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## Avion 1990-08-08

Embry-Riddle Aeronautical University

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## Avion explores the mean streets of Daytona



Photo by Joe Brown

**Busted...**  
Patrolman P. "Rick" Myers finishes the necessary paperwork as he prepares to transfer an unlucky prisoner to a waiting paddywagon.

by Joseph Szarmach  
Managing Editor

No college or university exists in a vacuum. This is certainly true about ERAU. We are all a part of the larger community called the City of Daytona Beach.

Despite what many ERAU students may believe, the Daytona Beach police officer's sole purpose is not hiding on street corners waiting for cars with ERAU parking stickers to follow.

No what exactly does the average cop do on any given night? The Avion went on patrol and found the answer to this question.

Police work in Daytona is dangerous, and for that reason, it is not particularly easy to arrange a ride. But after a visit, several calls, a letter to the Chief, and several more calls, a Friday night ride was arranged.

As I arrived at the station, I felt certain that I would be assigned to a car in a quiet area so that I would be "kept out of trouble". My assumption turned out to be false. By night's end, I would have shared the car with a suspected

attempted murderer, car thief/drug addict, and armed robber.

After signing a release form, and waiting about an hour (I arrived at the same time an armed robbery was committed at which all available cars were assigned) I met Patrolman P. "Rick" Myers.

Myers, an ex-Army M.P., would be my guide for the next nine hours. Any fears about possible trouble disappeared at the sight of Myers who was a bit similar in size to Arnold Schwarzenegger and RoboCop. It was clear that he would be the hunter and not the hunted.

We were assigned to "Baker 53" and the Northeast area of the city, included in that area would be Second Avenue, and the Ridgewood area. These areas are typically known as drug, crime and hooker central.

About three minutes out of the station, Myers who seems to have the eyes similar to those of Superman, spotted a car whose license plate had expired. If an officer stops a car, it is for a reason. The only people that cops are prejudiced against are the ones that break the law. A

broken headlight or expired registration is an invitation to be stopped. After issuing a ticket and a quick check to see if the car was stolen and if the driver was wanted, we were on our way again.

Not more than 30 seconds after advising the dispatcher that we were "in service", we got a call to respond to an attempted robbery at the bus depot. Two men attempted to take a male victim's wallet but when the man resisted, they fled. A search of the area was fruitless.

Almost immediately after finishing one call, we were called again, this time to an armed robbery on Ridgewood that had just occurred. There are few things more exciting than racing into an area where someone desperate and crazy enough to rob a motel at gunpoint is located. Common sense tells you to run in the opposite direction.

Reports on the radio indicated a suspect was on a bicycle and was headed in our direction. As luck (or fate) would have it, the suspect rode through an intersection just ahead of us. It was very dark at this point, and I never saw the suspect though I was looking at the intersection ahead. I was again amazed how observant Myers was.

Like an eagle about to swoop down on its prey, we turned the corner to find the suspect sweaty and out of breath, hiding a shirt in the bushes in an apparent attempt to throw us off (career criminals know that the police identify suspects with a given clothes description).

By the time four backup police cars were on the scene, Myers already had the suspect in the car and was searching the area for the gun.

Unfortunately, the suspect had plenty of opportunity to drop the gun before we closed in and it was not recovered. In addition, the Motel manager could not positively identify the suspect (there were two or three involved).

Back on patrol again after about an hour of paperwork, we responded to a stabbing at the Daytona Mall. We were close by and one of the first units on the scene. The first job at hand was apprehending the suspect. Radio reports gave the description so Myers decided to cover the front door and parking lot. As other officers started to arrive and go into the mall, the suspect was apprehended inside, then placed in our car.

The victim was losing blood fast and a large pool of blood collected across the hallway. She had been cut across the wrist and an artery had been severed. It seemed like an eternity for the ambulance crew to arrive. Until then, the officers on the scene had to double as emergency medical technicians, desperately trying to stop the blood flow which squirted from beneath a compress with every heartbeat. The stabbing occurred during an argument while the two were waiting in line for a movie.

The next few hours were relatively quiet. We patrolled the areas that were known drug neighborhoods. We were

on "d.p." or director patrol - keeping a "high profile" in an attempt to discourage crime.

There are nooks and crannies of the city that to my surprise seemed like they could rival some of New York City's worst pockets of desperation. Low-lights included a man urinating in a parking lot (which he said was his home), and a hooker who when questioned further revealed that SHE was at one time, a HE.

For the last call of the evening, we responded to a report of a suspicious and reckless van. After searching the reported area for about five minutes, a van matching the description brought us in the opposite direction. By the time we got turned around, the van had accelerated, apparently realizing that we were about to stop him. The chase was on.

Our tires screeched as we tried to keep up with the van. At this point, another police cruiser joined in the chase.

Myers seemed to know the streets like the back of his hand and knew exactly where the suspect would be before the suspect did.

We would attempt to cut the van off by taking a short cut while the other police cruiser continued pursuit from directly behind.

After a few turns, the suspect van appeared to our right, just where Myers thought it would be. The suspect, perhaps feeling that he had no change as we closed in, drove the van off the road.

The van struck the curb, and crashed into a wooded area as it became entangled with a large chain link fence. A large metal pipe (part of the fence) sliced through the windshield and went half way through the van. The van was a wreck.

The officers quickly surrounded the van and drew their guns, not knowing if the suspect was injured or simply hiding inside. A search of the van revealed that the suspect must have jumped from the van when it careened into the dark woods just before impact. The driver's side door was on the far side allowing the suspect to slip off into the dark woods without being seen. A call from dispatch alerted all that the van had been stolen and the search was on again.

Myers with his eagle eyes had noticed the driver was a white male when the van had passed us in the opposite direction. Again, I hadn't noticed. This fact would make the search some what easier because the neighborhood I was primarily in.

A suspect was apprehended a few blocks away and was again placed in our car. The paperwork would take two hours to complete during which time the suspect continually verbally abused us. I was thoroughly agitated after the first half hour of the small, constant insults and threats originating from the back seat, but Patrolman Myers simply laughed it off.

For him it was just another day in the life of a Daytona Beach police officer. The time was 4:00 a.m.

**The officers quickly surrounded the van and drew their guns, not knowing if the suspect was injured or simply hiding inside.**

## Pilot claims high tolerance as defense

MINNEAPOLIS (AP) - One of three former Northwest Airlines pilots charged with flying while intoxicated has a higher tolerance for alcohol because he is an alcoholic, his lawyer said.

Capt. Norman Lyle Prouse of Conway, Ga. is not "asked how drunk" and was in perfect control of the flight March 8 from Fargo, N.D., to the Twin Cities, despite evidence that he consumed at least 17 1/2 rum and Diet Cokes the previous night, said his attorney, Peter Wold.

"Being an alcoholic does not mean you are under the influence of alcohol all the time," Wold said.

"A person who consumes alcohol builds up a tolerance to alcohol. Your body resists the effects of alcohol," the defense lawyer said. "Lyle is an alcoholic."

In the first day of testimony in U.S. District Court, a Fargo-area lumber sales representative said he was the anonymous tipster who notified authorities that the pilots had been drinking heavily at the Speak Easy bar and restaurant in Moorhead the night before the 6 a.m. flight.

Les Stenerson said he also was drinking at the bar and called the Federal Aviation Administration about 1:30 a.m. because his day

"I guess I was rather concerned that they wouldn't get on an airplane with a bunch of drunk pilots," he testified. Prouse, Balzer and Robert Kirchner of Highland Ranch, Colo., are charged with operating an aircraft while under the influence of alcohol. They face a maximum sentence of 15 years in prison and a \$250,000 fine.

Assistant U.S. attorney Elizabeth de la Vega said in her opening statement that while the pilots "may not have been staggering drunk," blood-alcohol tests showed there was enough alcohol left in their systems to "seriously affect" their flight skills. Two blood-alcohol tests were done on each pilot within four hours after the flight arrived in Minneapolis.

Test results admitted as evidence Tuesday showed all three pilots registered higher than .04 percent, the limit under FAA rules. Prouse had the highest reading, .131 percent.

The pilots will defend themselves against the charges by stressing the flawless operation of the 91-passenger flight, which landed safely,

their attorneys said.

"The issue is not what his condition was the night before or what his alcohol content was the next day," Wold said. "The government must show their abilities were impaired."

