career Center will suit the needs of Institutional Research and Self-Study.



Aeronautica

Section Highlights . . .

Aeronautica . . .

A bright new prospect on the kit plane market is the Kitfox III. . . page 6

Campus News . . .

The Planning Committee is devising the "long range plan" . . . page 4



Campus News

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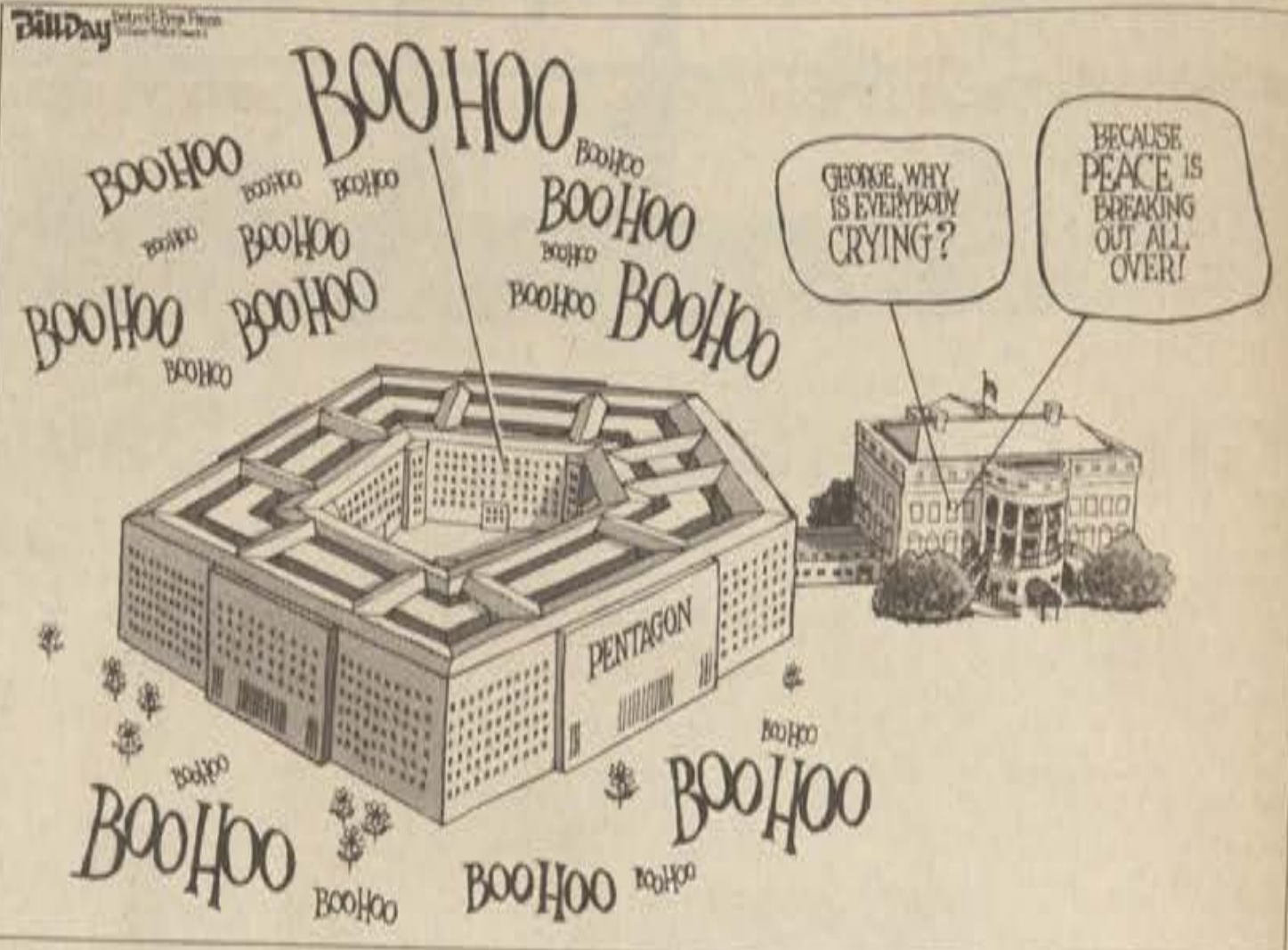
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Editorials

Are we running around at Embry-Riddle?

Daily we have been exposed to the pattern of student victimization that has become commonplace at Embry-Riddle. Granted, it is easy for anyone to berate a system he isn't familiar with (the "Riddle-Runaround" for instance) but we have reached a point where the gentler kinder nation has been shut out from this school.

must get the students here a day before school between the hours of 10:00 AM and 5:00 PM simply to sign their name?

The bureaucratic nightmare that calls itself the Soviet Union is paying the price of these tangled paper trails, sinking into a morass of inefficiency that has the populace scrambling daily just to find

enough food to eat. I realize that it is hard to envision this school falling into the pit of despair that third world countries find themselves in, but there has been a distinct parallel between failing corporations, cities and countries and the amount of time it takes to "get through the system."

There is necessarily a middle ground we must pursue to eliminate the laborious monotony of the paper chase that Embry-Riddle has set into motion. One of the greatest assets of paperwork is accountability. If something goes wrong, it is easy to find who is at fault, rather than blaming it on the computer.

It is almost comical at times when the staffers in the records office launch into a litany of requirements to attend your first day of school. We are told who to see about our outstanding debts, our grades, financial aid, insurance, and parking.

This sprawling network of channels has become an impenetrable tangle of confusion, and it is in the best interest of the school to eliminate as much of the hassle as possible.

It is time that this school begins to consolidate its paperchases into one tightly knit unit, so that we may at least get the dreary chore of the registration process over in one fell swoop, rather than hoofing it across the campus not knowing whether the next stop will be our last.



Brian Gerk
Managing Editor

Letters to the Editor

Out of Control

This is a letter for all drivers out there. I am very tired of people who are very careless when it comes to driving a car. They feel that a car is a toy and that they can do anything they want with one.

Everyday people get in their cars and tailgate other people who are following the speed limit. I do not understand why they can't be patient enough to slow down a little and just change lanes. If a driver is tailgating me and I have to suddenly brake hard in case of an emergency, then they are going to hit me hard; very hard.

