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Embry-Riddle Aeronautical University

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THE AVION

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Florida's foremost student newspaper from a private university

May 15, 1991

Dr. Steven M. Sliwa to be new President of ERAU



Mr. President...

Dr. Steven Sliwa should be arriving at ERAU in June. Sliwa, along with being an engineer, is also a pilot with 2600 hours.

by Delannor Mance
Business Manager

Effective July 1, 1991, Dr. Steven M. Sliwa will begin his tenure as the next President of Embry-Riddle Aeronautical University. When the current president, Lt. Gen. Kenneth L. Tallman (U.S. Air Force, Ret.) announced that he would be retiring last year, a presidential search committee was immediately formed.

John C. Adams, chairman of the committee, announced the final decision at a secondary Board of Trustees meeting on April 28, 1991, held at a location in Atlanta, Georgia. Dr. Sliwa will officially be designated president after signing an appropriate contract.

Education: Dr. Sliwa earned a Bachelor of Science in Engineering at Princeton University, a Master's in Engineering at George Washington University, and a Master's in Business Management at Stanford University. He continued on at Stanford University to earn a Doctorate in Engineering from the Department of Aeronautics and Astronautics.

Experience: In 1989 Dr. Sliwa joined an engineering software company, Integrated Systems, Inc. (ISI) where he now serves as vice-president in charge of product development. With his assistance, the company's sales jumped from \$8M in sales to nearly \$20M last year while maintaining over a 15% margin after tax. Dr. Sliwa improved several systems including market focusing, strategic planning, and optimal

deployment of resources.

Before joining ISI, Dr. Sliwa was deputy division chief of the Guidance and Control Division at NASA-Langley Research Center, Hampton, VA. There he managed a staff of scientists, engineers, managers, administrative and clerical personnel.

His budget included \$22M for salaries and research and \$30M in facilities.

Prior to moving to the NASA-Langley Research Center, Dr. Sliwa was assigned to the Controls and Human Factors Division of the Office for Aeronautics and Space Technology where he served as the youngest acting NASA Program Manager. Duties included managing 435 researchers and \$60M in research funds including all NASA centers.

Entrepreneurship: Dr. Sliwa founded two companies of his own, Sliwa Enterprises, Inc. (SEI), and Soaring Society of Princeton, Inc. (SSP).

SEI, an educational software publishing company with national and international sales brought over 75 products to the market. A special product line was developed for the blind, which received applause from the industry.

SSP was formed by Dr. Sliwa while attending Princeton University as a full-time undergraduate. The non-profit organization which provides sailplane flight training and instruction is still in existence at Princeton.

Awards: Dr. Sliwa has received 4 NASA

awards/honors for outstanding leadership or engineering performance, including the NASA Doctoral Fellowship.

Also, he is an Associate Fellow in the American Institute of Aeronautics and Astronautics (AIAA). Dr. Sliwa has also turned down over 10 awards/honors from various universities, companies, and associations. Dr. Sliwa earned the distinction of being the youngest FAA Designated Flight Examiner at the age of 21. He has logged over 2,600 hours of flight time with over 1,000 hours giving instruction.

First Impressions: During the presidential search Dr. Sliwa was interviewed by several students, coordinated by public relations and the dean of students office which the writer of this story attended. In the interview, students presented several problems such as a need for additional parking, dorms, gymnasium, scholarships (academic and athletic), and sports teams.

Dr. Sliwa expressed deep concern about the students' wants and needs and said that he had "several plans to address such issues" and would do what he could if he was selected for the position. Dr. Sliwa has had a great deal of education and related to the students well.

His interest in basketball shows a potential for enhancing the university's program. In addition, his leisure time interests include flying, computers, jogging, and the study of conversational Japanese.

General Tallman, has served Embry-Riddle as its president since 1985 accomplishing milestones for the university. Throughout his admirable career he achieved many goals and honors from colleagues, friends, and university personnel.

Dr. Sliwa has received 4 NASA awards/honors for outstanding leadership or engineering performance, including the NASA Doctoral Fellowship.

Survey expresses that students want Spring Break extended

A recent survey sponsored by the Humanities/Social Science Department indicates that over 87 percent of the student responses favor extending spring break beyond the traditional two-day periods now employed by ERAU.

The questionnaire developed and compiled by Dr. Kevin Althouse's technical Writing Class prior to this year's break, surveyed nearly 780 students. The four-question appraisal focused on how long Spring Break at Embry-Riddle should be; whether the respondent would be amenable to incorporating additional school days at the end of the semester in exchange for a longer spring break; how much time the respondent intended to devote to academics with the current break, and if that time would increase with an extended break.

"Some people feel that a student's life is an easy one," said Dr. Althouse. "But I think my class disagrees. The typical undergraduate is taking fifteen credit hours of courses per semester. If that student is at all serious about their progress in college, they could be spending about two out-of-class hours on a course for every one they spend in class. That all amounts to about 45 hours per week on Academics. My tech writing class believes that, in their book, "College is a full-time job."

Said tech writing student David Pawlter: "A lot of Riddle students must work part-time during the school year and full-time in the summer to help finance their way through college. A little vacation now and then would sure help."

Of 777 students surveyed, 67 percent favored extending spring break five days beyond the traditional two-day break; seven percent opted for an extension of four days; 13 percent wanted an additional day; while 12 percent preferred the current format.

Sixty-three percent of the students surveyed were willing to have additional days at the end of the semester in exchange for a longer spring break. "A few days added to the spring semester is no big deal" wrote one student respondent. "Because as it is now I get home at least two weeks before my friends at other colleges-and that time is boring."

It appears from the spring break survey, however, that students will not necessarily devote more time to academics if a longer break period is instituted. Only 52 percent of those surveyed specified that they would devote more time to academics with an extended break.

"Dude, like I need a break, Bud" wrote one respondent.

"This two-day break disrupts my social flow, man,"

Said Dr. Althouse: "I guess that student probably is watching too much 'Totally Pauly' on MTV or not enough of 'The Simpsons'."

Upset A/CET students call upon lawyer to voice their opinion

by Jan Osterholm
Editor in Chief

Aircraft Engineering Technology (A/CET) students have grown increasingly distraught over the University's decision to relocate their program in a new department, Engineering Technology. The *Avion* was informed last month that about 40 alumni and 200 students contacted a lawyer to voice their position in the problem to the Embry-Riddle Administration.

The lawyer, Ronald Bornstein, whose office is in Lake Worth, explained the view of the group he is representing after being contacted in April. He updated the *Avion* on the situation last week. He had met with University officials, beginning what he called a "potentially productive" dialog on the problem.

Bornstein said there is no concrete reason for the change, and it was done with a great deal of secrecy. According to Bornstein, even faculty members did not know about it.

The problems he cited include the credibility of the program after being moved from the Engineering Department, the availability of equipment in the Engineering building for ET students, and the program's budget losing autonomy because it is one of three technological programs in the new department. The other two programs are Avionics and Aviation Technology. Another problem Bornstein cited was the possibility of differing require-

ments for a different department and program.

Bornstein said the A/CET program "enjoys an incredible reputation," but the move is "hurting it." He believes the Administration did not consider the implications of the change. The Administration has forgotten that "they work for the students (who) pay the bill," Bornstein commented. He added that administration for the administration is a "self-perpetuating bureaucracy."