"Based on all the evidence, we will show you their abilities were very good."

"There were no problems with altitude, no problems with direction, no problems with speed," said William Mauzy, the attorney for Kirchner. "You can't fake a perfect landing."

Wold said he would introduce as evidence radar tapes and tapes of conversations between the pilots and air traffic controllers.

"You'll hear these tapes," Wold told the jury. "You can judge for yourselves the quality of his response, the quickness of his response."

FAA safety inspector Verle Addison testified the pilots arrived late for the flight with bloodshot eyes and smelling of alcohol. While he was handling the situation, the plane

departed, he said.

When Addison confronted the pilots, Balzer denied drinking the night before and he and Kirchner said only that they ate dinner together.

Mauzy said Kirchner had become a peacemaker between all three pilots were fired for violating a Northwest Airlines prohibition against pilots drinking within 12 hours of a scheduled flight, and their pilots' licenses were lifted by the FAA.

Bar bills introduced by the government showed Prouse ordered 15 rum and Diet Cokes while Kirchner and Balzer shared seven pitchers of beer.

Kathryn Litch, a waitress, said other patrons bought Kirchner and Balzer another pitcher of beer and Prouse drank at least 2 1/2 more drinks after Kirchner and Balzer left about 10:40 p.m.

Wold said Prouse started drinking 35 years ago while he was in high school and continued as a "diversion" in Marine training.

It was "a macho thing for him and his colleagues" in Marine flight school, part of "survival" in Vietnam and a habit he couldn't shake as a commercial pilot, the attorney said.

U.S. District Court Judge James Rosenbaum has predicted that the trial will be stretched for at least another two weeks.

**"Based on all the evidence, we will show you their abilities were very good."**

**William Mauzy  
Defense Attorney**



Photo by Greg Van Dyke

**Dedication . . .**

President Tallman stepped aside to allow his wife to break the bottle of champagne on the base of the Wright Flyer.

## Wright Flyer Dedicated

The Wright Flyer was officially dedicated Friday, July 27. President Tallman proudly dedicated the sculpture to a crowd composed of faculty, staff, students and other guests.

The base of the sculpture had been recently painted after scratches had been found in the original paint.

Despite the small school population during the summer, a large amount of students attended the event. Morrisons catered the outdoor event

while student activities provided the sound equipment for President Tallman's address. Tallman detailed the history of the sculpture, mentioning that the idea for the location and kind of sculpture had been conceived by two ERAU students who have since graduated.

Tallman also stressed the fact that almost all of the sculpture's funding was donated by various sources, mostly from alumni.



Diversions

### Section Highlights . . .

#### Diversions . . .

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#### Campus News . . .

A new terminal will soon replace the outdated building at Daytona Beach Regional Airport . . . page 4



Campus News

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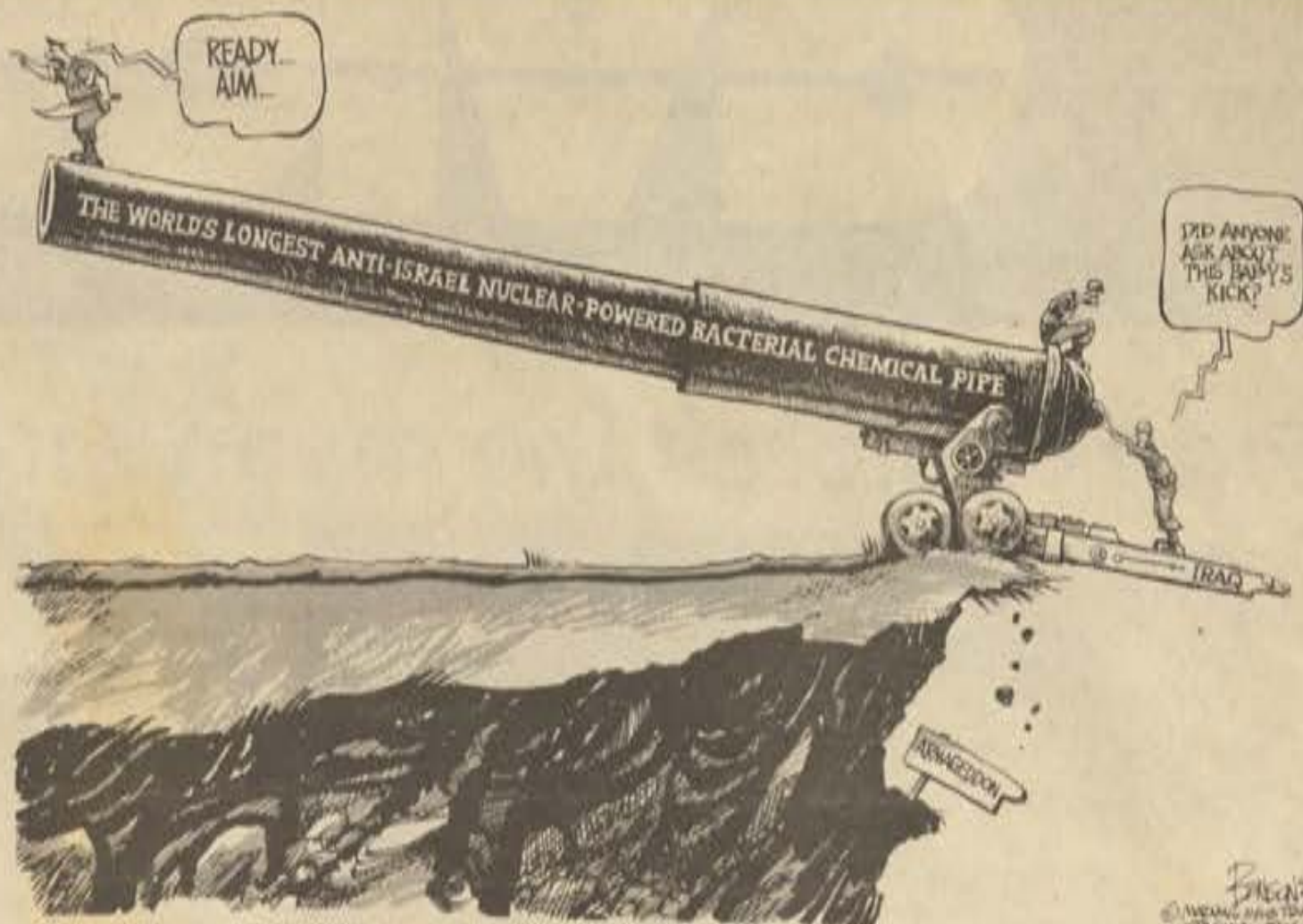
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## Editorials

### Does the University influence the SGA?

Most students at Embry-Riddle are under the impression that they are well represented by the various student organizations that comprise the Student Government Association. In most part, I feel this is probably true, but I have also made some observations that I feel may interest the students that have never attended an SGA meeting.

The SGA is strongly influenced by a person who isn't a student at all, Associate Dean of Students Becky Robertson. Dean Robertson's presence can never be ignored at any of the SGA meetings. She dominates nearly every meeting with her condescending attitudes, speaking down to the students rather than treating them as equals. She frequently interjects opinions and views that I can only construe as being in the best interests of the University. Granted, she is a very valuable asset with the amount of constructive advice she gives, but I feel that she is overstepping her bounds as an advisor.

But I bear no grievance against Dean Robertson. I don't feel that she is responsible for this situation. I think that the student representatives have given her too much leeway at the meetings. She is only serving the best interests of the University, which is her job. The failure of proper procedure can only be attributed to the SGA.

The function of the Student Government Association is a very important one. At every university across the nation it plays essentially the same role. The SGA is virtually the only way that the rights of the students are protected from an administration that may be uncaring and occasionally bullying. I will be the first to admit that the administration of Embry-Riddle isn't going to readily take unfair advantage of the students, but I also strongly believe that the Student Government is a

major factor in this regard. The SGA plays the role of a watch-dog organization, a liaison to the University infrastructure.

Unfortunately the representatives of the SGA seem to take that for granted. It is the representative's prerogative, not mine to tell Dean Robertson that she is out of line. My job is to inform you, the student, of the situation and (in this editorial) how I feel about it.