Yesterday, on Clyde Morris another tailgating accident occurred and I often wonder why people do not learn. People who tailgate still do not understand that if you tailgate someone, and you end up hitting them, you will suffer from a traffic violation, an increase in your insurance rates, and if this is not the drivers first

time at this, a revocation of your license.

Not to mention the guilty feeling that you will carry for the rest of your life if the victim in the other car dies. It is bad enough that we have to deal with the vast problem of intoxicated drivers and the consequences they leave us. Every time I get in a car it is a wild rat race to see who is going to get out of line and make a bad move. Obviously, if everyone on the road drove according to the rules, life in the fast lane wouldn't be a game of survival. All of us know that this delusion of safe-driving is never going to happen. In this particular case, what is the big deal. Is it really that difficult for you to give in and leave enough distance between you and the car in front of you. If you feel the need to endanger a life, let it be your own, not mine.

So please, next time you get in your car, be patient. Life is not a race.

A concerned citizen

Was that a F-16 or a DC-9? I wouldn't know

You're standing outside your classroom waiting for class to start. Suddenly, you hear the sound of a jet of some sort spooling its engines at the start of its take off roll.

You wonder what kind of jet is taking off, then forget about it. There is no way to see the jet until it rises above the buildings when it will be no bigger than a speck on the horizon.

When I first heard that the academic buildings of the school I would be attending were located adjacent to the airport, I couldn't wait to see it. It would be airplane heaven! After all, my home town airport had only single engine propeller traffic, with only an occasional Lear Jet or Citation.

As any true lover of aviation will attest, watching aircraft land and take off is a joy. Watching Boeing 727s or DC-9s is an even bigger one.

This brings me to my point. Though my argument is somewhat academic at this point, I believe that little or no thought has gone into the planning and layout of the campus. Sure, it is functional, but the student's love of aviation has been totally ignored.

The main runway (27R/7L) is not visible from most of the campus. The campus seems to be facing and oriented about Clyde Morris.

There are a few locations where the airport is

visible, and at times, students can be seen watching aircraft land and take off. Dorm 2 is one of these rare places. During the air show, the dorm is deluged by aircraft observers.

Having a university campus so close to an airport is a rarity due to zoning restrictions. Considering that ERAU is an aeronautical university (with stu-



Joe Szarmach
Managing Editor

dents who presumably love aviation) it is a privilege.

Despite our advantageous location, the university might as well be in down town Daytona. The only plausible explanation must be that the administrator in charge of facility planning is not an aviation buff and not a graduate of an aviation oriented school.

Though it would be impractical to rearrange the campus, two things can be done to alleviate the myopic and insensitive layout.

First, make it easier to access areas where the airport can be seen. This can be accomplished by adding a few walkways and picnic tables.

Second, all future construction should take the student's love for aviation into consideration. The fact that the new library addition is without windows (regardless of what MAY be added years from now) is a crime.

As anyone who has ever visited the air traffic control tower at night will attest, an airport is a beautiful sight and is a feast for the eyes that rivals some of the world's greatest spectacles. In fact, I'd rather see a large airport at night than the grand canyon any day. Unfortunately, here at ERAU, that's an impossibility.

Student Forum

The Avion asks: Do you think commercial industry should be involved in more programs with the University?



Ron Martin



Mike Fernandes



Robbie Feeney



John Schmidt



Keavilla Estwick



Joe Fillare

I feel that the school is impartial to the companies and that is the way it should be because they are an industry leader.

The reason we go here is to get a job with outside companies, and if we don't meet any of their representatives, we're going to be left in the dark.

Yes, I feel it is important for the industries we will be employed in to have an input in our training and education so when we graduate we will be fully prepared to perform our jobs.

I think they should be especially in Avionics and AMT, because it would be good to have some experience with the systems before starting the job.

Yes, I definitely think so, especially within the aviation programs. This is the training ground for the actual working environment.

It couldn't hurt. It would give the students more of an idea of what the industries have to offer. It would make it easier for the students

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Fluid leak necessitates big clean-up



Messy...
It required six hundred pounds of absorbent material to soak up the hydraulic spill that was left unattended for hours last Thursday. A stain on the pavement is all that remains.

by Brian Gerk
Managing Editor

Last Thursday, a service truck had a major hydraulic leak, causing some concern as to the amount of time required to tend to the spill of the fluid. John Howe, a full time safety officer, was apparently the only person to notice the leak after many hours.

At 2:45 PM on Thursday the 23rd, Mr. Howe noticed a large wet stain behind the Student Center, close to the Morrison's loading dock. He presumed at first that it was a water spot from the regular cleaning of the loading pad. About an hour later he came back and noticed that the stain was still there.

After determining by touch that it was oil, Mr. Howe talked to a Morrison's assistant manager and inquired as to whether he knew what it was. He learned that an Industrial Waste Service truck had been behind the S.C., and had been seen to be leaking. Morrison's supposedly reported the leak to IWS, but had received no

direct response.

Later that day, with the potentially dangerous leak still covering the roadway, Mr. Howe called IWS. He was told that a clean-up crew hadn't yet been dispatched, but that personnel and equipment would soon arrive to deal with the spill. Industrial Waste Service, which serves the entire Daytona area and is headquartered down the street, has a specific crew dedicated to spills of this type.

An IWS truck soon arrived and spread six hundred pounds of a gravel like clay that absorbed the oil. The next morning a street sweeper arrived and cleaned up the rest of the soaked spot, leaving only a faint stain on the pavement.

Mr. Howe emphasized the importance of reporting unsafe conditions to the safety office. "We need people to report these things, so that we can act on them," said Howe. "It was a comedy of errors, with so many people knowing and not acting. It very well could have resulted in an accident."

Embry-Riddle intensifies University planning

by Phyllis A. Salmons
Special to the Avion

Embry-Riddle Aeronautical University has embarked on a comprehensive planning effort which will affect all divisions, departments, offices, and functions throughout the University. Coordinating this effort is the University Planning Committee (UPC), chaired by Dr. John W. Williams, Executive Vice President, Academics. The UPC has a broad-based membership with representation from across the University including faculty, staff, University administration, the student body, and academic administration.