The change could scar ERAU's image with students, industry, and prospective students. Industry personnel have said it is a bad decision, Bornstein claims.

If the Administration had a clear reason for the change, Bornstein speculated, they would have presented it by now. He believes there is no financial, administrative, or educational sense for the switch. However, students upset by the change have written letters to many, including a few to the *Avion*, voicing their views on the change.

During the meeting with University officials, Bornstein was assured that no changes would be made in the physical locations of facilities. This eliminates one of the problems Bornstein mentioned. He assumes facilities will remain the same.

Concerning the change, Bornstein said that "someone (in the administration) with intestinal fortitude needs to admit they made a bad

decision," and withdraw it. In April, Bornstein said he does not want to go into litigation, but if the university will not bend to the desires of Embry-Riddle's students, he is prepared to do so.

If the individual or individuals at fault do not want to be known, Bornstein does not care. He wants to see the change reversed only.

On May 9, Bornstein met with Embry-Riddle's Vice-president of Academics John Williams, Executive Vice-president Jeffrey Ledewitz, Provost Charles Martin, and Embry-Riddle's lawyer, Philip Elliott. The *Avion* was unable to contact the Administration concerning the situation, but will have their view in the second summer edition of the *Avion*, coming May 29.

Bornstein said that the meeting, which lasted three hours, made him hopeful. He described the meeting as "promising and potentially productive," and a "first step." The meeting was recessed after three hours, not ended, he specified.

The two sides will meet over a week's time to "work out details of some proposals" in order to reach middle ground Bornstein said.

Bornstein said that there will be no obvious winner, but that it is necessary that each side "gives a little bit."

It is unfortunate, Bornstein commented, that students and administrators could not have talked earlier without the involvement of lawyers. "Students were unsuccessful on their own," he stated.



Going forth...

Graduating seniors heard from Dr. Edward Randolph Jayne II at the graduation ceremony at the end of April. Jayne is the president of McDonnell Douglas Missile Systems Company.

Dr. Jayne speaks to April Grads

by Melissa Wolfe
Campus News Editor

1991 Spring graduation ceremony with a speech from Dr. Edward Randolph Jayne II, President of McDonnell Douglas Missile Systems Company, who encouraged the graduates to work hard to attain their life's goals but to also enjoy life. Jayne's speech told of his own graduation from the United States Air Force Academy. He quoted may moving passages from President John F. Kennedy's speeches.

Another speaker was the senior class president, Michael Henderlong, who thanked mem-

bers of the senior class council for their hard work and effort. His speech talked of what a person needed to succeed. Fortunately, everything we need to know is all the things we learned in kindergarten.

Along with the graduates degrees, two Honorary Doctorate Degrees were presented. An outstanding teacher award was presented to one Embry Riddle Professor.

President Kenneth Tallman was thanked for his many years of service to the University and awarded an Honorary Doctorate for his efforts and achievements.

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Space Technology

THE AVION
Embry-Riddle Aeronautical University

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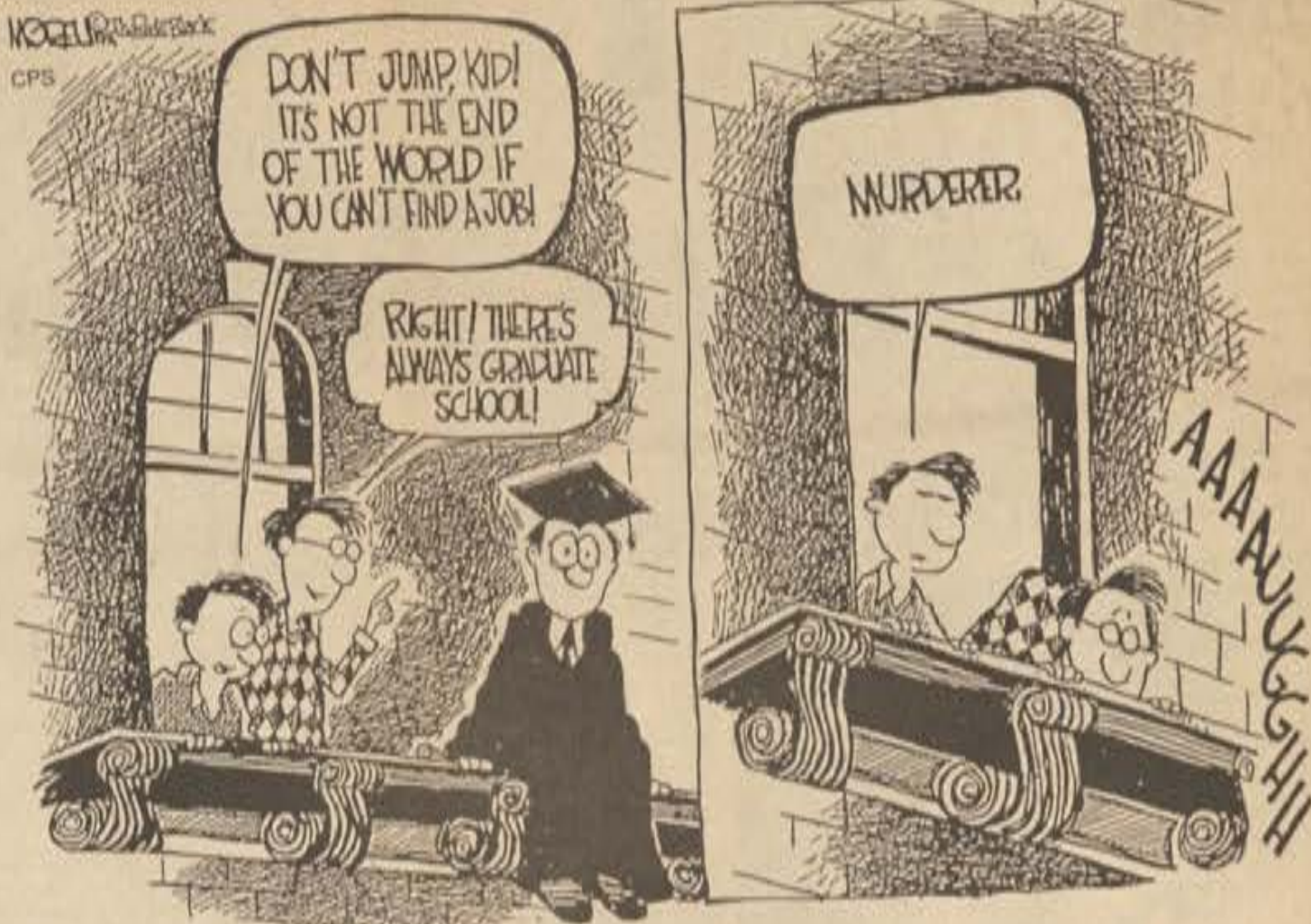
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Editorial

Hungry for variety at Morrison's

You might not believe it, but it is true, Morrison's has become poorer this summer. Morrison's has made an attempt to make the summer session as un-bearable as possible for the students. They have completely done away with any type of variety whatsoever.

