

11-14-1990

## Avion 1990-11-14 (B)

Embry-Riddle Aeronautical University

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# Learjet flies to Siberia to help child-burn victim

WICHITA, KS (October 31, 1990) An eight year-old boy in the Soviet Union was recently flown from Siberia on Providence Hospital's LifeGuard Alaska Learjet to the Shriners Hospital in Galveston, Texas to undergo treatment. The boy, Anton Adveenko, suffered third and fourth-degree burns over 35 percent of his body in an accident playing with gasoline at his home. The boy's plight was brought to Alaska officials' attention by a school teacher on an exchange program in Magadan, Siberia after the youngster took a turn for the worse and Soviet officials requested assistance. The closest burn center in the U.S.S.R., equipped to treat the youngster was 4,000 miles away. Officials in both the U.S. and the U.S.S.R. worked to process the paperwork for the trip. The U.S. crew and attendants were allowed to enter the Soviet Union without visas, while the U.S. waived the visa requirement for Anton and his mother, who accompanied him on the trip. The total flight involved 8-1/2 hours of flying time with a 10 hour stop-over in Anchorage after the boy experienced respiratory problems during the trip.

Doctors said this type of difficulty is common with burn victims. After the boy's condition stabilized, the Learjet flew on to Salt Lake and then to its final destination in Galveston. The flight was donated by Rocky Mountain Helicopters of Provo, Utah, which provides aviation services for Anchorage's Providence Hospital. The aircraft flew from Anchorage to Nome where an Aeroflot navigator boarded the plane and flew to Magadan.

It was the first time a foreign airplane ever landed in the Siberian city and is the first known medical flight to the Soviet Union. The Shriners' Hospital in Galveston is providing free medical care, while the Shriners in Alaska and Seattle are providing transportation and living costs for Anton's mother while she is in the U.S. Since his arrival in Galveston, the boy has made excellent progress and is expected to return to the Soviet Union within the next few weeks.

Officials at the Institute for Circumpolar Health Studies are optimistic that the flight will encourage more emergency medical flights between Alaska and Siberia. Dr. Ted Mala, the Institute's director, said, "At least we've come to a point we can look at a child and say: 'This is a child - not a Russian or an American.'"

**'This is a child -- not a Russian or an American.'**

**Dr. Ted Mala**



**Burnin' flyer...**  
A LifeGuard Alaska Learjet was recently flown from Siberia to the Shriners Hospital in Galveston, Texas to treat a eight year-old boy who was burned over 35 percent of his body.



### Record setter...

A McDonnell Douglas MD-11 long range trijet has completed a trip around the world that began here four days ago and covered 22,900 miles in 43 hours and 13 minutes of flying time.

photo courtesy by McDonnell Douglas

# MD-11 completes around-the-world trip

Yuma, Arizona. - A McDonnell Douglas MD-11 long range trijet has completed a trip around the world that began in late October and covered 22,900 miles (35,871 km) in 43 hours and 13 minutes of flying time.

The big aircraft flew four legs during the trip, setting two point-to-point speed records in the process. On a Monday, the MD-11 left Yuma at 5:24 a.m. and arrived in Dallas, Texas, two hours later.

Fuel and ballast were then added to a manifest that included 35 passengers and crew. The airplane flew westward nonstop from Dallas to Seoul, Korea, covering 7,266 miles (11,693 km) in 14 hours and 50 minutes, a record for flight between these two points.

The following day the MD-11 completed a second record-setting flight, linking Seoul with London, England, a distance of 7,005 miles (11,273 km).

On the flight, which took 13 hours and 24 minutes, the MD-11 carried a simulated payload equivalent to 281 passengers and their baggage.

The final leg of the journey departed London at 9 a.m. local time and took the MD-11 directly over the North Pole for navigation tests.

It then flew southward along the 115 degree meridian, which runs along the west-central region of Canada and the United States, close to such cities as Edmonton, Alberta and Las Vegas, Nevada and into Yuma.

The final leg flight covered exactly 7,000 miles (11,264 km) in 13 hours and three minutes.

At the controls were Robert Galan, an evaluation pilot for the European

Joint Airworthiness Authority and John Miller, chief engineering test pilot on the MD-11 for McDonnell Douglas.

U.S. Federal Aviation Administration evaluation pilot Jim Richmond also flew part of the mission. It was the first time that pilots for the two major aircraft certification agencies have shared the controls on a formal evaluation flight.

The long flights, part of the MD-11's certification flight test program, allowed regulatory officials from the United States and

Europe to evaluate flight crew workload, test the aircraft's advanced navigation systems and to obtain precise measurements of the aircraft's fuel consumption, power for the aircraft was provided by three

General Electric CF6-80C2 engines. Pratt & Whitney and Rolls-Royce engines may also be ordered for MD-11s.

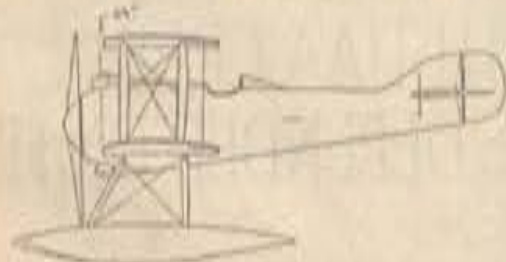
The Yuma/Dallas leg, covering 885 miles (1424 km), in just two hours, was flown to get the MD-11 in position for the three long test flights. This test series is scheduled to be the last in the MD-11's initial certification program that began on January 10th of this year and totals more than 2,000 hours.

Certification and first delivery of MD-11s to customers is expected in the next few weeks. As of October 1, McDonnell Douglas had received 375 orders and other commitments for MD-11s from 32 customers worldwide.

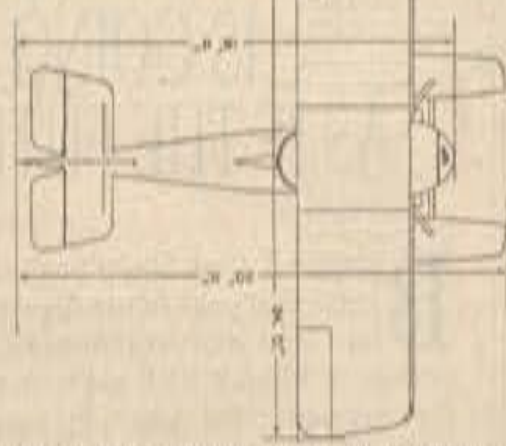
The MD-11 is a three-engine, wide cabin aircraft capable of carrying more than 400 passengers over intercontinental ranges nonstop.

**Certification and first delivery of MD-11s to customers is expected in the next few weeks.**

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### Results of previous Aero identifications...

Michael Marsden won the October 31 ID. He correctly identified the plane as an AN-72, even though a few entries were tricked into thinking it was a Boeing YC-14.  
Deane Crilley beat other entries for the November 7 ID. The aircraft was identified as a Rockwell XFV-12A. Good luck on this week's ID! Keep bringing in those those entries.

# Jetstream 41 stays on schedule

by John McDermott  
Aeronautica Writer

British Aerospace Commercial Aircraft, Airline Division of Prestwick, Scotland has accepted the first Jetstream 41 wing from sub-contractor, Gulfstream Aerospace Technologies. An acceptance ceremony held in Oklahoma City included executives of the two aerospace companies and the entire Gulfstream Oklahoma work force.

The Jetstream 41 is a 29 passenger, twin turboprop powered airliner. The Jetstream 41 is a development of the Jetstream 31, it retains the walk-around headroom of 5 feet 11 1/2 inches without the aisle step of the 31 by lowering the wing to below the fuselage. Airlines have committed for more than 70 of the Jetstream 41's. The

present contract with Gulfstream is for 200 wings. Following the acceptance ceremony the wing was prepared for shipment to Prestwick, Scotland to be joined with the fuselage. British Aerospace projects the first flight in the summer of 1991.

The Jetstream 41 wing project was engineered by Gulfstream Aerospace Corp. in Savannah, GA, and is built by Gulfstream Aerospace Technologies. The wing design enjoys a highly favorable strength-to-weight ratio as a result of the large number of machined parts, bonding, and reduction in wing openings. The 41 shares many of the parts of the 31, improvements over the 31 include a larger wing and more powerful Garrett TPE331-14GR/HR engines. The new turboprops are flat-rated at 1500 shp.