The University Planning Committee will develop the University long-range plan, establish a cycle to review individual unit plans, and incorporate accepted recommendations into the University master plan. According to Dr. Williams, the committee's highest priority is to ensure synchronization of unit-level goals with the University Purpose.

Becoming educated about the principles and policies which have been adopted by the University is an important beginning to the process of strategic planning. The Institutional Effectiveness Steering Committee (formerly known as the Outcomes Assessment Steering Committee) has presented workshops to key personnel at the Daytona Beach campus to clarify terminology and present information regarding how this venture enhances the efforts in institutional effectiveness, outcomes assessment, and self-study.

As the planning process takes shape, it is expected that both academic and non-academic departments will benefit greatly from developing a more systematic approach to planning, evaluation, and feedback. The results may be used to support judgements about the effectiveness of particular programs and the entire institution in meeting stated instructional and administrative goals.

The key questions in this effort are as follows: "Are we systematically performing our duties in a manner which identifies strengths and weak-

As the planning process takes shape, it is expected that both academic and non-academic departments will benefit greatly from developing a more systematic approach to planning, evaluation, and feedback.

nesses?" and, if so, "Do we use that information to improve the situation?"

Not only are the answers to these questions important for the future direction of the University, but our regional accrediting body, the Southern Association of Colleges and Schools (SACS), requires, as a part of the accreditation process, that the University show evidence of the (1) development of a clearly defined statement of institutional purpose, (2) formulation of educational goals, (3) development of procedures for evaluating the extent to which these goals are being achieved, and

(4) use of evaluation results to improve institutional effectiveness.

As one of the requirements for accreditation, each member institution of SACS will be called upon periodically to demonstrate that the concepts of planning and evaluation are not merely acknowledged but are actually implemented at all levels of the academic/administrative enterprise.

In conjunction with the planning efforts and the verification of the effectiveness of the institution, Embry-Riddle has been granted \$25,000 to generate a Comprehensive Development Plan (CDP) under Title III of the Higher Education Act of 1965. The University Planning Committee will make use of these funds in developing a document which will identify strengths and weaknesses and address strategies for remediating the inadequacies. Using the CDP as a cornerstone, the University will be in a position to apply for up to \$2.5 million in development funds over the next five years.

A positive climate toward planning and institutional effectiveness has been established and the means for implementing the process has been launched with the full support and participation of the President, the faculty, and the administration.

The entire University community is actively involved in enhancing the quality of education and services provided by Embry-Riddle. By evaluating strengths and weaknesses, a coordinated, iterative, system-wide re-evaluation of goals, curriculum, and management functions at all levels will lead to essential improvements.

Career Corner

Top Ten Job Search Mistakes

10. Don't worry about your grades as long as you pass your classes and graduate.
9. Put off thinking about your career until after you graduate. Take a break between school and beginning your job search.
8. Limit yourself to only one job search method or resource, (apply only to jobs listed in one publication, or only to major airlines). Do not ask for assistance under any circumstances.
7. Oversell yourself by contacting employers too frequently, or by dominating the interview without taking time to listen and get a feel for the employer's personality and needs.
6. Concentrate only on how much money you think a particular employer would offer, and apply only for those positions.
5. Be timid about using people you know to help you in your job search. Underestimate the value of networking. Be passive in your contacts with others.
4. Get discouraged easily by a number of rejections or lack of response to your letters and applications. Do not bother to follow up on your initial contacts.
3. Fail to do research on the employers to whom you send applications, or with whom you interview.
2. Set unrealistic goals about what positions you qualify for, or be naive about the world of work.
1. Live "on the edge". Use drugs, abuse alcohol, lie on your application, or drive recklessly, thinking you are immune, can handle it, or won't get caught.

If you want to be sure to avoid these costly mistakes, visit the Career Center now to sign up for an upcoming Job Search Seminar. Leave your name, telephone, and box number, and you will be contacted when the next session is scheduled.

There is currently no required course on campus that will teach you job search strategy to prepare you for a successful job search. That means that you must take the initiative to visit the Career Center and utilize the resources available to you. Don't put off taking the first step!

Construction Plans

Students visiting the Career Center during the next several weeks will find that the entire second floor of the student center, where the Career Center is located, is undergoing some major construction/renovation.

This will mean a lot of noise and mess, and the Career Center staff asks that students bear with them during this inconvenience. Some Career Center functions (such as on-campus interviews) will temporarily be moved to the Hunt Memorial Library.



The Career Center is undergoing construction which should be completed before the beginning of this fall.

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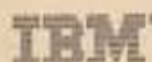
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Boeing Group offers 777 twinjet to World's airlines

by Hoyt E. Brown
Aeronautica Editor

Boeing Commercial Airplane Group announced that it would begin offering a new wide-body twinjet to meet customer needs for an airplane that is sized between the company's 767-300 and 747-400.

Known as the 767-X during the current marketing phase, the proposed 300 to 400-seat jetliner is the result of more than two years of intensive dialogue with major carriers around the world. The airplane will provide maximum interior comfort and flexibility, unsurpassed operating efficiency, and the capability for future growth derivatives.

The largest demand for the 767-X is expected to come from carriers needing a 350 to 375 seat two-class airplane with a range of up to 5,300 statute miles (8530 km). Initial deliveries would be configured to these requirements.

A higher-weight derivative model would soon follow. It would offer a three-class configuration for nearly 300 passengers and would have a range of up to 7,600 statute miles (12,230 km). The aircraft could be developed for even greater capability, including additional range or a stretched fuselage.

The 767-X will have a wider fuselage than competing aircraft. It will permit more spa-

rious seats and aisles, and provide airlines with a greater choice of interior arrangements.

The airplane will offer two-aisle comfort in any configuration from six to ten seats abreast, and will include an advanced cabin management system for improved passenger service.

The 767-X will incorporate the latest technologies that are cost effective, reliable and offer clear benefits to operators. A new wing design will improve fuel efficiency,

The 767-X will have a wider fuselage than competing aircraft. It will permit more spacious seats and aisles, and provide airlines with a greater choice of interior arrangements.

with cruise speeds equal to or faster than today's wide-body trijets.