There has been a failure by the SGA to remind Dean Robertson of what her function is at each meeting, that of an advisor. At most meetings, those persons that are considered advisors are just that. They offer advice and opinions *only when asked*. They do not control 90 percent of the conversation

as Dean Robertson does, nor do they act as if their interpretation of the SGA constitution (that students drafted in the first place) is the only one that exists. It seems that the representatives are unnecessarily intimidated by the presence of a university official.

If we consider the worst case scenario, it is not unheard of for student governments to collapse completely from lack of firm decision making ability. This fact was made evident uncomfortably close to home.

Some of you may remember that Daytona Beach Community College used to have a full-time newspaper and Student Government Association. That ended a year ago. The student funded paper, the *Sandpiper* shut down due to lack of student government support. After a failed attempt to revive the paper, the Student Government Association voted itself out of existence. We at the *Avion* are intimately familiar with that situation, because the *Avion* was approached by the staff of the *Sandpiper* for their support with the DBCC Student Government. As of now there is no real student representation on that campus. Imagine how much liberty the administration of that school may take with the students, perhaps not even realizing that they are stepping on the rights of the students.

I hope that it is clear that my main concern in this editorial is with welfare of the students. With the proper support, I believe that the student body can be legitimately represented in the future. I have attended both a Student Representative Board meeting and a Student Finance Board meeting. Of the two, the students of the SRB seemed to be much more in control of things, but I would still like to see more students stand up for their deserved rights.



Brian Gerk  
Managing Editor

## Letters to the Editor

### Driving Home a Point

This is in response to the "concerned citizen" who wrote a letter to the editor in the last *Avion*. Mister or (Mrs) "Concerned Citizen", I have a couple of suggestions for you which may make things a little easier on you and I. Since you are never in a hurry, and don't live life in the "fast lane", maybe you should consider getting a bicycle or a skateboard for your transportation. Don't get me wrong, I'm not saying it is O.K. to speed. But it also is not too wise to do your "sneaky" and "Sunday driving" in the middle of rush hour. You complain that people tailgate you all the time. Did you ever consider that maybe you were not driving the speed limit. Nothing is more frustrating than to get behind a person like yourself, when I have things to do, places to be, and people to see. I bet you are also the type of person who waits about 15 seconds to start accelerating when a light turns green.

It is your prerogative to drive at whatever speed that you wish. But I wonder if you have ever seen the little signs on the side of the road

that say: "SLOWER TRAFFIC KEEP RIGHT." If you do your day-dream driving in the right lane, it might prevent some of the tailgating that you complain about.

I am just as concerned about safety as you are. I think tailgating is wrong. But you are not the only one on the road. You need to understand that other people don't live or drive as leisurely as you do.

Agressive Driver

### Resume?

Dear Avion,  
I am a senior graduating at the end of this summer and I have been trying to get my resume done. I am busy with my classes and I don't have the opportunity to do it myself. I tried to get my resume done at your (the *Avion*) office but was told that you had discontinued your resume service. I think that there should be a service for students on campus for resumes.

Jude Kotch

### "Iraqniphobia" is giving us the creeps

Hey there boys and girls, it's time once again to play "Name that Middle Eastern Conflict."

The world is once again rocked by a senseless, hostile invasion. Same story different stage. This time it's the Iraqis invading Kuwait. Kuwait loaned a lot of money to Iraq for its war with Iran; since that war is over the Kuwaitis would like to collect on their loans. Iraq certainly doesn't have the bucks. Hussein's solution, take over Kuwait.

Why not, it's relatively unprotected, and gee whiz Wally, the global community probably won't say anything about us taking over little ol' Kuwait. And that whole business

about falling oil prices due to OPEC squabbles will be a thing of the past.

Was the invasion justified? Well, lets take a look at some things: first, Iraq said it would not invade Kuwait, (even though their army was massing on the Iraq/Kuwait border). That turned out to be false. Second, Iraq said it would pull out after a day or so, also false. Third,

Iraq said no foreign nationals would be mistreated, as of Tuesday also false. And finally, Iraq has said

that they would not continue onward and invade Saudi Arabia (even though Iraqi troops are within a few miles of the Saudi border) will that be false too?

How can we trust a country so inclined to go back on its word and international opinion be damned? How can

we trust a country so inclined to barbarism, as to willingly use chemical weapons?

Now that Hussein has everyone's attention, what do we do about it? The U.S. has ships moving in off the coast of Kuwait, with hundreds of sailors and marines on board.

The various stock markets around the world are going nuts. Just about all traded stocks are on a downward trend except for the oil companies. Will this invasion effect you at the gas pumps, you better believe it.

In this age of great changes and fence mending, with the end of the cold war and all, doesn't Hussein's antics seem a bit out of place?



Hoyt E. Brown  
Aeronautica Editor

## Student Forum

The Avion asks: How would you define SGA's responsibilities?



Sharon Sears

"Organize student activities and help solve problems with the faculty and administration."



Valerian Coutinho

"I think they're doing a good job, what else do you expect. I wish they had a better say in management decisions."



Jamal Alnoamani

"I have never used SGA facilities. I'm satisfied the way things are."



Ali Aminian

"Sometimes they over exaggerate. I'm not really familiar with them."



Ketan Senjalia

"I haven't heard much about them. They should spend their money wisely."



Evelyn Erskine

"I don't know, I'm not aware of it."

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# New terminal to be built at airport



**A flying success...**  
This is a scale model of the new terminal. It shows how the terminal will offer more gates, parking, curb space, and floor space. The three level design will provide necessary expansion room for the growing airport. The model is on display at the airport.

by Martin Kammerman  
News Editor

Daytona Beach Regional Airport. Thousands of ERAU students call it their main hub. The University and the airport revolve around each other. Due to this unique relationship, any change in the airport will most certainly affect the University as a whole.

There are going to be some big changes.

A new terminal costing in the neighborhood of \$45 million is to be completed in the Fall of '92. Groundbreaking is expected for next April. The airport management has been working on designs for the new terminal for a year.

Anyone who has ever had to use the terminal has noticed that it has an odd layout. This design is not the result of poor planning. It has been caused by years of tremendous expansion. The airport has passed through several phases beginning in the '50's. As these successive waves of change swept over the terminal, it slowly became what it is today.

Now, it has been decided to scrap the old terminal in favor of a new and improved one. The new terminal will have 165,000 square feet of space (expandable to 210,000) as compared to the current 55,000 square feet. There will be eight enclosed aircraft gates (expandable to twelve) contrasted with the present 7 open air gates. The

number of parking spaces will double after construction, and there will be an extra 100 feet of curb space.

The terminal will have three levels. Level one will be broken up into two halves. One side will have the airline check-in counters, and the other will contain the baggage pick-up and car rentals. The second level will have the gate and concession areas. Level three will be comprised of airport administration offices.

According to the Assistant Airport Director and ERAU '84 alumni, Cheryl Gallagher, "It's almost a text book design" (see photo). She went on to describe how the surrounding area would be changed to fit the new terminal.

Firstly the business surrounding the current terminal will have to be relocated. Many of them will end up where the baseball fields are, at the corner of Midway and Catalina. These include the car rentals, American Motorcycle Institute, a furniture store, and other airport support facilities.

The fuel farm will be moved closer to the speedway. Catalina will be permanently closed at the intersection with Corsair. Corsair will be extended and tie back in with Catalina, intersecting at Midway. Midway itself will be realigned to fit a loop planned to encircle the terminal. The old Catalina curve around the airport would become storm retention ponds. There is

also a plan being considered for a road from I-95 leading to the airport, avoiding the occasionally congested Volusia Mall area.

When asked what would be done with the old terminal when the new one is complete, Gallagher replied, "I guess that it would be torn down eventually."

When building such a large project, citizens often wonder where the money is coming from. The \$45 mil-

lion includes the cost of the terminal as well as new road, parking, and ramp improvements. According to Gallagher, it is being paid for by Federal and State participation. "A lion's share" is expected to come from a bond issuance. The bond issue will be paid over the years by fees and charges from the airport tenants.

As for innovative ideas, Gallagher told the Avion that plans are in the works for the concession area to be past the security checkpoint, reportedly to alleviate stress of those waiting to get past the checkpoint.

There are even tentative plans to expand runway 16/34 500 feet north, and 1500 feet south. All that is holding those plans back is funding.

While domestic air travel grows at a rate of 1%, Florida's rate is 7% and Daytona Regional's is a whopping 18%. This is mainly attributable to the growth of Volusia county, particularly the western half.