The Jetstream 41 will be much quieter than the 31 with a five or six bladed composite propellers and the latest technology fuselage sound proofing.

The balance of technology, performance, and passenger comfort is set to produce a pressurized airliner operating up to 25,000 feet with trip costs 15 to 25% better than its competitors and with comparable seat-mile costs. Break-even payload will be one to three passengers less than the competition.

The 41 is capable of two one hour flights without refueling, out of a 2,000 foot elevation airfield, or a single one hour flight out of a 5,000 foot elevation airfield. The 41 has a max takeoff weight of 22,377 pounds, with a payload of 6,300 and fuel load of 5,500.

# Air China gets jumbo freighter

by Hoyt Brown  
Aeronautica Editor

In late October, Air China took delivery today of its first widebody freighter, a Boeing 747-200F.

Air China Vice President Yan Shi An accepted the plane during a ceremony at Boeing corporate headquarters in Seattle.

The airline will use the world's largest commercial cargo plane to transport apparel, textiles and other products from Beijing to Los Angeles, San Francisco, London, Paris and Hong Kong, Mr. Yan said. He added that on the return flights the freighters will carry computers and other electronic items.

The Boeing 747-200 freighter can transport up to 111,500 kilograms of cargo 6,500 kilograms (or lesser amounts on flights of more than

10,000 kilometers). Nose-up entry and side cargo doors provide easy loading and unloading of pallets and containers. In addition, the fuselage is environmentally controlled for carriage of live animals, perishable goods or temperature-sensitive electronic goods.

Nearly 50 airlines fly Boeing 747 freighters and combination passenger/cargo super jets.

Air China currently operates six 747 combi aircraft, including three new 747-400 combis, the first of which was delivered last year.

"We believe, on the basis of using combis in the past, that we can utilize the all-cargo freighter very well," Mr. Yan explained.

He added that Boeing management "up and down the organization" has been extremely helpful during the

delivery process.

"Air China is a world-class airline," said Jim Chortton, Boeing vice president, international sales. "We are pleased that Air China has placed its confidence in us for its passenger and cargo transportation needs."

Boeing has been a partner with China in commercial aviation since 1972, when the Civil Aviation Administration of China ordered 10 Boeing 707s. China has since ordered more than 100 Boeing jets, nearly two-thirds of which have been delivered.

On May 31, CAAC placed its largest Boeing order to date - 36 aircraft with options on 36 more. Included in the \$4 billion order are five advanced-technology 747-400s, four widebody 767-300s, 13 757s and 13 737-300s.



**Snob...**  
Nose-up entry and side cargo doors enable easy loading of pallets and containers for Air China's first widebody freighter, a Boeing 747-200F, shown being readied for delivery.

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## Space news...

**Soviet Zenit booster explodes...** On October 4, just seconds after liftoff from Baikonur, Australia, a Soviet two-stage Zenit rocket booster exploded. Tass did not report the accident until October 11. It is believed that the rocket was carrying a spy satellite at the time of launch.

According to reports, the launch will affect the Cape York Space Agency which has present plans to launch commercial payloads on Zenit vehicles from Australia. Zenit has made 13 launches since 1985, with only one prior failure recorded. The four Zenit first-stages are also used as strap-on boosters for Energia, which has made two successful launches.

**Journalists will fly to space...** Early October, six Soviet journalists began training to prepare for a mission to the Soviet space station *Mir*. There is no scheduled date for the mission yet. The six reporters which began training are A. Andryushkov and V. Buberda from the Krasnaya Zvezda Newspaper in Yu. V. Krikum from the Ukrainian TV Film Studio, P. Mukhortov from the Sovetskaya Molodyozh Newspaper, S. Omelchenko from the Delovoi Mir Newspaper and V. Sharob from the Literaturnaya Gazeta.

**Secret payloads revealed...** On June 8, a military Titan 4 booster was launched with a classified payload. It was thought that such a payload was a reconnaissance satellite. However, in accordance with the International treaties, the United States has listed the satellites launched aboard the Titan rockets. The announcement revealed the surprising news that instead of one, four different payloads were deployed, namely USA 59-62.

No orbital data was revealed for USA 60-62 and the purpose of the satellites is not known.

**Mir profits are "hypothetical"...** For the first time, the Soviet space station *Mir* might profit as a result of work done on the manned space station by cosmonauts Anatoli Solovoyov and Aleksandr Balandin. Solovoyov and Balandin took over 2,000 pictures of the surface of the Earth and oceans with each one worth \$1,000 on the world market. It is estimated that the profit earned by the cosmonauts could be 13 million roubles. However, Glavkosmos head Aleksandr Durnayev says that no money has yet been transferred into the account of that agency and the projected amount of 13 million roubles is "hypothetical".

**Sun's atmosphere seems infinite...** On September 22, the *Pioneer 10* spacecraft reached the 50 AU point. This is the point where the spacecraft is 50 times farther from the Sun than the Sun is from Earth. Reaching the 50 astronomical unit (AU) point "marks a new epoch in exploration of the outer solar system", according to *Pioneer* experimenter James van Allen, discoverer of the radiation belts around the Earth that bear his name.

*Pioneer* has travelled farther than any man-made object, a distance of 4,647,809,889 miles from Earth. The launch of *Pioneer* occurred on March 2, 1972. Since then it has not stopped making discoveries about the limits of the Sun's atmosphere, called the heliosphere. *Pioneer 10* is seeking, among many things, the boundary between the solar heliosphere and the true stellar gas. It is also looking for the possible location of a 10th planet.

Communication with the spacecraft, which left the solar planets behind on June 13, 1983, is expected to continue until the year 2000 when *Pioneer* is 6.9 billion miles from the Sun or 74.2 AU's.

It takes 13 hours and 47 minutes at the speed of light (186,000 miles per second) for round trip radio transmission between Earth and *Pioneer 10*, the spacecraft speed is about 28,900 miles per hour. The most important finding yet for *Pioneer 10* about the outer solar system, is the extent of the Sun's heliosphere, which was originally thought to end at the orbit of Jupiter. At the present time, *Pioneer* is ten times farther away from Jupiter and still within the solar heliosphere.

## Atlantis will fly with secret cargo

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

The launch countdown for Mission STS-38 began at 10:30 p.m. last Sunday. Closeouts of the aft compartment are complete. Both of the cargo bay doors were installed on Monday and the countdown events are proceeding without problems.

*Atlantis*' last mission was in February. Then too it flew with a classified Department of Defense (DOD) payload.

*Atlantis*, along with *Discovery* and *Columbia*, were grounded during the summer after a fuel leak was discovered in *Columbia*. Later in October, a beam was left in the engine compartment while the shuttle was

mated with the external tank. However, this only caused minor delays. After being cleared for launch, *Atlantis* was rolled out to Pad 39-A where the launch had to be halted once again last week because of payload anomalies.

The only foreseen problem is the weather. There is only a 40 percent chance that overall conditions will be acceptable for tomorrow's launch. Crosswinds at the KSC Shuttle Landing Facility, ceilings below 8,000 feet and rain showers in the area are of concern.

*Atlantis* and Mission STS-38 will carry a classified DOD payload. A four hour launch window will go in effect at 6:30 p.m. tomorrow.



Shhh, Shuttle is going up... Shuttle *Atlantis* will finally fly again after a trouble plagued summer. Like its last mission, it will fly a DOD payload.

## Is Buran a copy of U.S. technology?

by Dennis Adams  
Space Technology Writer

Since the first pictures of *Buran* were seen, its obvious similarities to our space shuttle caused everyone to wonder. To Americans, the only pos-



Carbon copies...

The Soviet space shuttle *Buran* has only flown once. It is scheduled to fly unmanned again in late 1991 and return some of *Mir*'s crewmembers.

sible reason behind these similarities was that the Soviets had copied the basic design of our shuttle. Besides the Soviets difficulty with their first launch (a subject NASA can undoubtedly sympathize with), the similarities between the shuttles may be few and far between.

According to Mikhail Chernyshov, the shuttle similarities are easily explained: the requirements dictate the design. Different models of cars, televisions, and refrigerators are produced around the world and are all similar in design due to their purpose. His example is that an iron can be designed to be round, but it would not be functional.