Engines with thrust ratings starting at 70,000 pounds will be the latest high-efficiency turbofans proposed by the leading manufacturers.

Increased use of advanced composite

materials compared to applications on previous jetliners will contribute to significant weight savings.

Perhaps one of the most advanced aspects of the new airplane program is what will happen behind the scenes. For the first time, Boeing will use 3-D digital computers to design the entire airplane. This will increase accuracy, reduce the need for mock-ups and enhance the overall quality of the aircraft.

Boeing will designate the aircraft as the 777 when sufficient launch orders are received, and has targeted the first half of 1995 for initial deliveries.

An artists rendering depicts the proposed Boeing 767-X wide-body twinjet. The aircraft will provide two-class seating for 350 to 375 passengers, a size that complements Boeing current jetliner family. It will feature a new wing design, new fuselage cross-section and the latest high-efficiency turbofan engines.

Boeing Commercial Airplane Group is offering the 767-X to prospective airline customers. Discussions with the carriers are providing further design input to enable the jetliner to meet the broadest possible market requirements.

Boeing will name the aircraft the 777 when sufficient launch orders are received, and has targeted the first half of 1995 for initial deliveries.



Latest...

This artists rendering depicts Boeing's newest aircraft that is being proposed to the world's airlines. The aircraft is being referred to as the 767-X until Boeing receives sufficient orders, at which time the aircraft will be named the 777.

Denney Aircraft introduces a beefed-up J-3 in Kitfox III

by John McDermott
Staff Writer

As part of Denney Aircraft's program of continuing refinements, the company is introducing Model 3 of the popular Kitfox aircraft. In introducing the new model, company president Dan Denney said, "We're simply responding to the marketplace. Holding onto the lead in the homebuilt movement requires a talent for listening and reacting."

Though there's little outward change to the classic lines of the Kitfox 3, it has a stronger structure, designed to increase gross weight by 100 pounds to 1,050 pounds.

In all, 18 structural modifications have been built into the new Model 3. The main benefit attached to the stronger airframe is that it allows builders the option of being able to install the heavier Rotax 912, a four

cycle, water-cooled engine that develops 80 horsepower, along with a pair of new all-composite amphibious Aerocet 1100 floats, designed specifically for the Kitfox.

At the same time the height and width of the vertical fin and rudder have each been increased by several

"The satisfaction of our builders, which is based on the quality of the kit and performance of the Kitfox, has contributed significantly to the acceptance of the design."

inches.

Elevator area has also been expanded. Tail braces have been beefed up. Strong drag, anti-drag com-

ponents are being used in the wings and the jury struts have been redesigned and moved outboard.

Strut attached fittings have been modified and destruction tests revealed integrity up past 14 g's positive.

Changes to the airframe were incorporated in all the Kitfox kits shipped after July 1.

"The satisfaction of our builders, which is based on the quality of the kit and performance of the Kitfox, has contributed significantly to the acceptance of the design," said Denney.

"Sales continue to escalate ... slowly at times, but the trend just keeps going up. It seems to be 1990's answer to the 1940's J-3 Cub. That was an era when people flew for fun. We've brought the fun back, along with the nostalgic look. It's a winning combination."



Hot Fox...

Denney Aircraft of Nampa, ID, recently introduced the Model 3 version of its Kitfox aircraft. Strut attached fittings have been modified and destruction tests revealed integrity up past 14 g's positive.

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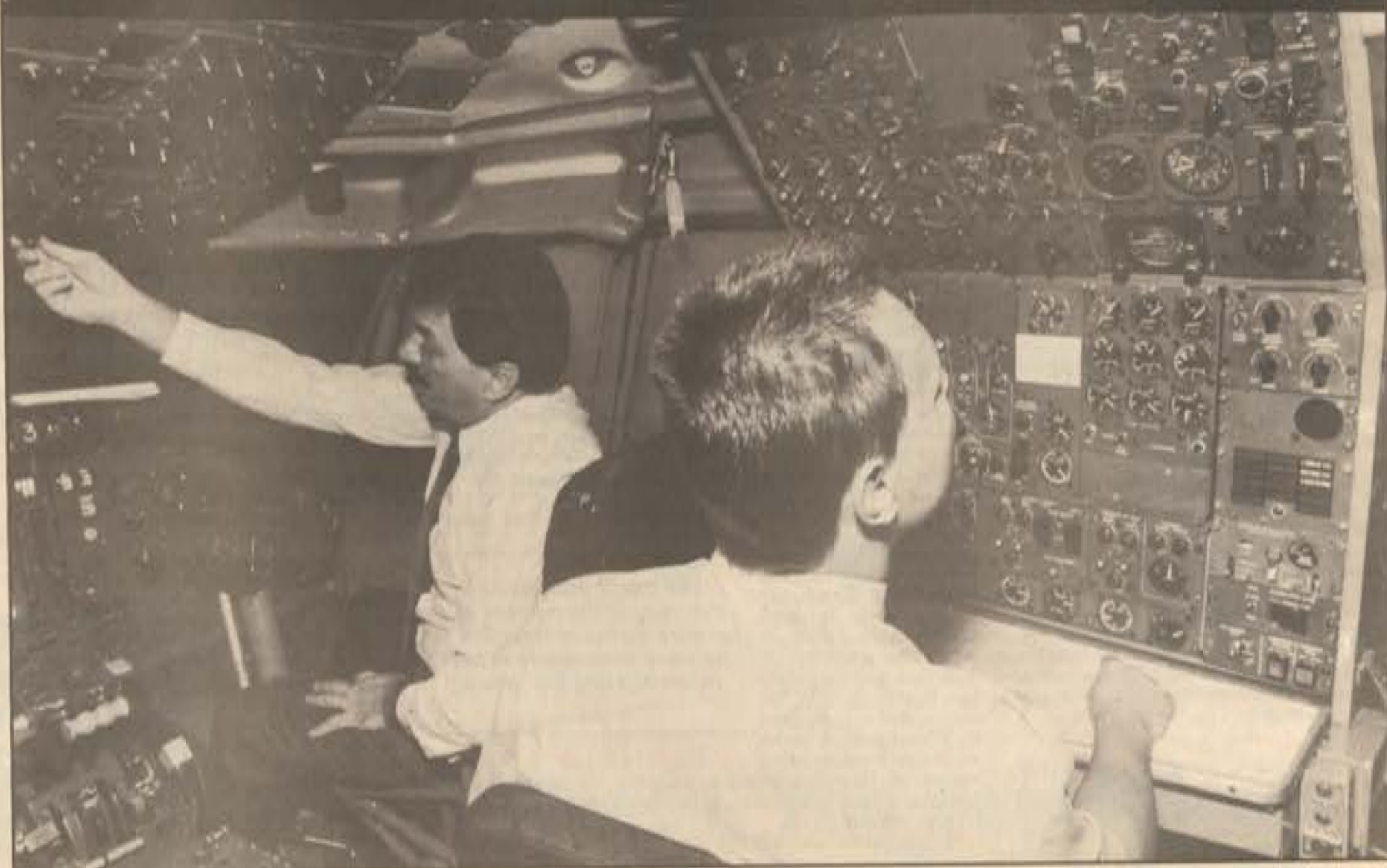
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Space News...