"We couldn't be more delighted with the statistics," said Gallagher, "it tells us each month that we're doing the right thing."

She feels that the new airport will be a "source of pride" to the community.

Gallagher closed by saying, "I just couldn't be more delighted than to be involved in a major airport expansion especially in the city of my alma mater!"



**View from above...**  
This is an aerial view of the area surrounding the airport. It shows the current airport, and the new terminal.

## Career Corner

### How to Minimize the Effects of a Low GPA

Employers often use GPA as a measure of mental ability, motivation, diligence, and time management skills, and to predict future performance on the job. As a result, the importance of having a high GPA (generally a 3.0 or above) is elevated to the extent that some employers establish a cutoff point below which they will not accept candidates for employment. This frustrates college graduates with low GPA's when it comes time to write resumes and prepare for interviews.

In order to minimize your GPA as a factor in securing a good job, it is helpful to explore some other possible reasons for lower performance academically. The following are some points which may be raised:

1. Did you work a large number of hours per week while attending school in order to help finance your education?
2. Did you take credit hours in excess of a full load in order to speed your graduation?
3. Were your grades significantly better in the area of your major than in the remainder of your course work? did you take particularly difficult electives?
4. Were you a "late bloomer", doing significantly better in your upper level course work than you did early in your college career?
5. Were you particularly active in extracurricular activities which may show development in other areas such as social development, self-confidence, leadership skills, teammanship, initiative, or general character and well-roundedness?
6. Do you have Co-op or other work-related experience?
7. Can you provide examples of how you learn quickly in practical situations?
8. Can you provide excellent letters of recommendation from former professors or employers?
9. Have you completed a particularly outstanding senior project?
10. In short, can you provide evidence that your assets far outweigh your shortcomings or that your grades are not an accurate reflection of your past achievements, knowledge, or potential?

If you can convey any of these points to employers in your resume and the interview process, you will help minimize the effect of a lower than desired GPA.

## Avion Updates

The Avion needs a new flag. What is a flag? It is the tide part of the newspaper that says Avion and has the cute little airplane flying through it. As nice as that flag has been, it's time has come and gone. The new flag should incorporate modern styling and should make use of the colors red, blue, or both. Remember, classic simplicity is a virtue, but show us whatever you want. There is no limit on the number of times you may enter. Submissions should ideally be full size and colored where appropriate. The winning submission shall appear on the front of the Avion and anywhere else that the flag graphic is used. The winner shall also receive a complimentary dinner at Sapporo's (\$50.00 value). Entries should be turned into the Avion office on the second floor of the Student Center. All entries are welcome.

Have you ever seen the name of a department on campus as you walked past and wondered "why does Embry-Riddle need that office?" For example, what is the purpose of the Office of Institutional Research? What do they do in Logistic Services? Who is the Risk Manager or the Officer of Protocol? In an attempt to answer such questions, a weekly column in the Campus News section of the Avion will profile departments and/or personnel from around the University beginning Fall semester. The purpose of the column is to inform students about services which are available, clarifying the functions of departments and the employees who work there.

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# Beechjet 400A receives type certification from the F.A.A.

by John McDermott  
Staff Writer

Beech Aircraft Corporation's Beechjet 400A has achieved type certification from the F.A.A. The certification, which was received June 20th, 1990, covers all aspects of the airframe. The digital Collins Pro Line 4 avionics system certification is scheduled to occur soon.

The 468 knot Beechjet 400A is an improved version of the Beechjet 400 model. Included improvements are an increase in top speed from 461 to 468 knots, increase in maximum certified altitude from FL 410 to FL 450, increase in gross weight from 15,780 pounds to 16,100 pounds, increase in full fuel payload of 150 pounds, increase in cabin volume of 13 cubic feet, and an increase in maximum seating capacity from eight to nine.

The passenger cabin includes significant improvements in comfort and amenities.

Beechjet's interior improvements include the lavatory, which was located forward in earlier models, has been relocated in the rear of the cabin. Like the 400, the 400A's lavatory is seat belt equipped and can be occupied in all phases of flight, thereby increasing passenger capacity and flexibility.

Increased cabin capacity was created by redesigning and relocating the fuselage fuel tank to space beneath the floor and in the aft fuselage.

The 400A retains an external aft baggage compartment, shaped to accommodate up to 450 pounds of long and oversize baggage. Total aircraft baggage volume is 57 cubic feet and 950 pounds.

The flight deck of the 400A features a full digital avionics system by Rockwell Collins, using technology developed for the Boeing 747-400. The standard avionics package includes a two-tube EFIS on the pilot's side, with all of the flight information displayed that is normally displayed in a three tube system.

The aircraft is powered by twin Pratt & Whitney JT15D-5 turbofan engines, developing 2,900 pounds of thrust each, giving the 400A a range of 1,900 nautical miles.

Base price for the Beechjet 400A will be approximately \$4.3 million, and corporate orders are strong since the U.S. Air Force selected a military version of the 400A for its Tanker-Transport training aircraft earlier this year.

The first production 400A is expected to be delivered this fall.

**Corporate orders are strong since the U.S. Air Force selected a military version of the 400A for its Tanker-Transport training aircraft.**



**Out of uniform...** Beechjet 400A has achieved type certification from the FAA sales are strong since the U.S. Air Force selected a military version of the 400A for its Tanker-Transport training aircraft earlier this year.



**Sales buster...** Crashes, like the Crusader (pictured) that was lost earlier this summer, drives up the cost of liability insurance and hurts general aviation sales.

## GAMA reports market improving

Single engine sales down while bizjet deliveries climb

by Hoyt E. Brown  
Aeronautics Editor

U.S. general aviation manufacturers today reported a 15.9 percent decrease in the number of new aircraft delivered during the first half of 1990. However, billings increased by 34.6 percent due to the larger ratio of sophisticated business aircraft to light planes delivered. A total of 559 airplanes valued at \$960 million have been shipped since January, during the same period last year, 665 general aviation aircraft worth \$714 million were delivered to customers.

James D. Gormley, president of the General Aviation Manufacturers Association (GAMA), said, "The figures

reflect two aspects of our industry. The light single engine segment continues to be depressed, while the turbine engine segment, used primarily by business, is expanding because of the inherent productivity and efficiency of corporate aviation. The decreases in single engine aircraft deliveries is largely attributable to the difficulty Piper is having in attracting financial support due to problems associated with product liability. Conversely, the billing increases reflect a continued gradual recovery in the turboprop and jet market."

While the number of accidents has declined during the past decade,

product liability costs have continued to increase. Product liability costs have driven the price of a new light aircraft beyond the means of many potential customers and production levels have declined.

New single engine aircraft deliveries, including training aircraft, dropped by 32.9 percent with 304 aircraft shipped compared to 453 last year. Twin engine piston aircraft deliveries are up slightly at 45 units compared to 37. Turboprop shipments are up by 15 percent from 113 last year to 130. Business jet deliveries grew by 29 percent with shipments of 80 as opposed to 62 last year. The number of aircraft exported from the U.S. plants was down by 28.2 percent compared to the first half of 1989. 196 aircraft have been ex-

ported compared to 273 last year. However, the export market remains very important for general aviation manufacturers with 35.1 percent of total U.S. production being shipped overseas. Export billings of \$393 million are up by 75.1 percent over the \$224.5 last year. Exports account for 40.9 percent of total industry billings.

Gormley, stating it is important to keep industry figures in perspective, said, "In the wake of deregulation, the business community is discovering that corporate aviation is a safe, convenient, reliable and efficient alternative to other modes of transportation. All of these factors are encouraging for an industry that has fought its way back from the deepest depression in its history. But, we have a long way to go."