The Soviet *Energia-Buran* is capable of bringing 30 tons of payload into orbit and returning 20 tons to earth. *Buran*'s interior shows a clear difference between the two shuttles. *Buran*'s electronics and computers are entirely Soviet made, as are titanium, beryl, aluminum, boride, nobium and other alloys and composites. It's heat-insulation tiles can brag on temperature extremes of up to 1500 degrees Celsius.

To prepare for *Buran*, the Soviets developed extremely sophisticated air and gas-dynamic test beds, heat chambers and unique strength testing equipment. Laboratory aircraft and shuttle models were sent on thousands of test flights. All of its design developments were tested, not only on the ground and in the air, but also in orbit. Four aerospace vehicles were used to test *Buran*'s heat-insulation system.

The entire booster system of their shuttle greatly differs from ours. *Aviation Week and Space Technology* makes a point that the United States has no booster that would rival *Energia* in power. Instead of using solid rocket boosters as our shut-

tle does, *Energia* employs liquid rocket motors. Although more difficult to exploit, the oxygen/hydrogen fuel gives the ability to lift much heavier weights. Our shuttle and booster constitutes one system, where the *Energia-Buran* Tandem is not interdependent.

Also, despite what Chernyshov may lead the world to believe about lacks Soviet safety measures the *Buran* is very "safety-smart". The shuttle is entirely automated, which relieves the crew of the routine tasks and enhances safety. It is also equipped with many other safety features such as an ejection system that will function up to a height of 20km, and a parachute. Since the system has never been used, its effectiveness is unknown. It has at least been designed with a system that may very likely have saved the *Challenger* crew.

*Buran*'s next flight, planned for late 1991, will see it dock with *Mir* and return part of its crew to earth, all in a completely automated mode. It's first manned flight is scheduled for 1992. Its crew will consist of two pilots and a basic reserve crew. It is possible for *Buran* to compliment a crew of seven. Four would be positioned in the upper command section and three in the lower living chamber. At the moment Igor Volk and Rimantas Stankavikus are the most probable candidates for the mission.

The Soviets only plan to fly their shuttle 2-4 times a year, when its immense power is necessary. Otherwise smaller booster rockets will handle lighter loads. The Soviet shuttle concept clearly differs from that of the U.S.

In general, the *Buran* program is also in trouble and some analysts speculate that the entire program may be cancelled as a cost saving measure. It has been admitted in Moscow that the *Buran* program cost the Soviet people 14 billion roubles to build.

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# Astrofuel to be mined from the moon

by **Dennis Adams**  
*Space Technology Writer*

Future energy sources is a topic being looked into very closely today. It is realized that the power plants of today that derive their energy from the burning of fossil fuel will no longer be acceptable. The problem is that these power plants make up to 90 percent efficiency. The only other option thus far is nuclear fission energy. These can operate at 60-70 percent efficiency, but produce dangerous radioactive isotopes.

Now there is another possibility, Astrofuel. Astrofuel is helium-3 that would be mined from the moon. Helium-3 fusion plants are not a new concept, but due to the element's rarity on earth, the theory lacked a great deal of study. With the *Apollo 17* landing, the moon proved to hold a fairly plentiful supply. All factors indicate the lunar resources could supply the Earth's energy needs for at least 1,000 years. The Helium-3 originated from the sun and was carried to the moon by solar winds.

Several mining sites are being studied. Through the *Apollo 11*

mission, the U.S. has determined that the *Sea of Tranquility* is the prime target for initial investigation. It seems to have a high potential for many tons of Helium-3 below the surface. The *Apollo 17* mission points to the vicinity of *Mare Serenitatis* as another possible location.

The actual act of mining the soil is also under study. The University of Wisconsin's Center for Space Automation and Robotics is designing solar powered robotic equipment to do the mining. These devices would scoop up the top layer of lunar soil and heat it to separate the Helium-3 from the other lunar material. The unused material would be dropped off the back of the lunar miner causing minimal environmental impact to the moon, and in effect, covering

its own tracks. It has also been estimated that the cost of exploiting the resource would be equivalent to paying \$7 per barrel for oil.

Besides a vast energy resource, Helium-3 also creates byproducts such as helium, nitrogen, water, methane and carbon-oxygen compounds. These would permit food growth, a water supply and even the establishment of a contained atmosphere for thousands of lunar inhabitants.

It is also very important to note the one byproduct not created during Helium-3 processing is a radioactive isotope. In the worst reactor accident, no meltdown would occur. When the reactor life is spent, it would be disassembled and disposed of as low-level nuclear waste.

Lunar soil can also provide several other resources needed on

Earth. Ilmenite has proven to be abundant on the lunar surface and is a possible source for iron and titanium. Plagioclase is extremely widespread on the moon and is a potential source for aluminum and silicon.

So far the main difficulty with the program is that we still do not have a feasible design for a fusion reactor. Since the University of Wisconsin began its fusion program in 1963, it has granted some 186 Ph.D.'s. However, no one has been able to develop a reactor to date that releases more energy than it consumes.

Studies are continuing as interest grows and potential ways of commercial exploitation are realized. As the United States continues its quest for the stars, the Moon will most likely be the departure point.

This and the pressure for new advanced technology will no doubt lead to the development of a safe and efficient fusion program. Once this obstacle is cleared, NASA and probably other international space organizations will create a program that will enable man to mine the Moon for its resources.

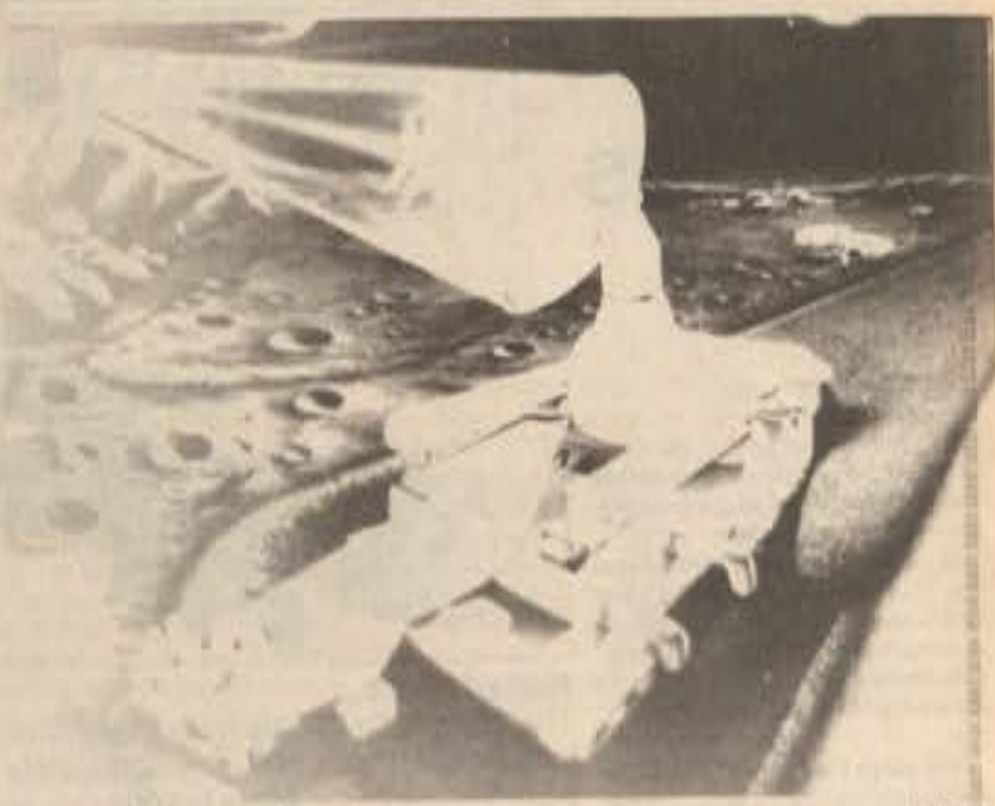


photo by NASA

**Lunar soil can also provide several other resources needed on Earth. Ilmenite has proven to be abundant on the lunar surface and is a possible source for iron and titanium...**

**Gold mining on the moon...**  
The University of Wisconsin-Madison has come up with a concept for a robotic unit to extract gases from lunar soil. It will take time to fully develop the robotic unit, but it seems a good energy alternative.