International Cuisine

What happened to the International Cuisine? During the regular semester each week Morrison's would feature Mexican, Italian or Chinese food. Now all they offer is the regular food line where many times they serve the same food for dinner as they did for lunch.

Deli and Pizza

What happened to pizza? Some days they have it, some days they do not. The deli sandwiches are only served during lunch now, how come Morrison's can't serve them for dinner also? The sandwich line is a good alternative to students who cannot afford to have their cholesterol raised by a school cafeteria that only serves greasy hamburgers and french fries day after day. The airline industry does not look kindly towards high blood pressure in its pilots.

Main Food Line

Morrison's served the same thing for dinner as it did for lunch many times last week. Morrison's also served the same food for several days last week, namely Swedish meatballs. Also, what happened to croissants on the side salads? I am sorry, but plain lettuce is not considered a salad in the Western



Todd Hughes
AP News Editor

World Desserts

In the past week, desserts have been few and far between. You'd be lucky to find more than one type of dessert and you are even luckier if that dessert is edible. Even the Jell-o tastes like an eraser sometimes.

Landing Strip

What are flight students supposed to do about eating dinner when they have a late flight? Not having the Landing Strip open takes away a major part of student life. During the day many students would hang out in the Landing Strip, it was the only

hang out on campus and now they have taken that away too.

Flight Deck

Morrison's has now closed the Flight Deck because not enough people were having lunch there. You the student may not care about the Flight Deck closing because the majority of people who sit there are faculty members.

Now maybe the administration will see why Morrison's is doing to the student and step in and do something about it.

The simple fact of the matter is this is a regular semester and the students want service that they paid for. We were misled into believing that this service would be at least the same as it was in the Spring.

Morrison's did not tell us that they were going to cut back so extremely. We are actually paying more per meal this semester and getting poorer service.

All we want is equal service. So reopen the Landing Strip and serve a variety of food. If Morrison's excuse is that there are less students here, they paid even more than usual, and therefore expect at least the same amount of service this summer. Morrison's will not change and go back to serve the students in the same manner as they did last semester then they should agree to renegotiate meal plan contracts.

I hope the administration seriously looks at Morrison's poor service record with the students.

Letters to the Editor

To the editor:

I am one of the officers of the National Capital Area Alumni Chapter in the Washington D.C. area. In being associated with the chapter I receive a weekly copy of the Avion. Lately I have read many articles regarding Eastern Airlines and I would like to clarify some points that were either made in error or not made at all.

Eastern Airlines was officially launched on May 1, 1928 by Harold F. Pitcairn (not Eddie Rickenbacker) when a 200-horsepower open-cockpit Mailwing took off at night to fly 300 pounds of mail between New York and Atlanta. From this beginning with only 792 miles of routes and 44 employees, Eastern Airlines grew into the free world's largest airline in terms of passengers carried during the years 1979, 1980, 1981, and 1982. In mid 1982 Eastern served 122 cities, flew 289 jet aircraft, flew to 22 countries and had 1425 daily departures. During 1981 over 35 million passengers flew on Eastern Airlines. During 1984 Eastern employed over 35,000 people.

I have listed some of the more important firsts and innovations that Eastern Airline has introduced to the airline industry:

1. First airline in 1935 to make a net profit.
2. In 1938 Eastern was awarded a Safety Commendation from the National Safety Council for not having a single passenger fatality from 1930 - 1938.
3. June 1947 first airline to introduce the L-649 (Lockheed Constellation) to regular scheduled service.
4. Jan 1959 first airline to put the Lockheed Electra into scheduled service.
5. April 30, 1961 began the Famous "Air Shuttle" service between Washington, New York, and Boston.

6. Feb 1, 1964 first airline to put the Boeing 727 into scheduled service.

7. Feb 1, 1967 first airline to put the DC-9-30 into scheduled service.

8. Apr 26, 1972 first airline to put the Lockheed L-1011 into scheduled service.

9. First airline to operate the A-300 in the United States.

10. Jan 1, 1983 first airline to put the Boeing 757 into scheduled service.

It seems to me that Eastern Airlines has contributed significantly to the development of the airline industry for which we are all a part of. It is sad that most people can only remember the negative side of Eastern Airlines.

It greatly pains me to see the lack of understanding from today's Embry-Riddle graduates. They all seem to have a mentality that the loss of a major airline is not a big deal. They don't seem to realize that our industry is now just that much smaller with fewer jobs now available to them. The loss of Eastern created 18,000 less jobs plus additional lost jobs at the numerous companies that were major suppliers for Eastern. The biggest loss to the industry is that now there is less competition.

Embry-Riddle owes its existence to the airline industry. If any more airlines collapse (Pan Am, TWA, USAir, Midway, Northwest or Continental) there will be a greater surplus of experienced personnel competing in the job market.

Both my husband and myself have been associated with Eastern Airlines since the mid-sixties when our fathers were hired as pilots. We both have always been intrigued by this once great airline. It had been my husband's dream to follow in his father's footsteps. This dream was realized in Jan 1988 when he was hired by Eastern as a pilot. Even though his career at Eastern

See letters, on page 11

Is the pilot shortage really a farce?

Much has been said over the last couple of years about the pilot shortage. Whether or not that there is really a shortage in our immediate future still remains a mystery.

Our institution probably still maintains that there will be a pilot shortage. However, our institution is right about the route and the time it takes to get a job in the Airline Industry.

A Flight Engineer for TWA spoke to a systems class recently about the "Shortage." He said that the only time he read about the pilot shortage was from FAPA, or quoted from FAPA.

However, other organizations seem to support this claim.

The reasoning has been that most of the pilots in the airlines were from the military pool of pilots. This pool no longer exists to the point that it once did. This fact is what has spurred the interest in the "Shortage" and the fact that until the current economic slump there was a progressive hiring trend by the industry.

Once the economy starts to climb back to a normal level, will the in-

dusty start hiring pilots again the way it was before the recession? That question is hard to answer because many airlines have shrunk, gone bankrupt, or ceased operations. Besides all this, the economy is not showing any signs of an upward trend.

This has a lot of people upset about getting jobs with the airlines. I think most people in Air Science want to fly for the airlines, maybe not all of them for the right reasons. Most of those people get weeded out of the program

jobs. I did not mention the military route because they are scaling down to the extent that pilots graduating from pilot training are being given desk jobs, even though they have their wings.

I started flying because I thought it would be fun to do for a living and I had an interest in flying since I was a rug-rat. If you ever talk to a pilot who is working, they will tell you that they really enjoy what they do for a living.

The truth of the matter is that flying jobs have a wide variety of pay skills. There are some that don't pay anything, and there are some, such as the Captains seat on some cargo outfits that pay close to 200,000 dollars a year.

To this day, all I care about pay scales is too make enough to pay back my student loans.

For the time being, no one seems to be hiring anyone to do any job. The economy is eventually going to improve, and jobs will open up. But I doubt the airlines will ever hire anyone directly out of college. The one thing I hope pilots will understand is that there are other jobs beside flying for the airlines.



David Fekke
Production Editor

Student Forum

The Avion Asks: Do you think the quality of Morrison's has declined since the beginning of the semester?



Laura Brewer
Air Sci.

"I think we all miss the landing strip and there isn't as wide a selection, but the quality is still the same."



Mark Tayber
Air Sci.