**The export market remains very important for general aviation manufacturers with 35.1 percent of total U.S. production being shipped overseas.**

**While the number of accidents has declined... product liability costs have increased.**

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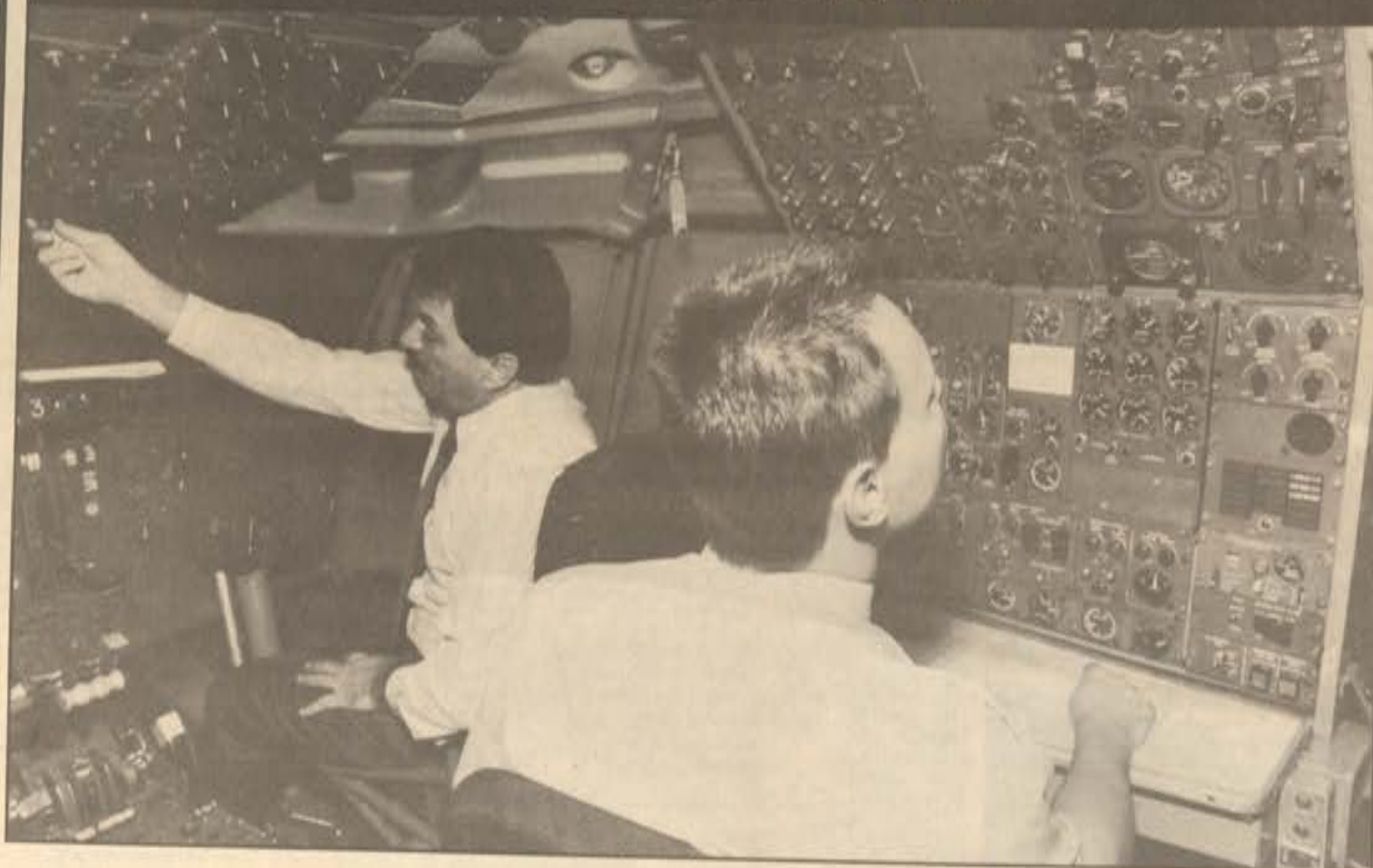
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# Sonic Youth sends shock wave through New York's alternative music industry

by Brian Gerk  
Managing Editor

Pete Buck remarked once, during the struggling days of his college band, "I wish we hadn't decided on the name R.E.M. so hastily. The other day I heard of a band called Sonic Youth. Now that has to be the coolest name for a band I have ever heard, I wish we thought of it."

Sonic Youth's latest album, *Goo*, has been eagerly awaited by hundreds of college stations across America. They haven't been disappointed. This eclectic stewpot of dischordance is

easily Sonic Youth's most accessible album since their Madonna-mockery cover album, *Ciccone Youth*.

It would be hard to accuse the Youth of selling out though. Despite the fact that this album is a more conventional forty minutes in length (a great deal shorter than last year's voluminous *Daydream Nation*) they haven't lost that gritty edge that essentially defines the New York new music scene.

Kim Gordon's unique influence on the band is more pronounced than ever with *Goo*. The album's debut

single, "Kool Thing," features Kim in a syn-copated vocal duel with Public Enemy's Chuck D. The track sucks the listener into the depths of the screaming guitar laden noise that defines Sonic Youth. No band has used layered distortion quite as effectively since Hüsker Dü.

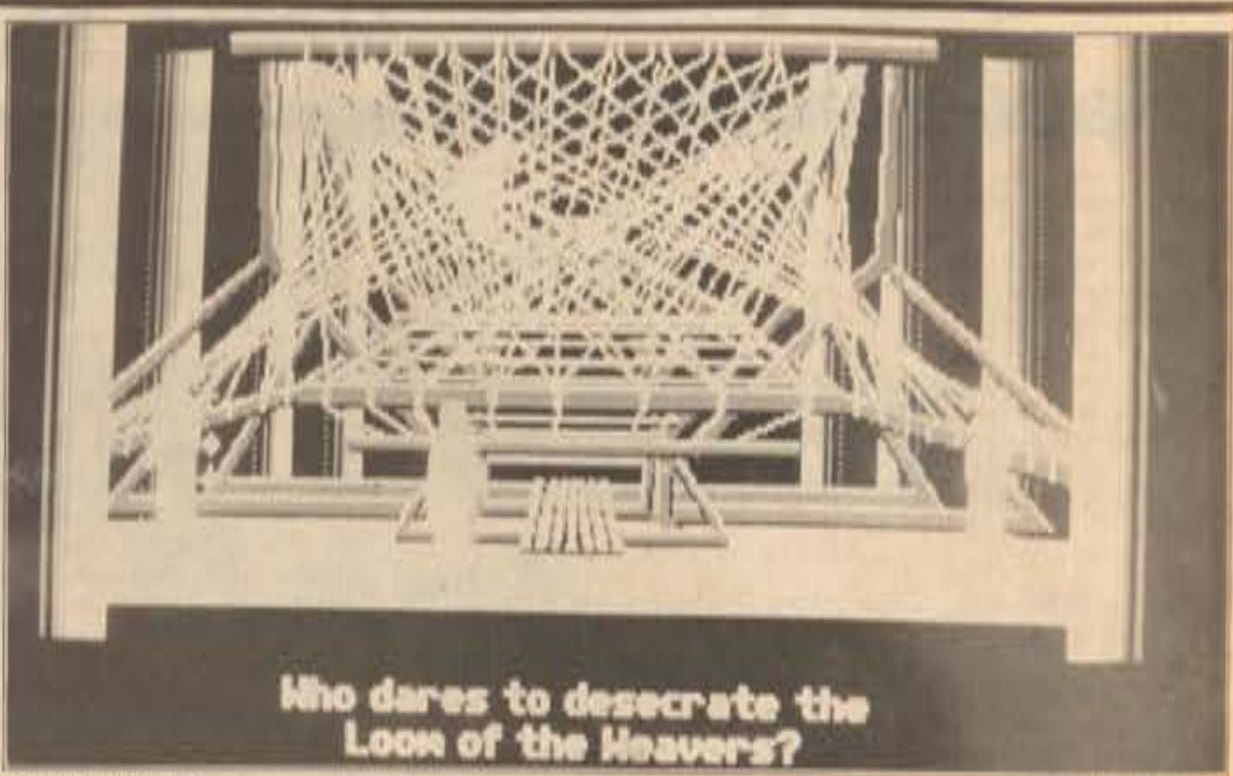
*Goo* has recurrent themes of the most famous anorexic female drummer that ever sang in a brother/sister duo, namely, Karen Carpenter. The song that slams this point home with the most credibility is of course "Tunic (song for Karen)," but there are uncountable references faced throughout this album. Sonic Youth don't lend themselves well to lyric decryption, the veteran listener will usually agree that it is more depressing than enlightening to fully understand the Youth's lyrics.

There is a definite tendency for this band to stay away from the mundane. They attack their music with an intense ferocity, often allowing each song to degrade itself into a slow frenzied maelstrom of nightmarish feedback.