## Re-entry capsules are again looked to for space market

by **Marcelle Gibson**  
*Space Technology Writer*

Researchers identify re-entry capsule services as a growing international market for the 1990's. Small capsules could provide researchers with regular access to space. Orbits can last as long as 120 days with high quality microgravity environments of 10<sup>-4</sup> to 10<sup>-6</sup> G's. Upon retrieval, the researcher can analyze results, modify the experiment and re-fly the system within a year. Rapid research would be a boon to scientific endeavors.

Reentry capsule technology has fundamentally remained unchanged since the 1960's except for new heat shield materials and space subsystems improvements. New manufacturing methods developed in the United States allow spacecrafts to be built more economically than their predecessors. Capsules could help achieve a balance between expensive manned missions and lower cost unmanned research platforms.

Ballistic design is the industry trend for cap-

sules. The best known is the blunt nose cone developed by General Electric for the U.S. *Discoverer* program. This design has proven effective in over 500 flights. It offers good volume/mass ratio for microgravity experiments and best optimizes sample payload capability for small launch vehicles. The Chinese FSW and MBB Express parallel the *Discoverer* design.

The Soviets extensively employ spherical capsules like photon launched by a *Soyuz* rocket. *Apollo* and *Gemini* style capsules with maneuvering abilities include the *Dornier Rawmkurier*, *Aeritalia Carina*, and *MAN Arane 415* capsules. Space Industries and British Aerospace are now developing high lifting capsules.

Previously these received little research attention due to high development and refurbishment costs plus operational complexity.

After four years of limited space flight since the *Challenger* explosion, microgravity scientists are returning to proven methods like reentry capsules for space research.

**Re-entry capsule technology has fundamentally remained unchanged since the 1960's...**

## Satellite entrepreneur speaks to ERAS

by **Jose L. Vazquez Jr., Roland T. Houle Jr. and Michael D. Fried Jr.**  
*Space Technology Writers*

Last Wednesday night, the Embry-Riddle Aerospace Society (ERAS) had a guest speaker from Astrotech. Steve Griffin, a West Point graduate, lectured the highly motivated group of space interested students about his company.

Astrotech is the only commercial owned and operated payload processing company. It only employs eleven persons and is located in 40 acres of land only miles from the Kennedy Space Center in Titusville, FL. The company provides facilities and support for the launch site preparation of satellites and other payloads which are launched into space aboard Delta rockets, Titan rockets and the space shuttle.

Full service capability is also provided in the areas of assembly, mechanical integration, 3rd stage rocket motors, propellants and station keeping of satellites while in orbit. The physical facilities

consist of various clean rooms, payload storage facilities, hazardous and non-hazardous processing facilities (explosion proof rooms) and environmental control rooms.

All these facilities occupy only part of all the 40 acres giving Astrotech the ability to expand when needed. In fact, all the necessary permits for expansion have been issued already.

Astrotech contract prices are 20-25 percent less than government prices. This is possible since the government is not allowed to compete with commercial entrepreneurs. Commercial contracts are handled in a fixed price fashion. That is, the price is set at the beginning of the operation and it guarantees the use of all the facilities and equipment.

Usual cost per contract run between .9 and 1.2 million dollars. The processing would take about 12-16 weeks and the company renting the facilities brings its own people in charge of doing the work on

the satellite. And for that price, Astrotech will even fly the flag of the nation whose payload is on the premises. There is enough room for five different payloads to be processed at one time.

There is a NATO satellite that will be processed at the Astrotech facilities which will be the 25th satellite to go through the facilities. The NATO satellite will fly into space in mid-December aboard a Titan rocket.

This activity of the Embry-Riddle Aerospace Society is one of the last ones of the semester. Other activities have included going to the *Discovery* launch, going to Space Camp, having a BBQ at the Ponce Inlet and having an aviation art sale in school. The last two activities planned are a planetarium visit tonight and an awards dinner in two weeks. ERAS is no doubt one of the most active clubs in the university with a continuous high number of members attending the weekly, Wednesday night meetings in room E-609.

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# INSOC releases HACK

by Jason Simon  
Diversions Editor

The Information Society has finally released their new album, which is entitled *HACK*. This album is the follow up to their first album.

If you can remember, the Information Society's first album had some hard hitting songs with digitized introductions and background tracks. Unfortunately, this album seriously lacks the quality found in the first album.

The songs have very little redeeming quality; the feel of the Information Society is missing from this album. Of the fifteen songs on this Compact Disc there is only one which I truly like, that is the first track, titled "Seek 200." In the other tracks the lyrics sound butchered into the songs, and that isn't saying anything about the third grade quality of the actual music. This is a very poor attempt at a comeback album.

Before I jumped to any conclusions, I decided to re-review the



photo courtesy of Popose

## Hacked album....

The Information Society has finally released the follow up to their first album, *HACK*. Unfortunately *HACK* lacks the spirit that made the group famous

songs on their first album, then I played *HACK* immediately afterward. The groups instruments and vocals gave the fact away that it was Information Society but the style change was dramatic. The new songs are at best described as new wave, but it was a shame that they didn't stick to their original style. It would have made for a better album.

Overall *HACK*, created by the Information Society almost made me do

as the title said. For those who enjoy the sound of the Information Society, the only thing I can recommend is stick to the first album. This is not a disc for listening, this is a disc for laying down and avoiding. But for those who like to remember the haunting sounds of their third grade band ensemble, *HACK* is available at most major record stores for about fifteen dollars. However I still think you should wait for it to go on sale.

# Eddings' Diamond Throne sparkles

by Joseph A. Salerno  
Staff Writer

*The Diamond Throne* is the first book in the *Ellenium* series by David Eddings, author of the bestselling *Belgariad* series. Now available in paperback, *The Diamond Throne* is an exciting book written in the typical Eddings fashion.

The story is divided into sections, which, like the *Belgariad*, are titled after the cities in which they take place. The sections are further subdivided into chapters.

The setting for the novel is a world created by Eddings which has some similarities to medieval Europe. The most prominent similarity is that the central religion of the land is a monotheistic church which worships a deity known only as God, which parallels the God worshipped by the Roman Catholic Church of the real world. Though the God of Eddings tale doesn't have a Jesus tale within his history. The church which worships him is structured the same as the Roman Catholic Church. However, instead of a Pope, Eddings church is headed by an Archprelate.

The book's plot is thick and exciting. The story revolves around a knight by the name of Sparhawk, who is a member of a militant branch of the church known as the Pandion Knights and the Queen's champion. It is the militant orders who fight the church's battles. Upon return from a ten year exile, Sparhawk finds his Queen ill and encased in a block of crystal that sustains her life and will preserve her for one more year. He takes it upon himself to find a cure for his Queen's ailment. During his search, he finds himself becoming wrapped up in the plots of others, including the schemes of a crooked clergyman aspiring to the Archprelacy, the fantic maneuvers of a religious heretic and the aspirations of an evil god.

*The Diamond Throne* is colorfully written and filled with exciting characters who, as always, have that Eddings sarcasm always ready at a moments notice. It is worth the

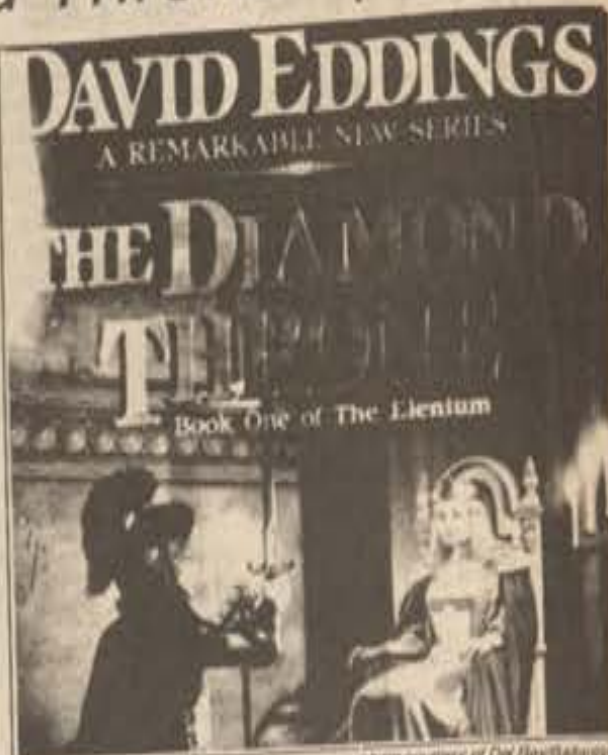


photo courtesy of Del Rey/Ballantine

## Many faceted...

David Eddings invents colorful, complex characters with believable human traits in his book *The Diamond Throne*.

time involved to read *The Diamond Throne*.