Locked out... Two Soviet Cosmonauts were stranded outside the Soviet Space Station *Mir*. The cosmonauts could not depressurize the air lock after they completed their spacewalk. They had to fix the thermal insulation that had peeled away from *Mir*. They were running out of oxygen as they struggled with the air lock hatch and had to go through an emergency hatch. They have to do another spacewalk to retrieve their ladders that they inadvertently left outside the spacecraft. They will have to wait until they fix the airlock problem. The equipment to recharge their spacesuits with oxygen is inside the airlock reserves are inside the air lock.

Too close to call... On July 10, an asteroid was observed only three million miles from Earth. The asteroid was discovered on June 26 by a Jet Propulsion Laboratory scientist. The asteroid, called 1990 MP, is the fourth asteroid discovered this year. Astronomers from the Arecibo Observatory in Puerto Rico and NASA's Deep Space Network at Goldstone, California tracked the asteroid a week before it crossed Earth's orbit. The estimated size of the asteroid is about 300 feet to 1000 feet in diameter. The asteroid is traveling at a speed of approximately 12,500 miles per hour. As it reached its closest approach to Earth, it accelerated to approximately 22,000 miles per hour. Other observations were made by astronomers in Australia, New Zealand, Hawaii and Massachusetts.

Braking into orbit... The McDonnell Douglas Space Systems Co. and the Mars Mission Research Center (MMRC) are moving past the design stage and into the developing stage. They are developing the necessary hardware to aid in braking into Mars' atmosphere without using too much fuel. The technique is known as Aerobraking and are large structures covered with materials that are able to withstand high temperatures. Aerobrakes are operated by creating atmospheric drag forces which slow down the spacecraft allowing it to enter the planet's orbit. In California, testing of the aerobrakes were conducted in June at the McDonnell Douglas Underwater Test Facility in Huntington Beach, California. The underwater tests will aid in simulating the way the aerobrakes will be used in space. Former Apollo astronaut, Pete Conrad, will aid in gathering the data from the underwater tests.

Fuel leak update... The bolts on the Space Shuttle *Atlantis* were tightened last week and tanking tests will commence today to insure that the leaks are gone. If no leaks are detected, the earliest that the Space Shuttle *Atlantis* will be launched is sometime between August 10 and August 14. Meanwhile, the Space Shuttle *Columbia* is waiting in the Orbiter Processing Facility (OPF) to see if the Space Shuttle *Atlantis* contains any more leaks. *Columbia* has a new 17-inch disconnect taken from the Space Shuttle *Endeavour*, now being constructed in California. *Columbia* will be readied for launch after *Atlantis* is found to have no leaks and will launch after *Atlantis*. If leaks are still detected in *Atlantis*, then *Atlantis* will have to be rolled back to the Vehicle Assembly Building (VAB) and dstacked, while *Columbia* is rolled out to the pad.

Ariane readied for launch... The launch of the Ariane rocket is scheduled for July 24. This will be the fourth time that Arianespace launches its most powerful rocket consisting of 4 liquid strap-on boosters. The rocket will place second of two French television satellites, called TDF 2, manufactured by Eurosatellite, a French consortium. The rocket will also place the second of two telecommunications satellites called DFS Kopernikus 2 for the Telekom, a German consortium. This will be the 37 flight for Arianespace.

Atlas-Centaur rocket delayed again

by Marianne Michaels
Space Technology Editor

The launch of the Atlas-Centaur rocket on Monday, July 23 was a delayed again due to a. The rocket will carry the Combined Release and Radiation Effects Satellite (CRRES). The satellite involved Active Plasma Experiments and the study of radiation effects of various spacecraft components.

According to Pat Phillips, a NASA spokesperson, the rocket was delayed on July 17 because of a faulty signal produced by chatter and background emissions from the local environment. The commander decoder had discovered a problem with a piece of hardware during ground testing. Technicians retested the hardware in the flight mode which bypassed ground testing and found no problem with the hardware itself.

The rocket has suffered from several delays, from bad weather to a helium fuel leak. According to Phillips, a faulty switch delayed the launch on July 23. A power changeover switch needed to be replaced when it would not transfer power from the launch pad to the internal power inside the rocket.

The CRRES satellite will conduct scientific research in the Earth's atmosphere. It will study the Earth's ionosphere and magnetosphere, which is composed of unseen magnetic and electrical fields and particles.