"Yes, it has declined, without much selection."



Vernon Altermann
ABA

"Yes, it's service has dwindled severely and management is quite poor."



Suku Kurien
Aero. Eng.

"No, it's pretty much the same. Not as much quantity for the price."



Rob Damsky
ABA

"Yes, the quantity has decreased, the quality is the same."



Angel Iama
Aero. Eng.

"Yes, always in summer, the quality and variety declines."

USA is lacking tough DUI laws

Washington (AP) - The United States deserves only a "C average" when it comes to efforts by the states to curb drunken driving, two high safety groups said Thursday.

"While we have made major progress, much remains to be done to end this slaughter," said Micky Sadoff, national president of Mothers Against Drunk Driving, or MADD.

MADD and Advocates for Highway and Auto Safety, a group backed by the insurance industry, based their comments on a survey of the 50 states co-sponsored by the two groups.

The report cards named the top states in each of 10 categories, but did not assign a letter grade to the anti-drunken driving efforts of any of the states. It did give states excellent ratings in each of the categories.

Utah achieved the best ranking, with excellent in seven of the 10 categories, while New Mexico tied for the second-best ranking with excellent in six categories.

"I personally wasn't surprised," Linda Atkinson, a spokeswoman for MADD in New Mexico, said in Albuquerque.

She said she has traveled around the country and has had the opportunity to see what other states are doing. "I always felt New Mexico was really doing some pretty good things," she said.

But Atkinson said the 10 categories do not include alcohol-related traffic fatalities, an area she believes is "important to see how we're doing."

Ten other states rated among the best in four or more of the categories: California, 5; Colorado, 5; Illinois, 6; Maine, 4; Minnesota, 6; New Jersey, 6; New Mexico, 6; New York, 4; Oregon, 4; and Vermont, 4.

Eleven states weren't rated as excellent in any of the 10 categories: Alabama, Alaska, Connecticut, Georgia, Hawaii, Idaho, Kentucky, Mont-

tana, Oklahoma, West Virginia and Wyoming. The survey did give collective grades for all 50 states and the federal government:

Leadership efforts by governors and the federal government, B minus.

Statistical reporting of alcohol-involved fatalities, C.

Enforcement of driving-while-intoxicated laws, B minus.

Limiting tavern "happy hours" and other practices designed to encourage drinking, C minus.

"...much remains to be done to end this slaughter..."

- MADD

Education on the dangers of drinking and driving, B minus.

Prevention of drinking by minors, B.

Fees to shift the costs of drunken driving to those who drink and drive, D.

Efforts to change attitudes toward victims, C.

Innovative programs to deal with the problem, C.

Legislation to toughen penalties for drunken driving and promote victims rights, B plus.

The survey said that while improvement is needed across the board, statistics appear to show that accidents involving alcohol have decreased since 1982.

It based that conclusion on a nationwide decrease in single vehicle crashes at night, a category it said was closely linked to driving while drunk.

Nationwide, these crashes have decreased by 10.9 percent over the past eight years, from 29.95 percent to 26.3 percent, the report said.

However, it said the toll from alcohol-related accidents remains high with nearly 22,500 people killed and 345,000 injured in such crashes in 1989 alone.

But it said alcohol-related traffic deaths have dropped by 20 percent since 1980, resulting in an estimated 30,000 fewer deaths.

...toll from alcohol-related accidents remains high with nearly 22,500 killed...



Always deadly...

The F-111 proved just as deadly and accurate as the newer F-117. During the Persian Gulf War, the F-111 hit 85 percent of its targets.

F-111 still one of the best

Lakenheath, England (AP) - Vietnam-era F-111 fighter-bombers achieved the same great success in hitting targets during the Gulf War as radar-evading stealth warplanes getting their first major combat test, a U.S. Air Force commander says.

Col. Thomas J. Lennon, an F-111 pilot and wing commander, said he had videotapes showing that the supersonic, swing-wing jets hit 85 percent of their targets with precision-guided bombs. He said that was a conservative estimate.

In late March, Col. Klaus Klaus, deputy wing commander of the F-117 stealth bombers, said that plane had an 80 percent success rate with its smart bombs. The rate would increase to 92 percent if misses caused by bad weather or airplane and weapons malfunctions were eliminated, he said.

The figures indicate that laser-guided and infrared-guided weapons were far more accurate than conventional "dumb" bombs with no guidance systems, which also were used extensively in the Kuwait theater and Vietnam, Lennon said their accuracy in both wars was about 5 percent.

A U.S. Air Force report issued last month said American pilots used 7,400 tons of precision munitions "with deadly effectiveness."

The figures indicated that precision-guided weapons can be used as effectively by older-model aircraft. Lennon said 81 percent of the weapons used by the F-111Fs were precision-guided.

"I think the outcome of this war was it's a high-tech war," he said in an interview over the weekend. One of the big questions lingering from the war

is over the effectiveness of the aerial bombing. Last month's Air Force report said battle damage assessment was a problem because of poor video recording. It said videos of ground attacks were generally accurate.

But critics, including Pierre Sprey, a former special assistant to the assistant secretary of defense for systems analysis, have questioned the military's glowing performance reports on some missiles and aircraft, including the stealth planes.

Lennon painted an impressive picture of his wing's performance. He said it dropped 4,660 precision-guided weapons and destroyed 2,203 targets, including 920 tanks, 252 artillery pieces, 245 hardened aircraft shelters, 13 runways and a dozen bridges. Fifty-two other bridges were seriously damaged, he said.

"Our numbers are under what the actual ones are because we did not count any close ones as kills. We only counted the direct hits," he said.

The F-111Fs started attacking Iraqi airfields Jan. 17, the first day of the war, then turned to tank-killing and bridge-busting in the last 12 days of the war, he said.

Lennon gave the first performance figures on the F-111F, the latest model of the fighter-bomber that made its debut in December 1964. He produced an annotated list of every bomb hit along with video film showing the bombs exploding.

The figures cover the 66 of the 48th Tactical Fighter Wing's 84 F-111Fs that were deployed in the Persian Gulf. The wing is based at Lakenheath, the largest U.S.-operated base in England, 25 miles north of Cambridge.

The final dozen fighter-bombers from the 48th returned Saturday and their maintenance crews are to arrive Tuesday, closing the wing's participation in Desert Storm.

Lennon said he had expected to lose 10 percent to 19 percent of the planes but all 66 F-111Fs and their crews returned safely.

Tourist not welcome on Lake George

Lake George, N.Y. (AP) - Proposed rules that would restrict the use of jet skis and para-sails on Lake George are being attacked as economically harmful to the summer tourist attraction.

The state-sponsored Lake George Park Commission is set on Wednesday to consider 7 p.m. curfews on the two recreational activities along with a series of other regulations.

But the proposed rules regarding the jet skis and para-sails have been denounced as measures that would cost the local economy hundreds of thousands of dollars.

"The people that come here for vacation ... when they find out they're not welcome on the lake after seven, we're apprehensive - and fairly cer-

tain - they will go elsewhere," Paul Gilchrist, owner of Gilchrist Marina and Motel at Diamond Point, said Sunday. Charles Hawley, a member of the Park Commission said the jet ski regulation was proposed in reaction to a 100 percent increase in the number of crafts skimming across Lake George over the past two seasons.