The *Ellenium* series is continued in *The Ruby Knight*, which is due out in hardback copy this November, and ends with *The Sapphire Rose*, which is forthcoming from David Eddings. The entire series is published by Del Rey Books/ Ballantine Books.

# Eric Johnson plays at Finky's

by David Fekke  
Diversions Writer

Eric Johnson performed at Finkys last Thursday night. It was only the second night of his *Ah Via Musicom* tour. If you have not heard of Eric Johnson, you will soon.

The 36 year old guitarist and singer from Texas dazzled audience members with his music and technical playing style.

He played songs from his 1986 album *Tones*, and the new album.

Johnson received virtually no airplay off of *Tones*, but two songs off of the *Ah Via Musicom* have received limited airplay from a couple of rock stations. The song over the radio that is getting the most airplay is "Cliffs of Dover", which is an instrumental.

The songs that highlighted the show were "Cliffs of Dover", and "Zap". But Johnson played with an incredible amount of energy through all his songs.

Instrumental music has not been popular in the past. A couple of instrumental guitarists have gained some notoriety over the years. People like Jimi Hendrix, Jeff Beck, Steve Vai, and Joe Satriani have played instrumental music, and their music is becoming more popular.

These people are paving the way for other musicians, like Johnson, Johnson is destined to become a major influence for many musicians.

On this tour, Johnson brought along two very good musicians to accompany him. Kyle Brock moved the audience with his bass playing, while Tommy Taylor hammered away rhythms on the drums.

While Johnson used complex chord structures, he had incredible dexterity and speed, and is the most accurate guitarist I have ever heard.

By the end of the concert, Johnson and his band had come out for two encores. They had put on a very good show.

There were no major glitches, except for some minor amplification problems, everything went smoothly.

Johnson is just one of the major acts that has performed at Finkys recently. Earlier this semester, Dread Zeppelin and Vixen played there. Meat Loaf is going to play on the 14 of this month, and Edgar Winter and Rick Derringer will be playing on the 29.

Johnson is no stranger to clubs. He said that he had been playing in clubs since he was 14. He had been working as a studio musician before making his first album.



photo by Joseph A. Salerno

## Excellent music...

Eric Johnson is currently touring in his *Ah Via Musicom* tour. Finky's patrons were recently treated to the sights and sounds of Eric Johnson and his band.

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# Collins releases live CD

by Jason Simon  
Diversions Editor

I really think Phil Collins is the only person in the music business who can do no wrong. After many hit albums and singles he has released a compilation of live songs from his "Serious Tour 1990" titled *Serious Hits...Live!*

The hits begin with a live recording of "Something Happened On The Way To Heaven" which sounds very good. Collins, unlike certain performers like Madonna, sounds just as good in person as on disc and this proves it. The only drawback was the sound of the background singers which were a little off key for the performance.

The next song is "Against All Odds" which was excellent, followed by "One More Night", "Don't Lose My Number", "Do You Remember",

## PHIL COLLINS

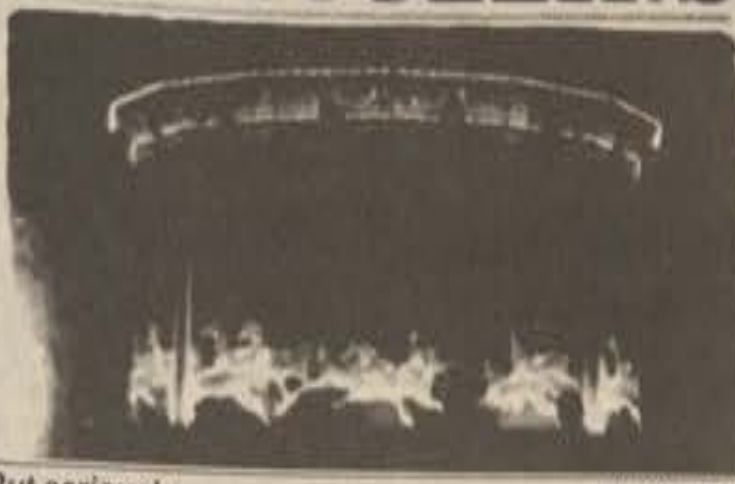


Photo courtesy of Atlantic

### But seriously...

Phil Collins has released a new album which features live cuts from his recent tour.

"Another Day In Paradise", and "Separate Lives."

After "Separate Lives" the disc continues into "In The Air Tonight" which is the best performance on the entire album.

After "In The Air Tonight", *Serious Hits...Live!* continues into "You Can't Hurry Love", "Two Hearts", the smash hit "Sussudio", "Groovy Kind Of Love", "Easy Lover" and finally

"Take Me Home."

A total of fifteen super hits on one album, what more could someone want from a Compact Disc. Phil Collins really hit a homerun with the release of *Serious Hits...Live!* Mainly because he sounds just as good live as he does in the recording studio. *Serious Hits...Live!* is available at record stores everywhere for about nineteen dollars in Compact Disc.

# Child's Play II is horrifying

by Jason Simon  
Diversions Editor

*Child's Play II* hit the theaters last Friday. I expected another dull sequel to a horror movie, such as Halloween Five, but I was drastically wrong.

The movie starts out in the toy factory where the Good Guys dolls are made. The president of the company is worried about the sales of the Good Guys dolls since the problems encountered with the Chuckie doll have hit the front pages of Chicago's newspapers and television news shows. One of the president's advisors tells the president that he has nothing to worry about, and that the company currently has the Chuckie doll that was supposed to be possessed. He also tells the president that the company is currently rebuilding the doll to do tests on it.

In the lab are two technicians who report that all systems aboard the Chuckie doll are performing normally, the only thing left to do is insert the doll's eyes. A robotic crane is used to insert the doll's special moveable eyes. At first the crane refuses to work, then it inserts the eyes. What happens is that all hell breaks loose, the crane apparently has a malfunction and sends feedback to the operator, deadly feedback which throws the technician through a plate glass window. Chuckie is back!

Later in the movie it is discovered that Andy, The little boy who owned the Chuckie doll in the first place, has finally been removed from the children's hospital mental ward and is being escorted to a foster home, since his mother is still insane from the original Good Guys doll incident. Little does he know that Chuckie is back and look-

ing for him. Since Andy was the first person Chuckie revealed his true identity to; Andy is the only person Chuckie can transfer his spirit into in order to be human again. This leads to some awesome killing scenes and car chases as Chuckie tries to find Andy so that he can be Human again.

As far as the quality of the movie goes. The special effects were first rate and it looks like they made some serious improvements in the actions of the Chuckie doll, since it appears more lifelike than ever. The only technical problem I saw in this movie was when they filmed a basement scene in the movie. It was obvious that the camera was not mounted on a tripod or on a camera track. The images filmed in this one scene seem to bounce around the screen, as if a Daytona Beach tourist were put on salary to make home movies.

The one thing I really enjoyed was the fact that they interjected some subtle humor in to the killing scenes, such as when the foster father is walking down the stairs to the basement scene. Chuckie hooks one of his feet with a fisherman's gaff and effectively hangs him by his feet from the stairs. Chuckie then circles around to the front and into the face of the foster father. Chuckie then asks the father "how's it hanging" before he releases him to fall to the floor, breaking his neck in the fall. Little flashes of humor are what make this movie not only horrifying, but funny.

Overall, I would recommend those who enjoyed the original *Child's Play* to go see this movie. There is no way you could be disappointed in this performance.

# Mary's Danish hits big

by Brian Gerk  
Managing Editor

Mary's Danish took everyone by surprise last summer with their smash single "Don't Crash the Car Tonight," and after numerous opening stints with other Los Angeles bands such as The Red Hot Chili Peppers and Thelonus Monster, they had firmly established themselves as a superior rock band.