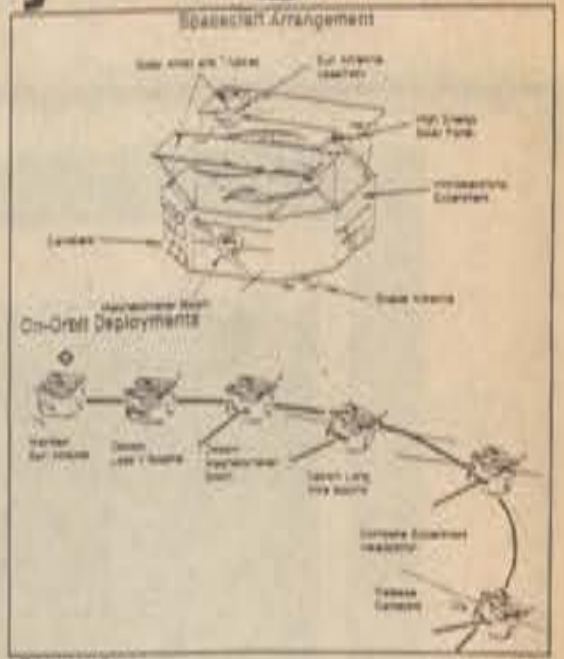
The satellite is carrying 24 canisters which will contain various chemicals into orbit and will release them over a certain period of time. After the chemicals are released, the Sun's ultraviolet light will ionize them and create large clouds that will make the magnetic field lines visible.

Scientists will be able to measure the electric fields in space and how they interact with charged particles by studying the motion of the clouds. The clouds will aid scientists in understanding how the Earth extracts energy from the solar wind. Scientists will also study the clouds from the ground using specially equipped aircraft and from the satellite as well.

The Air Force will also play a role in this project by measuring the natural radiation in space and its effects on a satellites electronics. The CRRES satellite will be used in conjunction

"The rocket was delayed because of a faulty switch."

Pat Phillips,
NASA spokesperson



Complex...

The CRRES spacecraft is shown here with all of its components. The CRRES spacecraft is shown here with 10 sounding rockets launched from Puerto Rico and the Marshall Islands. The payload is a joint NASA/U.S. Air Force project.

Problems face the nation's space agency

by Marianne Michaels
Space Technology Editor

NASA is taking the blame for all the problems that it faces right now. Since May, from the Hubble Space Telescope to the redesigning of the Space Station *Freedom*, NASA has been the sole target for the media. The problems began in May and since then, they have had to face fuel leak's, a faulty mirror, budget cuts from Congress and now they may have to redesign the Space Station *Freedom*.

The problem with the fuel leak started with the Space Shuttle *Columbia*. The space shuttle had to be rolled back to the Vehicle Assembly Building (VAB) and dstacked for more analysis. The Space Shuttle *Atlantis* was also found to have a fuel leak. It was left on the pad to see if it could have been fixed on the pad. The leaks occurred in a part called the 17-inch disconnect, one for the orbiter side and one for the external side. These cause of the leaks seemed to have occurred during manufacturing by the Parker-Hannifin Company.

The next problem came with the Hubble Space Telescope's mirror. The company that constructed the mirror hired a subcontractor to build a backup mirror for the telescope (Kodak Co.) but then decided not to use them.

The Hubble Space Telescope Investigation Board met in early July and most of the concern was not on the Hubble Space Telescope but on the space agency's management and safety record.

The problem was then focused on the \$15 billion budget that NASA tried to pass through Congress. NASA may be facing cutbacks in the future.

The problem that arrived just last week was found at the space station news conference. An early report given by Astronaut William Fisher and Charles Price indicated that NASA's original estimate on the total number of spacewalks astronauts will have to do in order to construct the space station is higher than expected. The report gives recommendations that would reduce the amount of spacewalk hours that would be needed to complete Space Station *Freedom*.

The report indicated a decrease in the number of spacewalk hours from 3700 hours to somewhere in between 450 and 500 hours.

The report also recommended that a better designed spacesuit be used during construction. The new spacesuit will operate at a higher pressure,

The report indicated a decrease in the number of spacewalk hours from 3700 hours to somewhere in between 450 and 500 hours.

then the suit currently in use by the space shuttle astronauts. This will reduce the amount of time needed to pre-breathe. The astronauts have to pre-breathe for 5 hours with the suit used today. The new suit called the Mark III will operate at an internal pressure of 8 psi while the suit that is in use today operates at a pressure of 4.7 psi. This will make the spacewalks more efficient. NASA will take these recommendations into consideration when they are ready to build the Space Station *Freedom*.

Since NASA is a large organization, they have a great responsibility towards this nation's space effort and based on their past record they have been quite successful.



Futuristic...

An artists rendition of what the Space Station *Freedom* might look like.

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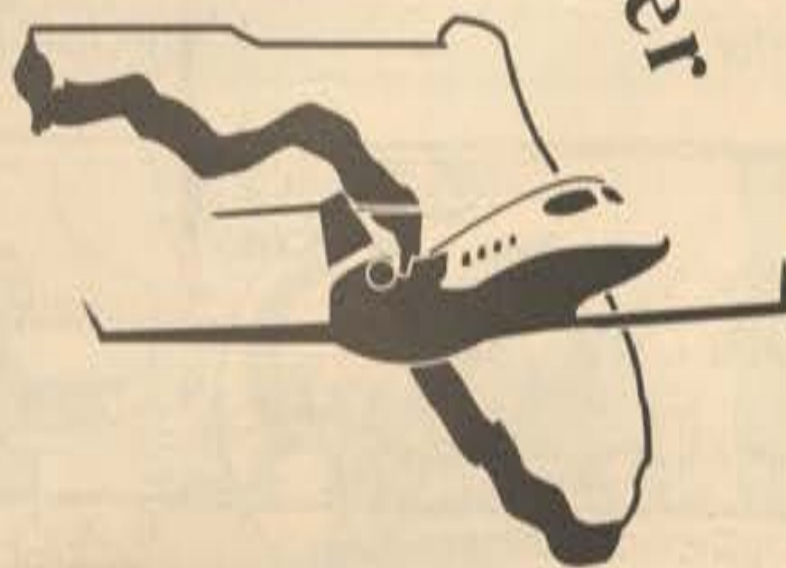
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Calvin and Hobbes by Bill Waterson

HI CALVIN! WHAT ARE YOU DOING DOWN THERE? SHH! SHH! GET DOWN! BE QUIET!

HAVE YOU SEEN MY BICYCLE? NO...

THANK GOODNESS. IF MY BIKE DOESN'T GET ME FIRST, I'M GOING TO CUT ALL ITS SPOKES IN TWO. YOU NEVER SAW ME TODAY, GOT IT?