The jet skis, with their "irritating whine," have prompted numerous complaints from solitude-seeking residents and vacationers, he said.

A maximum decibel level has been in place for motor boats along the 32-mile-long lake for a few years. Jet skis don't exceed that decibel limit, but run at such a high tenor that they sound like "hornets buzzing around your head," Hawley said.

Para-sails, the multicolored parachutes pulled by motorboats, would not only be affected by the curfew but face other restrictions as well.

The floating, pontoon-style launching pads they require would have to be spaced out at least a half-mile apart and only three para-sailers could remain aloft from one launching pad at any given time, under the proposed regulations.

Hawley said the rules are aimed at alleviating the clog of para-sailers at some points in the lake.

But Gilchrist claims those regulations, along with a new \$100 dollar business ownership permit being proposed, could cost Lake George's six jet ski and para-sail operators up to 33

percent of their revenue.

Restaurants, motels, marina and other businesses that cater to the tourist trade could feel the pinch if the restrictions drive people away from the lake, Gilchrist said.

Losses could end up totalling in the "hundreds of thousands of dollars," he said.

But Hawley maintained that para-sails and jet skis damage the lake's scenic beauty.

"There's great sentiment in this area that there has to be some brakes put on this move by commercial interests to take over the lake and run it as a profit venture," he said.

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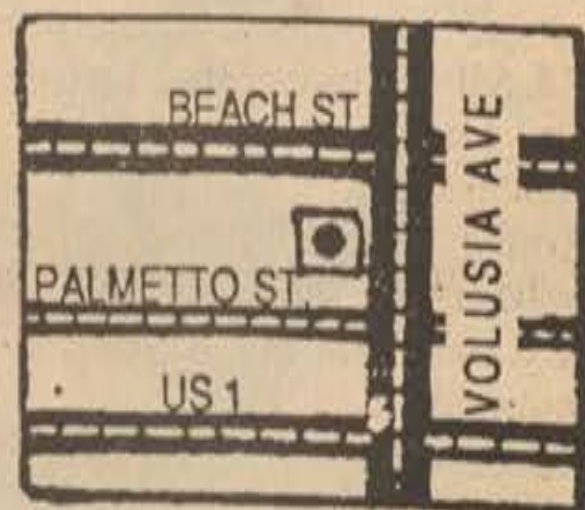
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Alcohol policy dries out campus

by Malissa Wolfe
Campus News Editor

Many College campuses across the nation are implementing stricter alcohol policies for the advertising and consumption on campus. In May of 1989, the Surgeon General's Workshop on Drunk Driving released a report stating that alcohol abuse kills 24,000 Americans annually and injures 534,000 more.

One of the recommendations for correcting the problem is that of restricting "certain types of advertising which reach underage youth." The panel also urged that university presidents ban alcohol advertising on campuses where a high proportion of the students are underage.

If a university did not implement some type of policy, they would be subject to legal or economic sanctions. One such sanction is that of the denial of federally-funded student loans to schools which do not adopt a policy.

One school that is adopting an alcohol policy is California State University at Chico. The new president, Robin Wilson, has been on a mission to clean up the "sad reputation" of the university.

Many people in the community surrounding the university believed that the president's policies were working until Playboy put the school at the top of its "Top 10 Party Schools in America." In the Spring, MTV encouraged viewers to come to Chico

for "the No. 1 blowout in the country," which referred to the university's Pioneer Days. Thousands of non-residents poured into the city during the first week of April and clashed with police near the campus. The campus and the city had to request help from hundreds of nearby law enforcement officials to maintain order, with the incident drawing national attention.

Wilson reacted by cancelling Pioneer Days which had been celebrated for 72 years prior to the incident. By 1989, the advertisement of alcoholic beverages had become the prime target in Wilson's battle against the force damaging the university's reputation.

The president proposed 12 ways to attack the problem; five of the proposals deal with limiting advertising promotions. The school's newspaper, The Orion, was the target for the limiting of advertisement either through voluntary restraint or through rejection of advertising. Wilson acknowledged that there might be legal issues of commercial speech and that the financial impact of the policy may be considerable.

What the president was really saying was that the paper should revise its alcohol advertising policy or be forced to drop some of the ads. The worst that might have occurred was the ban of such ads which

presented The Orion with the dilemma of contesting on grounds of the First Amendment.

The president made two assumptions when asserting his regulatory authority over The Orion: first, that a university may regulate the contents of the paper because it is supported by student fees; secondly, that the state (through university administrators) may regulate advertising which promotes an illegal activity.

The first assumption can be dismissed because the paper receives no funding through student fees but, the second assumption must meet a three-part test before regulation can occur of legal products. There must be a substantial state interest, the regulation must advance this interest and the regulation must be the least restrictive alternative to accomplish the objective.

It is possible that university regulations might be constitutional and since the staff wished to avoid a showdown they adopted a voluntary restriction on alcohol advertising.

The overall effect of the limited advertising on the paper was nominal. The Orion was praised for its "responsibility and maturity" in the matter by university officials. The limiting of messages that promote drunkenness and counteradvertising represent the universities moral concern for the young adults and for the reputation of the university.

...the Surgeon General's Workshop on Drunk Driving released a report stating that alcohol abuse kills 24,000 Americans annually...



Oops!
A Piper Cadet was involved in an incident in Vero Beach.

ERAU student hits another aircraft on fuel stop

by Malissa Wolfe
Campus News Editor

On the return trip from a cross-country to marathon a student stopped at Vero Beach for fuel for the return trip to Daytona. His Cadet rolled into an Aerospace Tampaico waiting to takeoff. Apparently the student diverted his attention to check a frequency and relaxed pressure on the brake pedals allowing the aircraft to roll into the Tampaico.

Light damage was done to the Cadet in the form of paint scrapes but the tail of the Tampaico was badly damaged. Ironically, the Tampaico was the same plane that was parked on the Riddle ramp for around two weeks. The plane was transferred to Vero Beach Flight Safety and two instructors were going to check the plane out when the incident occurred. The Cadet was flown back to Embry-Riddle, checked by maintenance and is now flying again.

Navy FA-18 from "Desert Storm" visits Embry-Riddle

by Brian M. Ferguson
Special to the Avion

On Wednesday, 22 April, the Naval Aviation Club hosted a visit from a McDonnell-Douglas F/A-18 Hornet of the VFA-81 Sunliners. The Hornet arrived at approximately 1500, with an impressive fast break over the runway into a 90 degree-bank minimum radius turn which brought the majority of the campus outdoors to investigate, as well as turning the heads of those already outside to see the sleek aircraft maneuver effortlessly at just under the speed limit for the airport traffic area.

The aircraft was flown by LtCdr Kevin "Whip" Johnson, a former A-7 Corsair strike pilot. LtCdr Johnson had just recently returned from deployment on the USS Saratoga (CV-60), which was on station with the forces of Operation Desert Storm.

Group to replace fallen aviator Lt. Scott Spicher early in the operation. He concluded his tour on 28 March; returning to NAS Cecil Field with the Saratoga's return to Mayport Florida. During their deployment in the Persian Gulf region,

LtCdr Johnson had just recently returned from deployment on the USS Saratoga with the forces of Operation Desert Storm.