Occasionally compared to the likes of L.A. rock gods X, Mary's Danish released *There Goes the Wondertruck*. Soon developing their own following and proving themselves to be a rich pool of talent and originality. Their unique mix of twin lead female vocalists along with frenetic punk and jazz influences thoroughly absorb the listener in a psychedelic magic carpet ride through the weird worlds that comprise the L.A. basin.

You can imagine what a delight it was for me to find out that this superior band had released a live album that was recorded in my very own hometown at the Ventura Theater.

The theater, with its neo-gothic architecture, is a perfect venue to showcase the diverse elements of this band. Patterning their latest release after classic 60's packaging. Mary's Danish presents *Experience*, a grand sample of the energy that this band exhibits on stage.

This album was obviously made with Jimi Hendrix in mind, down to a rave-up rendition of "Foxy Lady." The members of Mary's Danish recently expressed their approval of the new record. "We like this a lot," said vocalist Julie Ritter "because we consider ourselves a live band first, and both this and the (soon to be released) home video capture the spirit of the band. It just rocks. You can also see more of the influence of James (Bradley, Jr., the drummer) and Louis (Gutierrez, guitarist), both of whom joined the band late in the stages of recording of *Wondertruck*." This is also great for people who may not have seen us live yet, so they can get a chance to "experience" it."



Coffee and a danish...

Mary's Danish, pictured above, have firmly established themselves as a superior rock band.

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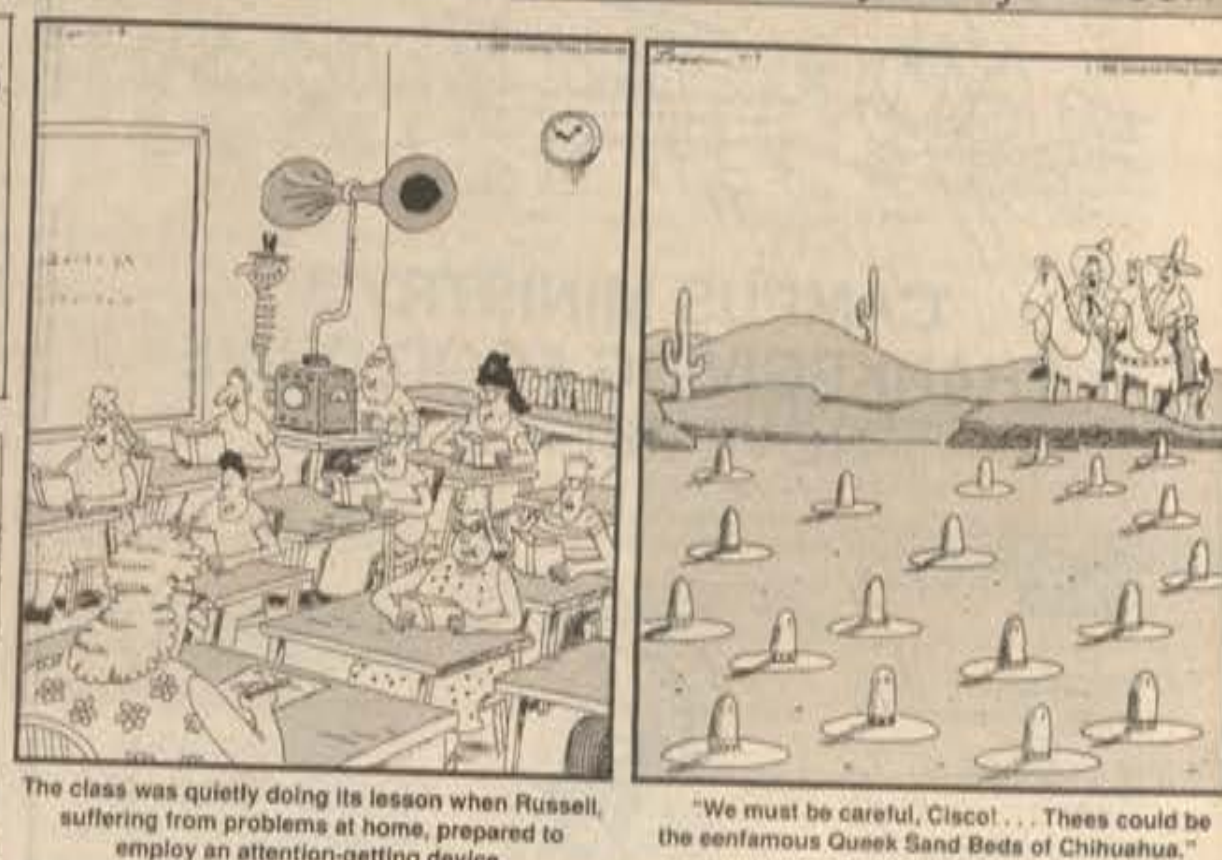
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by Joe Martin



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by Gary Larson

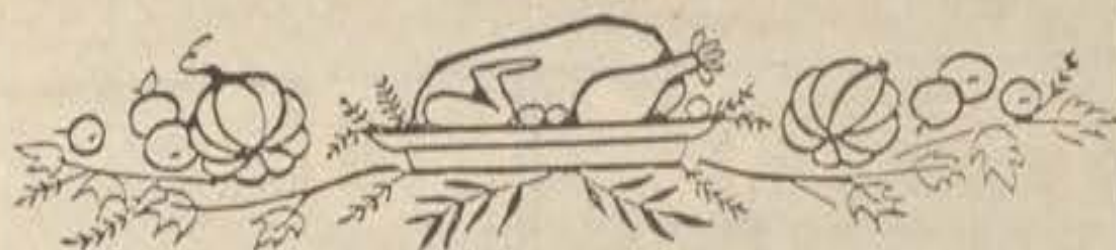


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by Mike Peters







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Anyone, especially work sections, clubs & organizations, can donate a whole family meal. All of us can afford at least a few items to share with those in greater need.

Any department, work area, housing, clubs, or organization wishing to have it's own box should contact the Office of Campus Ministry at extension 6580.

Office of Campus Ministry - Dorm 2, Room 277 - 239-6580

BOXES LOCATED IN: SPRUANCE HALL & STUDENT CENTER

## Wright Flyer Monument Dedicated

by Negar Afshar-Zasnjani and  
Jon Osterholm  
Campus News Reporters

Embry-Riddle President Kenneth Tallman began the dedication ceremony for the Wright Flyer Monument, welcoming all those in attendance on Friday afternoon, November 9, at about 3:05.

Due to rain, the ceremony was moved from in front of the monument to the covered walkway on the east side of A-building.

This was not the only change in plans. The Experimental Aircraft Association flyover was moved from after the ceremony to before the ceremony, due to an airliner scheduled to be in the area at 3:30 pm.

The sculptor of the monument, Larry Godwin, who was interviewed last summer by the Avion, could not attend the ceremony.

Father Morris of the Campus Ministry did the invocation immediately following Tallman's welcome.

President Tallman explained that the original idea of the Wright Flyer

sculpture was that of two now-graduated students, Shannon Murphy and Phil DeLange. He presented the crowd of about 100 people two plaques resting on stone pedestals, located between the sculpture and the Jack Hunt Memorial Library.

One plaque lists the people and companies or organizations who provided funding or services for the project. The other plaque explains the scene depicted by the sculpture.

The Wright Flyer inspired student Jon Osterholm to write a skit about the Wright brothers. Tallman stated, which was performed at the dedication by Osterholm and two other students, Greg Naccarato and Jason Simon. Wayne Pickering, a 47-year-old Vietnam Veteran and a professional speaker, was the Narrator for the brief historical play.

In the sketch it was revealed that the Wrights' revolutionary idea for roll control, called wing-warping, was thought up at their bicycle shop. Wilbur was inspired to the idea while lackadaisically toying with a small

box. The skit also depicted the morning that Orville Wright made the first flight, which the stainless steel sculpture recreates. The actual picture was taken by a witness, John T. Daniels, on December 17, 1903.

After the skit, Embry-Riddle was given a plaque with a piece of cloth from the lower left wing of the Wright brothers' original airplane. This was presented by a grand nephew of the Wrights, Wilkinson Wright.

Mr. Wright is the grandson of Lorin Wright, Orville and Wilbur's oldest brother. He spoke of his grand uncle, Orville Wright, whom he knew (Wilbur Wright died in 1912). He said Orville was shy and quiet, and that the two things Orville valued most were education and flight. He commented that Orville would fit right in at Embry-Riddle.