OUR CLASS VOTED CALVIN THE "MOST LIKELY TO BE SEEN ON THE NEWS SOME DAY."

WANT SOME OIL? SEE? NICE OIL? WOULDN'T YOU LIKE SOME? EASY... EASY... KRRR

YAA! I'VE GOT YOU NOW! YOU'RE GOING TO THE SCRAP HEAP, YOU RABID PILE OF RUSTY...

OW!

I NEVER GOT MY FACE CAUGHT IN THE CHAIN WHEN I LEARNED TO RIDE A BIKE.

REALLY, HOW DID THIS HAPPEN? I TOLD YOU! OW!

THAT STUPID BICYCLE! I HATE IT! I'M NEVER GOING TO RIDE ONE AS LONG AS I LIVE.

CREEAAAK

W WHAT'S THAT?!

AUGH! MY BICYCLE HAS BEEN LYING IN WAIT! IT'S COMING TO GET ME! HELP! HELP!

S-SEE! IT'S TRYING TO K-KILL ME!

IT WAS JUST A DREAM, HONEY... BUT WHY ON EARTH DID YOU BRING YOUR BIKE UPSTAIRS TO YOUR CLOSET?

CALVIN, WILL YOU TAKE THIS TO THE GARAGE CAN IN THE GARAGE PLEASE? THE GARAGE? ARE YOU MAD?

I WILL BE, IF YOU DON'T HOP TO IT!

BUT THAT'S WHERE MY KILLER BICYCLE IS! I CAN'T GO OUT THERE! IT'LL JUMP ME!

I DON'T WANT ANY NONSENSE JUST DO WHAT I ASKED, OK?

KRRRR

I WONDER HOW FAR FROM THIS HOUSE MY SAVINGS WOULD GET ME.

POST! HOBBS! WHAT ARE YOU DOING UP THERE?

HIDING FROM MY KILLER BICYCLE. IT CAN'T CLIMB TREES, SO I GUESS I'LL STAY HERE THE REST OF MY LIFE.

YOU SHOULD JUST WEDGE A BIG STICK THROUGH THE SPOKES OF THE FRONT WHEEL. THAT WAY WHEN THE STICK HITS THE FORK, THE WHEEL WILL JAM AND THE BIKE WILL FLIP OVER.

HEY, THAT'S A GREAT IDEA! HOBBS, YOU'RE A LIFESAVER!

WE COULD MOVE OVER TO THE KITCHEN IF YOU'RE WONDERING HOW YOU CAN POSSIBLY THANK ME ENOUGH.

I DID IT, HOBBS! I DID JUST WHAT YOU SAID! I PUT A STICK IN THE SPOKES OF MY KILLER BICYCLE!

WHEN IT TRIED TO CHASE ME, IT FLIPPED OVER! I WRESTLED IT TO EXHAUSTION AND THEN I LET THE AIR OUT OF ITS TIRES!

HA! I GUESS THAT NASTY OIL THING WON'T BE COMING AFTER ME ANY MORE! WE'RE TOO SMART FOR IT! MAN TRIUMPHS OVER MACHINE!

TRAINING WHEELS! WHAT A GOOD IDEA?

I PUMPED UP HIS TIRES TOO. THEY WERE BOTH FLAT.

Far Side by Gary Larson

"Uh oh, Bob, the dog's on fire... I think it's your turn to put him out."

"Frances, I've got a feeling we're not on Toto anymore."

1. First, rough in the skeletal structure.

2. Next, add the major organs. (Note that the brain is kept small, which ensures that your cartoon character will always get into zany situations.)

3. Then, add muscles and fat. (In this country, fat is usually treated as an amorphous amount, which is why American cartoon characters are generally not as healthy as foreign ones.)

4. Finally, draw the skin and clothes (both at your choice) and... There's your cartoon!

*Remember, when drawing, it's best to remove all fears.

How rhinos are incited to charge.

There! I felt it again, Donna! ... Rain! Raindrops!

Frances loved her little pets, and dressed them differently every day.

Mister Boffo by Joe Martin

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SHE LOVES YOU... SHE LOVES YOU NOT.

Mother Goose and Grimm by Mike Peters

WHOA... YOU STARTLED ME... I DIDN'T KNOW THIS CAGE WAS TAKEN. HEH, HEH...

GRRRR GRRRR

WELL, HEH, HEH... DON'T LET ME DISTURB YOU. I'LL JUST GO OUT THE WAY I CAME IN. HEH, HEH...

GRRRR GRRRR

THIS DOOR IS LOCKED!!!

GRRRR GRRRR

FUNNY... MY WHOLE LIFE JUST FLASHED BEFORE MY EYES.

GRRRR GRRRR

HI... MY NAME IS GRIMMY... IT LOOKS LIKE WE'RE GOING TO BE ROOMIES.

GRRRRRR

THIS'LL BE FUN... WE'LL STAY UP ALL NIGHT AND PLAY MONOPOLY AND EAT PIZZAS...

GRRRRRR

OH PLEASE, GOD, GET ME OUTTA HERE!

GRRRRRR

DON'T MOVE, GRIMMY. KEEP SMILING. DON'T LET HIM THINK YOU'RE FRIGHTENED...

GRRLLLLL

SOME DOGS CAN SENSE IF YOU'RE FRIGHTENED.

I WONDER IF HE CAN SENSE THAT I JUST PIDDLED DOWN MY LEG?

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Roommates

ROOM NEEDED for Fall '90 semester only! Senior graduating in December, I don't want to sign a long lease. Call 788-2989 or write ERAU Box 4037 to discuss details.

ROOMMATE NEEDED: M or F, share 2 bedroom apt. \$205/mo. & 1/2 electric & phone. 1 mo. security deposit. Move in Aug. 1st. Call Andy at 253-0908. Apt. complex has pools, tennis courts, laundry, and security guard, A/C, dishwasher, 2 miles from school, 2 miles from beach, shopping 3 blocks away.

ROOMMATE WANTED: Male or Female to share 2 bedroom apt. Furnished. Waterbed, dresser & desk included in room. 1/2 utilities & phone. \$200.00 Mo. Rent, Nice apt. in 3rd floor. Must see. Call Janey at 252-6247 leave message.