VFA-81 delivered 1.8 million pounds of ordnance upon tactical military targets.

The "Whip" graduated from the University of Florida with a bachelors degree in Political Science and a minor in surfing.

LtCdr Johnson graduated from the US Navy's Aviation Officer Candidate School in 1981, and was assigned to the A-7 Corsair II attack aircraft. He transitioned to the F/A-18 in 1985, and has since graduated with his airplane from Navy Fighter Weapons School at NAS Miramar.

For information about the Naval Aviation Club (NAC), refer to the NAC board on the east wall of the UC. The reader can also contact:



Honored for his service...

Kevin "Whip" Johnson was given a flag by the Naval Aviation Club members on April 22.

President Vincent Stefano, V.P. Joseph Sabn (238-7351) or Secretary Brian Ferguson (258-9120).

The NAC and the SGA would like to extend deepest appreciation to LtCdr Kevin "Whip"

Johnson, and the VFA-81 Sunliners for their generosity in supplying the aircraft. And thanks to Scott O'Brien, who was instrumental in organizing the event.

New co-op information at Career Center

by Malissa Wolfe
Campus News Editor

The career center has six new co-op/intern positions available for students in the degree programs of computer science, engineering and management. The basic requirements for these co-op/intern positions are that the applicants must have more the 30 credit hours and have a grade point average of 2.5.

American Radionics in Palm Coast would like the applicants to have machine shop and/or mechanical abilities. EL106 is a must for this job.

The Sikorsky Memorial Airport in Stratford, Connecticut would like a person possessing airport management skills. The Mire Corporation in Virginia wants a person to provide programming support for development of network management tools.

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Former Embry-Riddle Trustee to fly on upcoming shuttle mission

by Roland Houle
Space Technology Editor

When *Columbia* lifts off the pad later this month, it will have a former Embry-Riddle Board of Trustees member, Millie Hughes-Fulford onboard as a payload specialist.

Spacelab Life Sciences-1 (SLS-1), the first Spacelab mission dedicated to life sciences research, will explore how the heart, blood vessels, lungs, kidneys and hormone-

secreting glands respond to microgravity, the causes of space sickness, and changes in the muscles, bones and cells during space flight and the readjustment to Earth gravity.

Hughes-Fulford will be a primary subject and operator of the life sciences experiments, along with two mission specialists and another payload specialist. 30 rodents and hundreds of small jellyfish will also be subjects.

USAF), who will be making his first flight. Tamara Jernigan (Ph.D.), one of the three mission specialists, also is a space rookie.

The science crew, all chosen for their expertise in biological science, includes Mission Specialists Margaret Rhea Seddon (M.D.) and James Baigan (M.D.).

Both payload specialists are career scientists rather than astronauts and will be making their first flight. They are Francis "Drew" Gaffney (M.D.) and Hughes-Fulford (Ph.D.).

Hughes-Fulford was appointed as a NASA payload specialist for the Spacelab Life Sciences mission in 1984. Dr. Hughes-Fulford has over 60 papers and abstracts on cholesterol metabolism, cell differentiation, DNA synthesis, and cell growth. She is also the Chief of the laboratory for cell growth and differentiation.

Dr. Hughes-Fulford served on the Embry-Riddle Board of Trustees from April, 1986 until her resignation in April, 1989, when she started full-time training for the upcoming mission.

The orbiter is scheduled to land at Edwards AFB, California, at the conclusion of the nine-day mission.



Home sweet home...

The newest space shuttle, *Endeavour*, recently journeyed from Palmdale, California aboard NASA's new 747 Shuttle Carrier Aircraft to its new home at the Kennedy Space Center. For the next six months, the shuttle will be worked on in the Vehicle Assembly Building in preparation for its maiden flight scheduled for Spring, 1992. *Endeavour* is the replacement shuttle for *Challenger* and is equipped with several additional safety modifications.



STS-40 will be the 11th flight of the orbiter, *Columbia*, and the fifth dedicated Spacelab Shuttle mission. It will be launched from Pad 39B.

Commanding the seven-member crew is Bryan O'Connor (Col., USMC), who previously served as pilot of STS 61-B in 1985. The pilot is Sidney Gutierrez (Lt. Col.,

NASA remembers its fallen heroes

By Brian D. Marchesseault
Space Technology Writer

The colors of 50 state flags blew in the warm breeze as the tune of "God Bless America" was played proudly by the Orlando Naval Training Center's band. The music then changed pace to a slow, sad sound as the lyrics of "Hush little baby, your Daddy was born to die" were heard. At this time a group of 120 honored guests entered the court in front of the newly erected Astronauts Memorial at NASA's Kennedy Space Center (KSC) Spaceport USA.

These people were the families of the 15 fallen astronauts who have died in the line of duty for NASA over the past 24 years. They came to NASA this past Thursday, May 9, in order to pay tribute to their heroic loved ones.

The Astronauts Memorial was constructed through the efforts of the Astronauts Memorial Foundation (AMF), which was created in the aftermath of the *Challenger* accident. The purpose of the memorial is to serve as a "living memorial" to those astronauts who lost their lives either during a mission or while in training for their mission.

The memorial, entitled "Space Mirror," stands 42.5 feet high and 50 feet wide. The design was the winner of 756 entries in a design competition covering the 50 states and several foreign nations.

It consists of 93 black granite panels into which the astronauts' names are engraved. Sunlight is reflected through the back of the names, giving the impression that the names are emblazoned in the reflection of the skies on the memorial's shiny surface.

The astronauts honored on the newly initiated national monument include T-38 training accident victims Theodore C. Freeman, Charles A. Bassett, II, Elliot M. See, Jr., and Clifton C. Williams, Jr.

The Apollo 1 crew members who died in a fire on the launch pad in 1967 are Virgil (Gus) Grissom, Edward H. White, II, and Roger B. Chaffee.

The *Challenger* crew members remembered are Francis R. Scobee, Michael J. Smith, Ronald E. McNair, Ellison S. Onizuka, Judith A. Resnik, Gregory B. Jarvis, and S. Christa McAuliffe. Manley "Sonny" Carter, Jr. died on

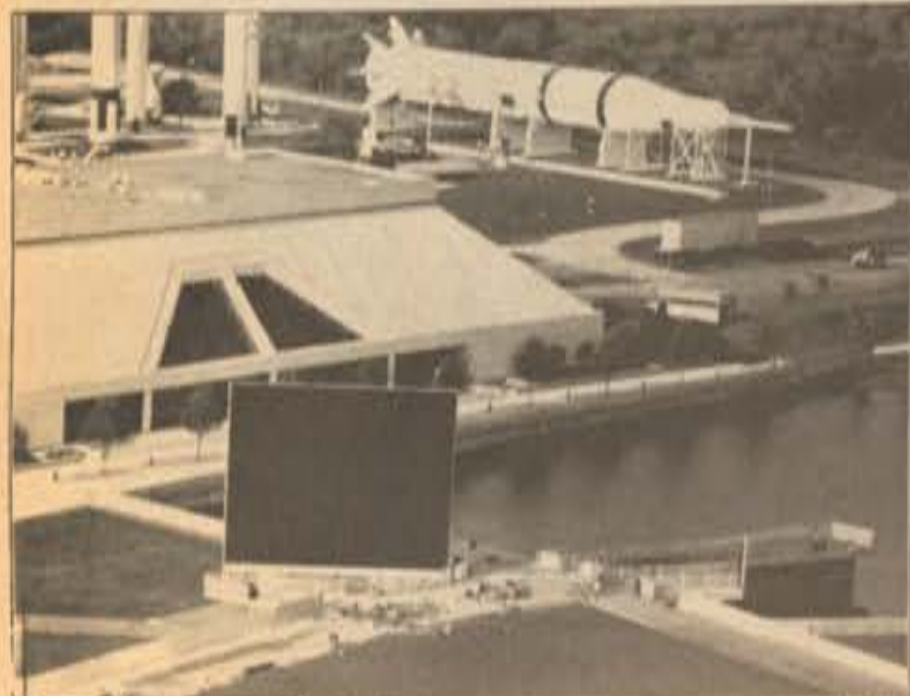
April 5, 1991 while on official business for NASA and will have his name added to the memorial.