Tallman concluded the ceremony by thanking everyone, especially Mr. Wright, and inviting everyone to see the sculpture up close.



### A moment frozen in time...

The Wright Flier was dedicated last week, even though there was rain.

### MAILROOM (continued from A2)

While talking to the supervisor, I understood that the supervisor had no intention of mailing our notices (at least not in the near future), so I got my club president to talk with him.

The manager told the president that he would not mail the notices because he had a personal problem with them. He stated that he would give the notices to his superior.

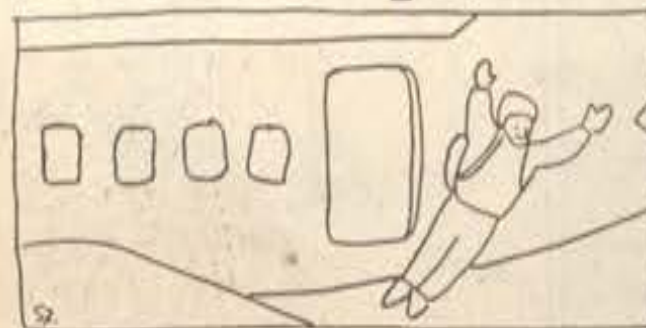
Why can a mail room worker read our mail and then refuse to send the mail because of a personal problem with the contents of that mail? Is this legal?

From this incident, many questions have arisen in my mind. Why does the mail room read the students' mail? Is it legal to hold mail? If so, can it be done for personal reasons? Why does the mail room administration support such activities?

The biggest question I have, however, is what can a club do to stand up to groups like the mail room who are preventing the student clubs and organizations from utilizing all the campus facilities which the students pay for?

If anyone has answers to these questions, please respond. Since the mail room effects all of us, I feel it is best if they worked for us instead of against us as they clearly did here.

## A course where the only way to pass is to drop out.



For information about skydiving classes call 258-2179 or stop by the Skydiving Club meeting Thursday at 7PM in room E611.

**Embry Riddle University Skydiving**

## MEMO

To: Students/Faculty/  
and Staff  
From: Phoenix Yearbook  
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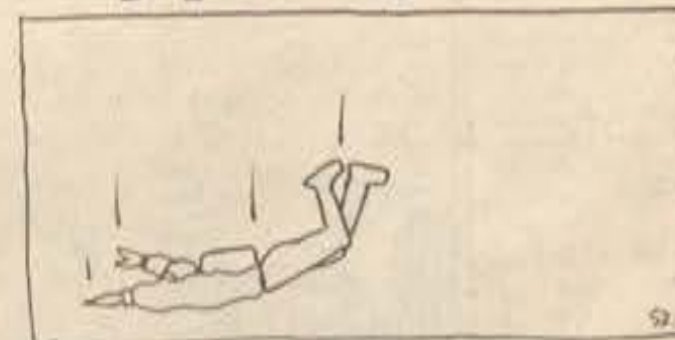
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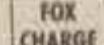
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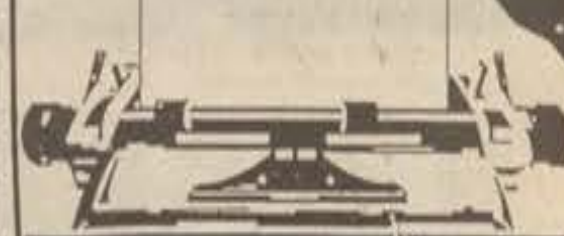
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## → Autos for sale

1980 PLYMOUTH HORIZON, automatic, air, power steering and brakes, bucket seats, 1675, 257-4321.

1982 BUICK SKYLARK, automatic, a/c, power steering and brakes, excellent condition, \$995, 257-4321.

1979 GOLD WING w/ fairing and trunk, new exhaust and battery. Runs like new. Call Jim at 239-5952.

1981 CHEVROLET CITATION X-11, V-6, 3 dr., auto, air, PS, PB, sm/fin cassette, 70K miles till, cruise, good tires, new brakes, runs fine, call Chad 756-9238 \$1600.

1979 OLDS CUTLASS SUPRIME, PS, PB, 2 door, automatic V8, new low profile tires and mags, tinted windows. Must see to appreciate. A steal at \$1000 o.b.o. Contact Tom at 258-3714.

1984 MAZDA B200 Truck runs perfect. Body in good shape. \$2,350 or best offer. Call Rog 756-5784.

1977 JEEP CJ7-304 3 Speed \$1500 Call Jay 761-8978.

HONDA CB 1100F Runs good looks good call 760-6417 for info. \$1000 O.B.O.

1981 BUICK REGAL, 67000 miles excellent condition, PWR Steering, power locks, PWR windows, AM/FM Radio, 2 doors, BRWN/Beige good tires. Asking \$1995 or best offer.

HONDA XL 600 1987 4,000 miles like new ones legal! Asking \$1,600.00 call Joe 257-4321.

FOR SALE: 1978 Ford Fairmont 6 cyl A/T 4 dr. good tires some rust. asking \$500 call Jeff at 255-6674.

CAR FOR SALE: \$1600 Chevrolet Citation X-11, V-6, 2 dr., PS, PB, cruise, tilt, AM/FM cassette, 70000 miles, good tires, new brakes, runs fine. Call Chad 756-9238.

1984 LINCOLN MARK VII white with blue tint. top very, very, nice. \$6,000 Bob 252-6081.

Jeep XJS with full rare 454 corvette engine with 400 turbo trans, automatic FLY (LOW for 11,800) Bob 252-9681.

1983 GMC CUSTOM VAN all power plus and air \$1750 Bob 252-9681.

1979 VW RABBIT 2 Dr. very good much condition \$850 Bob 252-9681.

1981 HONDA CB-750F new, metalizer tires, new midnight blue paint, Vance and Hines exhaust looks great call Rich 239-0334 6839.

1987 BLACK SUBARU XT Turbo 4 wd. Great condition, new clutch and c.v.s., power everything 5 speed call 255-4767, \$7500. Ask for Ramiro.

1970 CHEVY STEP SIDE pick up wood bed 307.3 spd runs good, looks good. New tires, exhaust. Brakes 1 1/2 yrs. old. Call 251-7472 after 5:00.

## → Cycles for sale

1982 HONDA NIGHTHAWK 450. Includes helmet and cover. \$450 call 257-5749.

1983 CB1100, Honda very fast, looks good must sell \$1000 O.B.O.

1986 SUZUKI GS450 1-1, excellent condition \$875, 257-4321.

1988 HONDA HAWK-650 cc, 10K, mini condition, new rear tire, supertrap exhaust, \$2300-extras available. Call Chris at 257-6239.

1986 HONDA XR200R \$1000 o.b.o. 756-4350 after 2 pm. Ask for Jim.

1983 KAWASAKI GPZ 305, fast and light sport bike, 10K, \$1000 252-2164.

## → Misc. for sale

WINDSURFER 12 FT board complete w/sail, boom, and mast. Great beginner board. \$250 incl. Call Brent 274-3220.

8-piece drum set, w/roto's, boom stands and cymbals. \$250-give away, call Dan, 239-0196.

RAPID FIRE! Free throw basketball game, bar style, new \$100, call Dan 239-0196.

6'3" westwind surfboard, lots of color, skull and crossbones, astrodeck, no dings. \$160. Call Chad 756-9238.

Scalplane/Glider instruction, libro lesson \$28.50. For more info, call Drew at 252-2164.

EXERCISE SYSTEM: Weight bench with curl, butterflies, leg press, much more. Paid \$200. Sell for \$125. Call Pete, 761-0917.

ONE WAY TICKET to Chicago. Good until Dec. 13th 760-6076.

8X-MAS IS COMING! Get her diamonds at a low price. 1/4 ct diamond pendant and 1/2 ct tw. diamond stud earrings. Written appraisal at \$935.00 Asking \$633.00 Call David 676-0487.

Acu-B refrigerators, never been used, \$75 OBO call Mr. Jim 760-760-1630.

FOR SALE: 2 plane tickets, 1 male, 1 female, one-way to Philly, leave Dec 30. Asking \$75 each call Mike 254-6988 or contact Box #6193.

SANYO CD player w/remote excellent cond. \$100 call Brian 760-8192.