If there is one weak-point that Sonic Youth has ever had it has been the termination of a song. The boiling cauldron of white noise that ends this album is called "Titanium Exposé." A sating title for this tubtuous metal assault upon our senses.



**Daydream Youth...**  
Sonic Youth has topped the college charts since the release of their latest album.



**Adventurous...**  
Loom's colorful graphics and unique interface make it a refreshing change from the typical computer adventure game.

## Lucasfilm introduces new adventure Loom

By Joseph Szarmach  
Managing Editor

As an avid computer adventurer, I approached *Loom* with skepticism. Sierra, with their magnificent Kings Quest series has seemingly set the standard to which adventure games are judged.

*Loom*, the latest release from Lucasfilm Games is a refreshing change from the standard. *Loom's* distinct graphical interface dispenses with text commands and menus, and instead relies upon icons and music during game play.

Hours of typing potential phrases during game play are no longer needed. The setting for *Loom* is the Age of Great Guilds, a mythical time when Shepherds, Blacksmiths and Glassmakers ruled the world. Its unlikely hero is Bobbin, a young member of the mysterious Guild of Weavers, who finds himself playing the pivotal role in a mighty conflict between good and evil.

As the game opens, Bobbin is alone in his Weaver village. The Elders of the Guild have mysteriously disappeared, swept away by an unknown force. All Bobbin can do is search for clues.

When Bobbin finds a Weaver's distaff, the magic of *Loom* begins. The distaff is the Weaver's "magic wand." It is also the key to *Loom's* unique interface.

The distaff, resembling a rough walking stick, appears under the graphics window of the game. Divided into eight segments, each related to a musical note, the distaff both detects and weaves magic spells.

When Bobbin is in the presence of magic, his distaff glows and resonates. For example, Bobbin encounters a flock of owls in a dark forest. The hooting of the owls is musical sequence that triggers four notes on the distaff. When Bobbin repeats the four notes - by pointing and clicking on the distaff - he is able to see in the dark. As this and other spells are learned, the player records them in the included "Book of Patterns."

Complementing the graphical interface are colorful high resolution 3D graphics. Rich, moody environments have been created for each of the many Guilds that Bobbin visits.

Scrolling panoramas and detailed animation give *Loom* a distinctly cinematic look as opposed to moving to the edge of the screen and waiting for the screen to change.

To augment understanding of Bobbin's quest and the fantasy world of *Loom*, a 30-minute audio stereo cassette is included. Not only does the cassette set up the background of the story, it also emerges the player in the environment, imparting a vivid sense of the characters' personalities.

*Loom* is a high quality adventure game as one might expect from a subsidiary of Lucasfilms, a company founded by George Lucas, a man well known for his movie genius.

*Loom* will run on an IBM or clone with 512K RAM VGA, EGA, CGA, MCGA, or Tandy graphics. Optional Adlib and CMS sound cards are also supported.

*Loom* is now available for the IBM and soon for the Amiga and Atari ST. The suggested retail price is \$59.95.

**Loom is a high quality adventure game as one might expect from a subsidiary of Lucasfilms, a company founded by George Lucas, a man well known for his movie genius.**

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# Space News...



## NASA rearranges shuttle schedule

by Marianne Michaels  
Space Technology Editor

NASA has recently been affected by the fuel leaks and have had to rearrange the schedules for the space shuttle missions.

The Space Shuttle *Atlantis* will be rolled back from Pad39A to the Vehicle Assembly Building (VAB) Thursday morning. *Atlantis* was still found to have the same fuel leak in the 17-inch quick disconnect area and had to be rolled back to the VAB for disassembly. The *Atlantis* mission will be a Department of Defense mission, therefore, the details of the flight and payload are classified. *Atlantis* will wait until *Columbia* rolls out of the VAB and then take its place inside the VAB.

Meanwhile, the Space Shuttle *Columbia* will be rolled out to the launch pad Friday morning. *Columbia* was repaired in the Orbiter Processing Facility (OPF) and was rolled out to the VAB last week for stacking with the External Tank. This will be the first time in NASA history that two space shuttles pass each other, one to the launch pad and one from the launch pad.

According to Bruce Buckingham, a NASA spokesperson, *Columbia* will begin tanking tests in two weeks to check for leaks, as soon as it arrives at the launch pad. Workers are keeping their fingers crossed hoping that *Columbia* will have no fuel leaks. The expected launch date for *Columbia* is scheduled for early September. The Space Shuttle *Columbia* will be carrying the Astro-1 observatory which will conduct several experiments to study the universe.

The launch following *Columbia* will be the Space Shuttle *Discovery* carrying the *Ulysses* spacecraft. The Space Shuttle *Atlantis* will follow the launch of *Discovery*.

There are current plans that call for the launches of four space shuttles for the rest of this year. The manifest had to be rearranged in order to accommodate *Ulysses* which has to be launched in October.

### SPACE SHUTTLE MANIFEST 1990

ORBITER: *COLUMBIA* PAYLOAD: *ASTRO-1*

CREW: C. VANCE BRAND, PILOT: GUY GARDNER  
MS: JOHN LOUNGE, JEFFERY HOFFMAN, ROBERT PARKER  
PS: RONALD PARISE, SAMUEL DURRANCE

ORBITER: *DISCOVERY* PAYLOAD: *ULYSSES*

CREW: C. RICHARD RICHARDS, PILOT: ROBERT CABANA  
MS: WILLIAM SHEPHERD, BRUCE MELNICK, THOMAS AKERS

ORBITER: *ATLANTIS* PAYLOAD: DOD

CREW: C. RICHARD COVEY, PILOT: FRANK CULBERTSON  
MS: ROBERT SPRINGER, CARL MEADE, CHARLES GEMAR

ORBITER: *COLUMBIA* PAYLOAD: SLS-1

CREW: C. BRYAN O'CONNOR, PILOT: SIDNEY GUTIERREZ  
MS: TAMARA JERNIGAN, RHEA SEDDON, JAMES BAGIAN  
PS: DREW GAFFNEY, MILLIE HUGHES-FULFORD  
KEY: C: Commander, MS: Mission Specialist, PS: Payload Specialist  
DOD: Department of Defense, SLS-1: Space Life Sciences-1

**Discovery's dented...** The orbiter *Discovery* was found to have a dent in the Freon coolant loop. The dent was caused when a worker who was standing on a service platform accidentally leaned over and the supporting platform dented the Freon loop. The dent was repaired last weekend and will not affect the launch date, still set for October 5. *Discovery* will be carrying the *Ulysses* spacecraft into orbit. The launch window extends from October 5, to October 23. Otherwise *Ulysses* will have to wait until next year before another launch opportunity comes along. The dent will affect the transfer of *Discovery* from the Orbiter Processing Facility (OPF) to the Vehicle Assembly Building (VAB) from August 18 to August 20. Also, work to check for cabin leaks have been completed, and none were found.

**Space Shuttle to carry drag chutes...** Testing will begin this month at NASA's Ames-Dryden Flight Research Facility to aid in the landing's of the space shuttle orbiters. The tests will be on a drag parachute system that should improve the landing capabilities of the space shuttle orbiters. Drag chutes are specially designed parachutes deployed from the aft end of an aircraft or aerospace vehicle in conjunction with the normal braking system and will help slow down the vehicle after it has landed on the runway. This will enable them to land safely in a shorter distance and reduce the tire and brake wear. The drag chute tests will be conducted on a modified B-52 aircraft. There will be eight landing tests planned at Ames-Dryden. The Space Shuttle *Endavour* will be the first shuttle to have a built-in drag chute deployment system. The three orbiters, *Discovery*, *Atlantis* and *Columbia* will be modified to carry the drag chute deployment system.

**Reunion held to celebrate historic mission...** A reunion was held to commemorate the American and Soviet crew members of the Apollo-Soyuz Test Project (ASTP) at Kennedy Space Center. This reunion marked the 15th anniversary of the first international joint manned space mission. Astronauts Tom Stafford and Deke Slayton rejoined Cosmonauts Aleksey Leonov and Valery Kubasov to celebrate this historic flight. They were welcomed by Kennedy Space Center Director Forrest McCartney and then attended a tour of the center. The astronauts and cosmonauts narrated a special film of their mission and will be open to the public in the Galaxy Theater. The Apollo-Soyuz Test Project was the last mission to use the Apollo/Saturn flight vehicles.