As the families of the astronauts were seated, former Apollo astronaut Captain Eugene Cernan welcomed the family members and distinguished guests. In the crowd sat Mercury astronauts Alan Shepard, Scott Carpenter, Walter Schirra and Gordon Cooper. From the Apollo missions, astronauts Neil Armstrong and Thomas Stafford were also among the famous names from history.

The familiar sound of the Walt Disney World Voices of Liberty choir then sang the National Anthem, after which various remarks were made by honored speakers. A special keynote address was made by Vice President Dan Quayle.

Other speakers included Senator Jake Garn, R-Utah; General Forrest McCartney, Director of KSC; Alan Helman, Founder and Chairman of AMF; and Vice Admiral Richard Truly, NASA Administrator.

see Memorial, page A11



Honored and remembered...

The Astronaut Memorial at Kennedy Space Center's Visitor's Center was dedicated last week to the 15 fallen men and women who have given their lives in the pursuit of the exploration of space.



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Starship tours Latin America for prospective buyers

Frances L. Cozza
Aeronautica Writer

The Beech Aircraft Corporation is taking the Starship on a Latin American tour. Countries include, Mexico, Costa Rica, Guatemala, Columbia, Venezuela, Brazil, Argentina, Paraguay, and Puerto Rico. The local Beechcraft distributors and dealers will coordinate customer demonstration flights and media visits.

Executive Vice President of Marketing, C.W. Dieker said "Based on the number of requests to see and fly the airplane, we know there is significant interest in Starship throughout the Latin American region." He continues, "Starship is ideally suited for this market. Its size and comfort, as well as the airplane's unique shape and composition, make it an excellent platform to meet the travel requirements on many Latin American businesses."

Unlike the conventional aluminum construction, the Starship is built with graphite epoxy sheets sandwiched around a layer of Nomex honeycomb, which makes Starship 15 percent lighter. The most notable feature about the

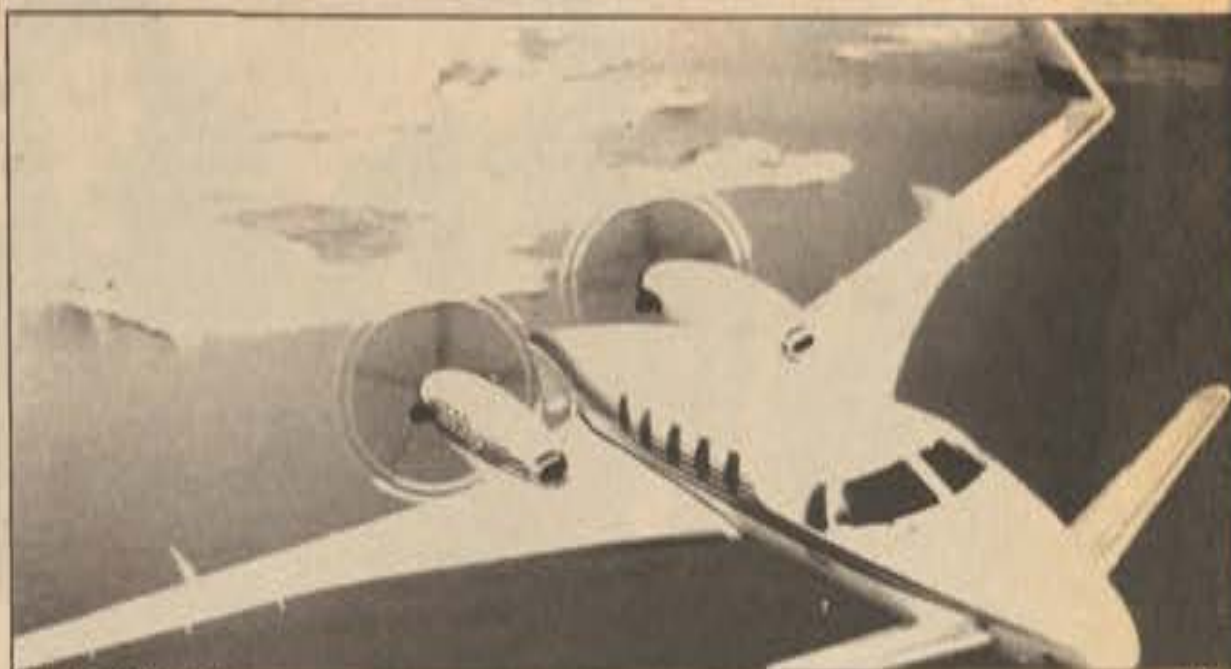
Starship is its tandem-wing which has two lifting surfaces. This feature reduces drag and gives Starship much more docile stall characteristics and improved ride qualities over conventional designs.

The cockpit is equipped with a 14-tube electronic flight instrumentation system (EFIS), designed specifically for the aircraft by Rockwell Collins Avionics. This system provides a reduced pilot workload, matching or exceeding the capability found in many EFIS-equipped airline cockpits and exceeding the capability of comparable general aviation.

Starship is powered by Pratt & Whitney PT6A-67A engines that develop 1,200 shaft horsepower each, turning five-blade McCauley propellers. They give Starship a top speed of 335 knots and a range of more than 1,400 nautical miles with reserves. Starship is certified for operation at altitudes up to 41,000 feet.

Starship is the most thoroughly tested and inspected airplane in general aviation history and is the first of its kind to be certified as an all-composite tandem-wing business turboprop.

Starship is ideally suited for this market. Its size and comfort, as well as the airplane's unique shape and composition, make it an excellent platform to meet the travel requirements on many Latin American businesses.



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McDonnell's ATF loss lays off 500 employees

Frances L. Cozza
Aeronautica Writer

Recently, McDonnell Douglas expressed disappointment that the U.S. Air Force did not select the Northrop/McDonnell Douglas YF-23 as the Advanced Tactical Fighter.

John McDonnell, chairman and chief executive officer of McDonnell Douglas, said, "We congratulate the YF-22 team and thank our own team for their hard work. We learned a lot from this competition."

As a result of the ATF competition, McDonnell said the company has enhanced its knowledge and skills in composites and avionics and validated the concept of integrated product development.