ROOMMATE NEEDED for fall semester only. Call 788-2989 To Discuss Details or Write ERAU Box 4037.

RENTAL CONDO: to share use of entire condo. References and security required. 676-2020 or 252-5422, ask for Andy. \$350/mo. 15 minutes from campus. Pool, weight room.

Personals

SPECIAL K. HAPPY BIRTHDAY! Can't wait till Cocoa Beach. BHM! SWINE.

Joe, Have a good time with Michelle. ORR

TO THE BULLY: You really are the greatest, I don't care what you say! Thanks for everything, and special thanks for just being you. Love, POOH!

LORI: The trip was great, I'm glad we had time to be together. PSQUIDDO-POOKIE!

CLASSIFIED AD POLICY

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

FOR SALE: Twin Beds (2) includes frame \$25.00 ea. Amana microwave w/delay pot & bacon tray \$80.00. Table lamps (2) \$10.00 ea. Sunbeam can opener with knife sharpener \$5.00. Ask for what you need, I might have it. Call 672-2663.

SURFBOARD for sale - 5'9" Tiffin with leash. Excellent for beginner or intermediate surfer. \$80.00. Call Scott 274-2659 after 5pm.

FOR SALE: Drafting compass (2), dividers and pen set (in leather case) \$25.00. Call 672-2663.

FOR SALE: 2.5HP Briggs & Stratton Horizontal shaft drive eng. (Great for go-kart) \$25.00 Call 672-2663.

FOR SALE: VCR and Video Camera, also Stereo wave multi-band radio. Call Alisa Ibrahim at 258-1923.

FOR SALE: Reloading equipment for 12GA shotshells. MEC 600 Jr press, 1200 primers, 40lbs. #9 shot, 150 wads, 180 AA cases. \$125.00 Call 672-2663.

FOR SALE: Moped 1982, almost brand new, Piaggio 50cc for \$250.00. Also Keyboard Yamaha DSR500, will sacrifice for \$300.00, call 258-1921.

FOR SALE: Apple MacPlus Computer, new, still in box. \$1200.00 O.B.O. Also Sears 10 speed, \$40.00 O.B.O. Call 257-7842.

Miscellaneous

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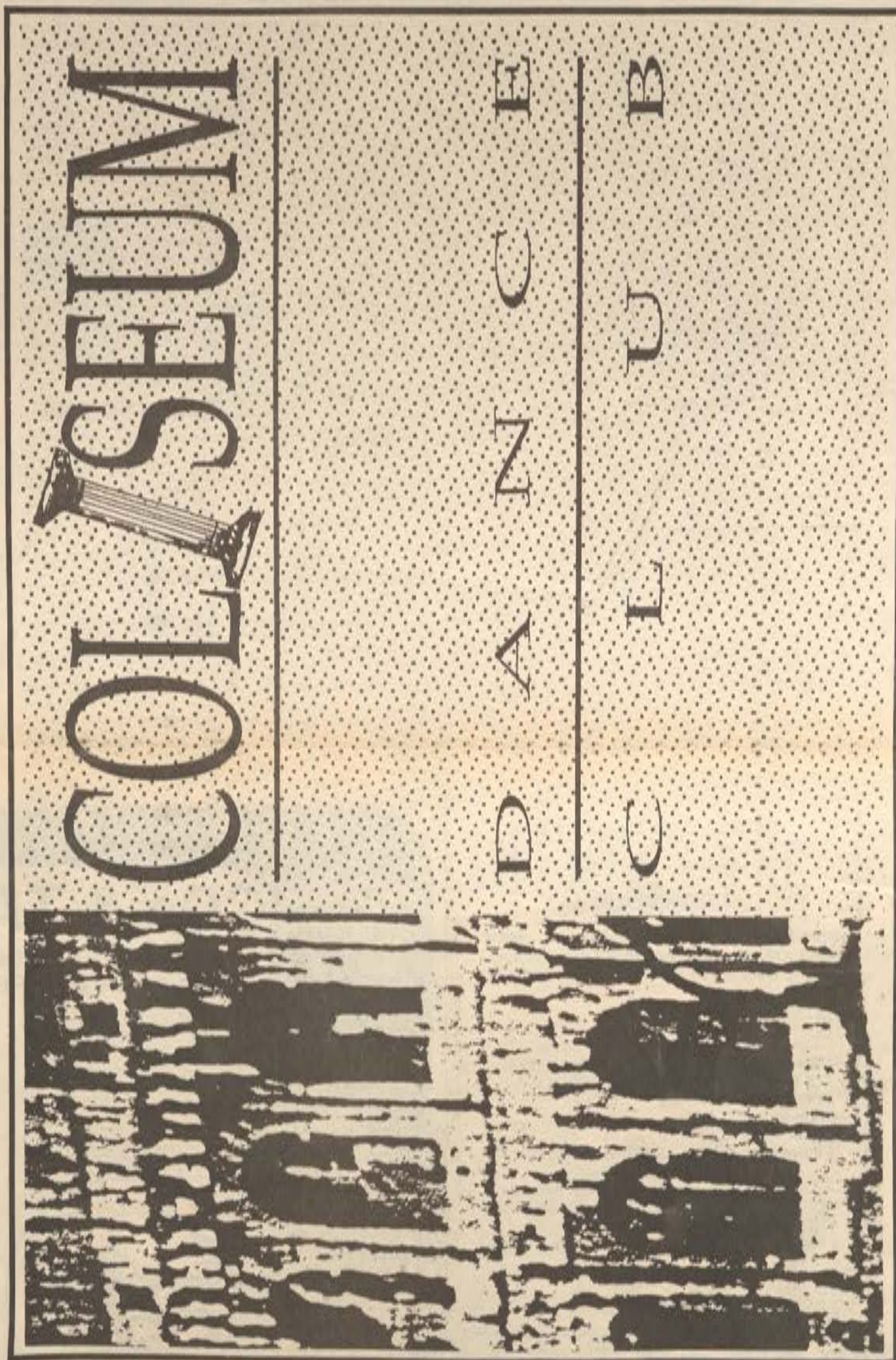


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