**Mapping of the Universe...** Astronomers from the Harvard-Smithsonian Center for Astrophysics have been attempting to map the universe. They are using a 60-in. reflecting telescope at Mount Hopkins observatory in southern Arizona. They have already surveyed 11,000 galaxies and have only 100 billion to go. The project started five years ago and their three dimensional map covers only 0.0001 the volume of the visible universe. This is similar to the fraction of the Earth covered by Rhode Island. The map has revealed many features of our universe. One feature in which astronomers have given the name, the Great Wall, is a thin sheet of galaxies that stretch a half billion light years across. The astronomers are studying the way that light waves emitted by galaxies are stretched toward the red end of the spectrum; the greater the redshift, the greater the recession. This study of the redshift would reveal the distance to a galaxy. Researchers are looking into a fiber-optic device in which each fiber would collect the light from a single galaxy in a cluster. This new technology would make it possible to measure hundreds of redshifts in a single night. Explorers took many years to map the Earth, precisely how many years it will take to map the universe is another question.

## Delta rocket successfully launches satellite



Ready for launch... A McDonnell Douglas Delta II rocket is seen here awaiting lift-off which occurred on August 2, at 1:38 a.m.

by Marianne Michaels  
Space Technology Editor

The Air Force successfully launched a Delta II rocket carrying the NAVSTAR Global Positioning System (GPS) satellite into space on August 2 at 1:38 a.m.

Two days after launch, the apogee kick motor fired and moved the satellite into its final orbiting position.

The NAVSTAR GPS satellite is a radio navigation system designed to provide the U.S. and its allies with land, sea, and air forces with three-dimensional position and velocity information worldwide. The satellite can provide an accuracy within 10 meters.

NAVSTAR also provides airlines with direct calculation of speed over the ground and allows them to indicate the most favorable wind conditions at certain altitudes and routes. This is then processed by the air traffic control system.

The use of the NAVSTAR satellite also aids in both sea and air, search and rescue operations. The satellite indicates precise position information just before ditching of an aircraft or abandoning a ship. This will increase the chance of survival and the potential savings in money.

The NAVSTAR satellite also searches for fossil fuels and oil rigs as they go into deeper and deeper waters.

There are currently 21 satellites including three on-orbit spares in the system.

The Delta launch vehicle used in boosting the NAVSTAR satellite into space has had its share of successes.

The overall success record of the Delta launch vehicle is 95 percent, with an average of 8 launches per year. The success record for the past 13 years is 98 percent. There have been a total of 197 Delta missions.

The Delta launch vehicle has been improved over the years in order to meet the needs of the more sophisticated spacecraft systems.

Many of the improvements include the rocket's performance and its launch-to-orbit capabilities.

The current launch vehicle that was used in this launch is called the Delta 2 and can carry up to 4000 lbs. of payload into geosynchronous transfer orbit.

The launch vehicle has had 14 major configuration changes since its design since 1960. These configurations are design changes that allow for more sophisticated satellites.

There are current plans that call for a launch of a NAVSTAR GPS satellite about every two months.

**Current plans call for a launch of a NAVSTAR satellite about every two months.**

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FOR SALE: 1978 Honda Civic 2-door, 4-speed, tinted, very dependable. \$725.00 or best offer. Call Scott 255-0441.

75 PONTIAC Ventura - Tan, rear glass - Great for back & forth in school - great in gas. Will sell to best offer. Call 767-7115.

1974 VW SUPER BEETLE, 86,000 miles, good body & paint. Good tires. Runs excellent. Belongs to older man - driven slow. Only 1985.00. Must see. Contact 673-9886 or 673-0801.

GREAT CONDITION! 1974 Ford Pinto. Last Clean. Well maintained, very reliable, new brakes, shocks, and tires. Asking \$3000.00 or best offer. Call David at 257-3354.

1982 TOYOTA COROLLA, runs great, comes with X/C and a JVC Boombox radio with 600. \$1400.00 negot. Ask for Andrew @ 230-8078.

1980 VW RABBIT for sale at 897/mi. engine. \$200.00. Call 257-6126 or Box 6036.

1981 MERCURY LYNX, needs work. Call 257-6126 or Box 6006.

1983 BUICK SKYLARK. Runs great, excellent transportation. Call Jeff at 257-6126/3780 or Linda at 794-3298.

## Cycles for sale

FOR SALE: 1986 Honda Spree (Motor Scooter) excellent condition. 21000mi., cheap economical transportation for only \$350.00 including helmet. Call Jan at 257-6908.

FOR SALE: Moped 1982, almost brand new, Puggie Bike for \$250.00. Also Keyboard Yamaha DSR300, will sacrifice for \$300.00. Call 258-1921.

1980 SUZUKI GS450E. New chain, good brakes, tires, clutch, and battery. 13,857 miles. Mag tires. \$440.00. OBO. Call Ron at 760-1476.

1986 NINJA 600R. Needs front turn signals, low mileage, runs excellent. \$2100.00. Call Bill at 257-6126 or Box 6006.

MOTORBIKE MIRAGE, 10 speed, black, badly ridden, \$75.00 OBO. Also, No more 10 speed, works great but could use a little T.C. \$25.00 firm. Call 761-8486.

1984 SOLEX SCOOTER, great transportation, one of a kind classic, asking \$200.00, runs great, call 255-2517 or Box 2214.

SCHWINN LETOUR, 12 speed, motor, white, excellent condition. Paid \$350.00 new. \$175.00. Only, extension 6407.

## Misc. for sale

FOR SALE: Desk, stool, corner chair, drafting table, 10 speed, microwave, stereo & cabinet, weights, filing cabinet & much more. Take a look and see what we have! Everything in excellent shape. call 274-5016.

FOR SALE: Apple MacPlus Computer, new, still in box. \$1200.00 O.B.O. Also Sears 10 speed, \$40.00 O.B.O. Call 257-7942.

FOR SALE: Twin Beds (2) includes frame \$28.00 ea. Amara microwave w/dish pot & bacon tray \$80.00. Table lamps (2) \$10.00 ea. Seabear tan sofa, with knife sharpener \$5.00. Ask for what you need. I might have it. Call 672-2663.

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

FOR SALE: Reloading equipment for 12GA shotshells. MEC 600 Jr. press, 1200 primer, 40lbs #9 shot, 150 wads, 100 AA cases. \$125.00. Call 672-2663.

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

FOR SALE: two one way tickets to Newark, N.J. on 26th of Aug. \$69.95 each OBO. Contact Mike at 736-8235 or Box 4471.

MOBILE HOME FOR SALE: Double wide, 2 bedroom, 2 bath, located in Port Orange. \$15,900.00. Leave message at 761-8500.

WEIGHT SYSTEM - Brand new. Does it all! \$100.00. 10 speed bike. 35.00. Call Pete at 761-8522.

GUITARS FOR SALE: Schecter Series maple neck, spruce, \$300.00 OBO. Kramer Sinker II. Black with humbuckers \$175.00 OBO. Both with warranty bars and hardshell cases. Phone 761-8486.

CAR AMPLIFIER: Custom power amp 120, 120 watts, adjustable speaker or pre-amplifier, 8 months old, \$100.00 OBO. Call Ron at 760-1476.

STEREO EQUIPMENT FOR SALE: ARAI Dns. player \$130.00, Sharp Cassette deck \$60.00, Preamp speakers \$90.00 for pair. VCR \$120.00. Ask for Mike at 255-4767.

FOR SALE: Mobile Home, 12 x 60, 2 Bedrooms, utility shed, central A/C, wiring ever patio, good condition. In family park & miles from IRLAM in Port Orange. Park amenities include community pool, tennis courts, children's playground. Lot rent only \$147.00 per month. Some furnishings negotiable. Washer hook-up \*Only \$97.00. Call Larry at attention 6039(days) or 767-9034(evenings).

BOOKS FOR SALE: MAH ADVANCED ENGINEERING MATH \$33.00, in very good condition. 13005 THERMODYNAMICS \$55.00, almost brand new. Write to Box 6637 for more information.

FOR SALE: VCR and Video Camera, also Short Wave multi-band radio. Call Alan Ibrahim at 258-1921.

FOR SALE: Super Beat Box Home, 1760, 454 sq. ft., Full cover and trailer. Great condition, 7 years old. Call Will at 279-8640.

BOTTLED WATER: 5 cent per gallon. Runs up to 97% over some fountain water. Call 257-6126.