FOR SALE: Texas Instrument TI-60, ex-"flint condition" (2 yrs old) Have manual

FOR SALE-weight bench with weights, \$50; beach cruiser, \$45; O.B.O. contact Matt at 253-4086 or Box 6767.

LOOKING TO BUY AN expensive PS/2 or a cheap made in Japan clone? Don't! I'm selling cheap, a Zenith at computer (made in U.S.A.) with a 286 CPU, 40 Meg Harddrive, both 3.5 and 5.25 inch floppies, a high resolution color monitor and a 1200 baud modem. Must sell! Act now and get a bonus gift worth many times the price of the computer. Contact Jon box 5406, or call 255-4941.

\$99.00 Weekend Accelerated Ground School - Private Pilot or Instrument. \$49.00 refresher for rated pilots. Aircraft Rental \$35/hr. Cessna 152. Call toll free 1-426-0007 evenings.

\$1950 "Frank Mini-Tower 80386SX 16Mhz. Was \$2500. Almost new. 21 times IBM PC speed. 40 Megabyte IDE Hard Drive. 4 Megabyte RAM. 2 Floppies. MDKalt-syn VGA color monitor with 1024 x 768 res. 512K video RAM. DOS 4.01, 101 keys. Mouse Joystick. Adlib music synthesis system. Leave message for Joe at 238-7355.

FULL SIZE BED less than one year old for only \$80. Includes mattress, box spring and frame. Must sell soon!! Contact Amber 239-9464, leave message on machine, or box #6110.

HP 41 CX: engineering calculator with advantage pad and all manuals. Asking \$125. Call 254-0761 leave message.

SURFBOARD: TOWN and COUNTRY 5'10" adjustable tri-fin, nose guard, bright colors, good shape. \$200-call 254-0761 or leave message.

BOAT FOR SALE 16ft. Penn Yan with trailer. 120 HP Mercury IO and Mercury Stern Drive. Motor needs exhaust manifold to run perfect. Call for more details. Many extras. A steal at \$700.00 firm. Jim 255-7179.

TANDY 1000 SL 640K RAM DUAL 5 1/4 drives MS-DOS/BASIC and Desktop disks mouse and joystick included. \$800.00 (504) 253-7465.

GO SURFING: 6'3" West Wind surfboard, excellent condition, lots of color, skull and cross bones astrodeck. \$170.00 Call Chad 756-9238.

SEGA GENESIS, WITH 1 Touch Pad 1 Joystick and over \$450 WORTH OF Games/Cartridges asking \$300, 788-9871.

4 SALE - COMMODORE 64 with all options. Disk Drive, printer many store bought games, copied programs, word processors, need to sell \$350 o.b.o. call Jay 252-0365 leave message.

HEWLETT PACKARD CALCULATORS FOR SALE all models available, brand new, HP 48 SX 260.00, HP285X-170.00, (best prices in town) contact Gustavo-767-9612 (early mornings and evenings) (weekends all day).

## → Miscellaneous

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WANTED-DOG looking for a boxer that needs a good home. Large yard, loving home on nice neighborhood. I need a companion that can get along with cats! Rita: box 3584, 253-7465.

DO YOU NEED A RIDE HOME FOR THANKSGIVING? I am headed to Richmond, VA. Looking for someone along I-95 who needs a ride and willing to pay half for gas. If interested call Craig at 253-9028.

## 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.
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Rem \$155+1/2 utilities. Contact Andrew asap. 253-2479/box 4226.

Roommate needed for spring at Cypress Landings. Call 252-5297 or ext. 6175. Ask for Alan.

Roommate wanted for 2 bedroom, 1 bath apt. minutes from ERAU. \$200 mo.+1/2 elec. and phone. Free cable. Microwave. Suten Place Apts. For more info call Brian or Mark 238-7191.

Roommate Needed! Share large one bedroom apt. at Breakers Apts. \$220 permo.+1/2 utilities. Call 238-7791.

WANT SOMETHING TO SLEEP ON!!! Queen Size mattress and box spring like new. 3 months old. \$85 call Janey 252-6247. ERAU Box 4152.

HAVE 1975 C-150 (3400 T.T.) interested in selling 1/2 ownership. good radio's fresh annual (Oct.) Also interested in renting block time to PVT Pilot and up. Call Nick Mouton 253-3969.

LET THE JAMMER J.J. spin your favorites at your next party. I have the equipment and the vinyl, all I need is a place to play. Reasonable rates. Call J.E.T. Productions J.J. at 253-4329.

\$99.00 WEEKEND ACCELERATED ground school-private pilot or instrument. \$49.00 refresher for rated pilots. Aircraft rental \$35/hr. Cessna 152. Call Toll free 1-426-0007 evenings.

WANTED: 19"-25" color T.V. w/remote. Must be cable ready. Small microwave oven. Small toaster-oven w/under the counter mounting. All items must be immaculate I'm very picky! I'm also looking for substantial deals. Also looking for free used bike frame. Neal 254-8406.

TM LOOKING FOR A-RIDE to Tampa Bay over T-giving. Let's split the \$2005. Would like to leave on Wednesday Nov. 24 contact Tim at Box #5358.

TENNIS LESSONS given by European circuit player. Reasonable rates. Call Tom #673-1473...NOW.

## → Roommates

Roommate needed: Forest Glen, 1.5 miles from ERAU, available immediately, \$200/mo+1/2 utilities. Call Dave or Brad 255-3413.

Roommate Wanted: Brand new townhouse for rent. Features 3 large bedrooms, 2 full baths, new appliances, and only 3 miles from school. \$200+1/2 utilities. Call 788-2369, ask for Dave.

Roommate wanted to share 3 bedroom, 2 bath house for spring and summer. Call 676-2909.

Roommate needed- for spring 91 semester and on. Share a huge 1 bedroom apt. Microwave, vcr, cable, fully furnished(expect your bed.)

## → Personals

Miss IPT,  
It was totally unexpected, but I had a great time.  
???

Bibo,  
You invited him!  
JD

Fox,  
You're the only thing making this semester worth while.  
Your frisky snow wreath

Hound after my fox,  
They shoot mad dogs don't they?  
Fox's mate

Arron and Jeff:  
I'm glad I finally got to meet you guys. I just wish you knew how much I want to get to know you better!  
QPBC

Baby,  
So howdy, chicken legs and the saliva man aren't good enough. Good luck on new endeavors, you lose!

To Concerned Engineers and Pilots:  
If it weren't for pilots, engineers wouldn't have jobs.  
If it weren't for maintenance neither of us would have jobs.  
If it weren't for all three of us, the NTSB accident investigators wouldn't have a job-remember, no one is perfect.  
Signed, God

Miss IPT,  
I can't believe I ate Sushi and you didn't keep your end of the bargain.  
???

Bob,  
What did she ask you at 1:40am on Nov. 7th?  
JD

I know your out there.  
You you!  
The one from Haddon Hls. I'm a Gamet too!  
Drop by room 158 dorm 1 or drop a note.  
Box 5136.

TO THE OFFICE  
Why not!  
BIC

NEW ENGLANDER  
Have a good Thanksgiving and you know where I am. Stop by some time.  
WORLD TRAVELER

HOW MANY pilots does it take to screw in a light bulb?

ANSWER: one, but they got three credits for it.

HOW MANY ENGINEERING students does it take to screw in a light bulb.

ANSWER: one, but they are charged a \$50.00 lab fee.

ANYONE AND EVERYONE  
A riddle female calendar was considered at one time but dumped because there was only enough for eleven months.

TO THE RED HEAD IN HU221:  
Your performance was very good Monday night. Break a leg Saturday night.  
BIC

MARTY  
You owe me a bowl of clam chowder!  
JASON

DANETTE  
T.G.I.F.  
TAMI

MICKY  
Good luck on Saturday. Bring home some gator luggage.  
NORM  
M.H.I.P.

TO ALL YOU CONCERNED PILOTS AND ENGINEERS:  
Quit writing stupid personals. I don't want a pilot crashing a defective plane because you didn't study.  
CONCERNED ATC

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Movie Gallery With Coupon  
Expires 12-31-90 ERAU

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Fri. - 2 For \$4.00 Sat. 2 For \$5.00  
Rent On Saturday Return On Monday For \$2.50 Each

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