COMPUTER STUDENTS: 3.5 Diskette DS/DD, fully tested, formatted. \$2.00, unformatted \$1.90. Call Jeff 257-6126 or Box 6006.

10 GALLON AQUARIUM with pedestal, hot and cold, fish, and water. Everything else included. \$100.00. Call Jeff at 257-6126.

KING WAZI WATERBED, semi-watertight, SBR/OFO. Call 252-1574.

AIRLINE TICKETS: 1 way, Pae. Air. Go/Quincy to Orlando. Sept. 11th. \$100.00. Call 767-7915.

AIRLINE TICKETS: 1 way, Harbor CT to Daytona on Monday, August 20th, \$75.00. Call 236-0997.

## Miscellaneous

WASTED: A used Harley Davidson with all books, vibrations, steel pipe pit and a few more. No AME models. Must have good tires, brakes, oil tank etc. not absolutely necessary, but includes a credit. Mike 794-1891.

GERMAN CAR REPAIR: VW-Audi-Red-Weller thanks his customers for their business, now leaving school end of August for quality work in Durban cars, please refer to Shony at 673-0801. Happy Moving!

\$50.00 REWARD for lost notebook, phone 648-238-0897 and have missing.

FLIGHT INSTRUCTION: Learn to fly or add on a new rating. Fly out of Embury, Maury Ranch, or Space Shuttle. No license fees, spend less time on the ground and more time flying. Good rates. Call Sam for more information at 761-1214.

ABSTRACT DRAWER interested in sharing expenses of flight into. Call inquiries welcome. Call Rick at 255-4380.

## Roommates

MALE, share 3 Bedroom home, semi-suburban, fully furnished, microwave, neighborhood, walk. \$250.00 & \$100.00 Security. Share expenses. 109-11th St. Port Orange. Please call Steve, Paul at 760-6970 or 794-0415.

FOR RENT: No lease. \$480.00, furnished, clean with all utilities included. (Phone numbers, address, \$250.00 & \$100.00 Security. Share expenses. 109-11th St. Port Orange. Please call Steve, Paul at 760-6970 or 794-0415.

FOR RENT: No lease. \$100.00, furnished, clean with all utilities included. (Phone numbers, address, \$250.00 & \$100.00 Security. Share expenses. 109-11th St. Port Orange. Please call Steve, Paul at 760-6970 or 794-0415.

ROOM SUITED for fall '90 semester self-storage. Call 257-6126 or Box 6006.

RENTAL: CONDIT in short run of some condit. (Address, \$250.00 & \$100.00 Security. Share expenses. 109-11th St. Port Orange. Please call Steve, Paul at 760-6970 or 794-0415.

## Personals

JOE WALLER: Hey Dude! Play time is over. Time to graduate. Good luck on Finals!

SPECIAL: Hey Dude! Play time is over. Time to graduate. Good luck on Finals!

MY SECRET: Call of Ambrose. I was not seen. Open your door to my fantasy world. EDD@CIS.IL

## 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: Couch & love seat (1 yr. old) \$200.00, small stereo \$80.00, wall unit \$45.00, 2 large coin phone \$25.00 each, drafting desk & chair \$45.00. Super single washboard with rails and heater \$90.00 and other misc. items. Ask for Andrew @ 230-8078.

MOVING SALE: GRADUATING: Good condition, good condition. \$100.00. Drafting table, 4 chairs, vinyl upholstered wood bench table, great condition. \$225.00, 2 covered stools - museum style tops, sturdy, wicker framed \$20.00. Wood finish Dinetex 4 dinette, 2 cabinets, white with chairs, great condition. \$130.00, TV, Car, \$150.00. Everything more or less. Call 767-7312.

FOR SALE: HEWLETT PACKARD 14-C Business Consultant. New \$100.00. Contact Bill Liu at 255-3175.

FOR SALE: EXPANSA 98, 98cc semi-automatic pistol. \$250.00. New England Dynamic 22 caliber 9 shot \$70.00. Alpine CD car stereo includes 2 speed steps and new 9500000, 19" color TV with remote and video reader \$250.00. All prices are OBO. Need money for MCH. Call Scott at 761-1214.

LARGE desk for sale: Top is 7' x 3' by 1" high. Excellent for map planning. This is a great dresser. \$40.00. Call Scott 274-2659 after 5pm.

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

USED Pilsener, Good condition. Needs for \$100.00. Will sell for \$40.00 OBO. Call Mary 767-0884.

## Notices

### Prospective Graduates

According to University Academic Policies and Procedures, every student must make a formal application with the Registration and Records Office for degree completion. Due to the fact that there are now two commencement ceremonies per year, please note the following:

Formal application for degree completion should be made the semester prior to expected completion with the Registration and Records Office. If you wish to attend the graduation ceremony upon completing your degree, there will be a non-refundable fee of \$40.00 charged. A ceremony attendance form needs to be filled out which will go to the Dean of Students Office for cap and gown information.

Both forms must be completed and submitted to the Registration

and Records Office no later than the application deadline published in the University calendar and the AVION notice section.

If you do not wish to attend either ceremony, only fill out the degree completion form. Forms should be left with the Registration and Records Office and checked for eligibility. If you are found ineligible for degree completion or ceremony attendance, you will be asked to re-apply at a later date.

There is no charge for the first diploma for each degree requested. There is a charge of \$15.00 for each additional copy.

Applications received after the published deadline may cause the prospective graduate to relinquish privileges for participation in the commencement exercises, publication of student information in the program, eligibility for Chancellor's Award and announcement of graduation honors. Diplomas will not be available after the ceremony for late applicants.

Anyone who has already applied

to the Registration and Records Office for December 1990 degree completion (and ceremony attendance) and received a preliminary evaluation need not re-apply.

Please be aware of your responsibility for application in order that your degree completion may be a smooth one.

### Original Footage! The Wright Brothers

Embry-Riddle Students and Faculty have an opportunity to by Paul Garbre's series about the Wright Brother's First Flights at a special price. In this series, there is original footage taken from both the ground and the "cockpit." In addition, this series provides a biography and a history of the Wright brothers and the Wright Flyer.

The video tape series is 145 minutes (2 hours and 25 minutes) long and worth every cent of the price charged by the Smithsonian Institute. Moreover, this offer is

made as a non-profit activity initiated by an ERAU student. The cost for this series depends on the response to this letter.

For example, if the number of copies ordered is 102, then the cost per copy would be \$25.00, for 203 orders the price is \$20.00 per copy, and for 304 orders, the price is \$18.00 per copy. The more copies we can order as a group, the cheaper the per unit cost.

If you are interested, please send your name, box number (or address), or some way to contact you in the event enough people want to own a copy of this unique series. My ERAU address is Box 6752.

If enough people are interested, I will then ask for your money to by the series from the Smithsonian Institute. Don't let this opportunity get past you!

### Swim Club

A swim club is being organized for this fall and late summer. The club is designed to encourage any kind of swimming activities. The

club has been in the formation process for two months and needs new members. There has been an interest in diving as well, and that will be pursued. Mr. Paul Edson is fielding all offers of interest. Please call him at either 788-2404 or ext. 6650 on campus. The club will sponsor any kind of water activities, competitive or recreational. Please call.

### Library Hours

From August 15 - 28	
8-15	7:15am - 12:00am
8-16	7:15am - 12:00am
8-17	7:15am - 6:00pm
8-18	Closed
8-19	Closed
8-20	8:00am - 5:00pm
8-21	8:00am - 5:00pm
8-22	8:00am - 5:00pm
8-23	8:00am - 5:00pm
8-24	8:00am - 5:00pm
8-25	Closed
8-26	Closed
8-27	8:00am - 5:00pm
8-28	8:00am - 5:00pm

### All AE309 Students

The supersonic wind tunnel demonstration will be held today, August 8th. Please meet in EL 1 at 12:40. The Thursday session has been canceled and all students are requested to come to this lab session. If you have any form of ear protection please bring it along in case there are not enough available. The supersonic experiment will last approximately 15 seconds, be on time.

The demonstration will show in color the shockwave profile from the experimental bullet.

### Join The Avion

We need new writers, photographers, and production people for the upcoming fall semester. Be a part of the team this fall! For further information, come to our weekly meetings on Wednesday's. Give us a call at x6051 and find out what you can do for yourself and your fellow students.

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