He said the loss of the ATF competition, coupled with reduced orders for F-15s, will mean the layoff of approximately 500 employees at McDonnell Air-

craft Co. by the end of the year.

"Despite the loss," McDonnell said, "we still intend to remain the free world's premier fighter builder."

Production of the company's F/A-18 Hornet for the U.S. Navy and Marine Corps, as well as international customers, is expected to continue well past the year 2000. The Pentagon plans call for development and production of advanced single-seat and two-seat F versions of the multimission strike fighter.

McDonnell Douglas is also producing 302 T-45 trainers for the U.S. Navy and Marine Corps, and 120 C-17 transports for the

U.S. Air Force. McDonnell said there is great potential for additional foreign military sales of its F-15 Eagle and AV-8B Harrier II fighter aircraft.

McDonnell said the company will continue to compete aggressively for future military aircraft programs as well.

Although McDonnell Douglas was not selected for the ATF, they were awarded a Mission Support System contract by the USAF Electronic Systems Division valued at \$12.4 million. The contract is to develop mission planning systems to support automated systems in tactical aircraft into the next century.

"...Despite the loss, McDonnell said, "we still intend to remain the free world's premier fighter builder."

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Metal amalgam...
Band members from many different Heavy Metal groups have joined forces to form Contraband.

Metal's finest come together in Contraband

by Ron Roberts
Photography Editor

What happens when five of the best hard rock/heavy metal players get together? An album of course! *Contraband* is a combination of five musicians from five different and successful bands. It is also one of the few albums out today that still have that original rock 'n' roll sound.

Contraband is composed of Michael Schenker, the former lead guitarist for the Scorpions; Tracii Guns, guitarist for L.A. Guns; drummer Bobby Boltzer from the platinum-selling band Ratt; Share Pedersen, the talented bassist from Vixen; and the roaring vocals of Richard Black, lead for the L.A. band Shark Island.

"...Contraband is a mutual admiration society," claims Bobby Boltzer.

"We've all enjoyed one another's work over the years and saw this as a chance to get together, play an album's worth of songs that we like, and have some fun."

Contraband came together when Ratt and Vixen performed on MTV's "Unplugged." Ratt asked Michael Schenker to join them on stage as a guest guitarist. They worked together so well that they agreed to continue sometime in the future. When Boltzer and Schenker were asked to make a demo tape, they had to come up with the rest of the band. "We thought of Share right away because of the Vixen connection from 'Unplugged,'" recalls Boltzer. The selection of Tracii and Black was only natural. They are two of the hottest new stars in rock 'n' roll.

Unfortunately, *Contraband* had to be recorded in a four-week time period due to schedule conflicts with the members' respective bands. "We're real proud of what we accomplished in such a short time," remarks Guns. "I think the whole process was the true spirit of rock 'n' roll."

Overall, *Contraband* is a remarkable testament to what rock 'n' roll used to be. It's also noteworthy because of the number of different bands involved. Although they did not have time to write their own songs, the band did manage to do some amazing covers of the older R & B classics. Of course with their natural tendency towards hard rock, the covers do sound a lot harder than the originals. But this certainly doesn't mean that the songs

don't sound great.

One of the best songs on *Contraband* is the cover of Ray Brown's, "Good Rockin' Tonight." It's got a lot of guitar solos as does the rest of the album. As Tracii says, "It's basically a guitar album, which is fine with me."

There's also covers of Bowie's, "Hang On To Yourself" and a fast moving, "Loud Guitars, Fast Cars & Wild, Wild Livin'." All of these songs are excellent. This album is a pleasure to listen to and it's obvious that the members of *Contraband* enjoyed working on it.

They claim that this is a one time only album. If that's true, go out and get this album now! But let's hope that they do it again.

Unfortunately, Contraband had to be recorded in a four-week time period due to schedule conflicts with the members' respective bands.

Huey Lewis and The News are Hard at Play

by Martin Kammerman
Opinions Editor

After an extremely long hiatus, Huey Lewis and The News are back and they are hitting harder than ever. Their latest album, titled *Hard at Play* is destined to reach the top of Billboard's charts in the next few months.

The album features Huey's most recent hit, "Couple Days Off." This single has the spirit and the beat that put Huey Lewis above the rest in the pop rock world.

The best part of this album is that all of the songs have the potential to become hits. As if Huey Lewis and his band, which is comprised of Chris Hayes, Johnny Colla, Sean Hepper, Bill Gibson and Mario Cipollina, took the time off just to create the best

album he could ever produce. He may have the makings of something only Michael Jackson and his superstar sister have done, pull seven or eight number one hits from just one album.

Other songs from the album which are definitely worth listening to include, "That's Not Me," "Hit Me Like A Hammer," and "Don't Look Back." These songs are unquestionably chart climbers, destined for the number one slot on the top forty countdown.

Overall, four stars should be given to Huey Lewis and The News for creating a comeback album that is better than the other albums they have produced in the past. *Hard at Play* is currently available at record stores in the area.

The best part of this album is that all of the songs have the potential to become hits; as if Huey Lewis took the time off just to create the best album he could ever produce.



Hard at work...
Huey Lewis and The News have finally released a new album. It is titled *Hard at Play*. The album is well written, with interesting lyrics and hard hitting music.

FIREHOSE blasts through Orlando with new album for 90's



by Brian Gork
Managing Editor

OK, so you haven't heard of the band called FIREHOSE, and maybe their name bothers you (since it sounds so much like that of top 40 lackeys Firehouse), but the bottom line is that the three dudes that comprise FIREHOSE can arguably be called some of the most influential in rock music today.

Almost any alternative band can trace its influences back to the thundering bass licks of affable spiel-master Mike Watt. His power-house chops, terrifically symbolic political commentary, and one of the best attitudes in the business have been thrilling millions for the past decade, first with the The Minutemen and now

with the band that makes a great case for moving to San Pedro, California.

The latest album by FIREHOSE, *Flying the Flannel*, has a harder edge to it but still contains all of the qualities that made FIREHOSE stand out in the first place, the tight jazzy freshness backed up by a flood of energetic guitar that is uniquely Ed Crawford's.

Flying the Flannel jumps down the listener's throat right from the start with "Down With the Bass," an explosive opening cut that glorifies Mike Watt's thunder-broom. The creative riffs that Crawford pulls off on this album swirl around in a haze of feedback and thumpy rhythms. Challenge anyone not to play just a little air guitar with this one.

FIREHOSE has not lost any of their

zip with a new (major God forbid!) label either. After making the inevitable step from the best of the indies, SST, (think of the other bands that also started on SST: Sonic Youth, Hüsker Dü, Grant Hart, and The Meat Puppets... a literal treasure trove of talent) FIREHOSE has moved on to Columbia.

George Hurley is a stabilizing element of FIREHOSE, and his drumming ability hasn't been dulled by the years of break-neck touring that this band has made themselves known for.

Flying the Flannel isn't the kind of album to rise and fall meteorically, but will slowly climb in popularity for the next several months, much as *RO-MOHO* did. You would be doing yourself a favor to buy this album.



Spielin' with the dudes...
FIREHOSE members (from left) Ed Crawford, Mike Watt and George Hurley. Watt and Hurley were previously in the Minutemen until the tragic death of D. Boone.

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High speed modems save time and cut phone bills

by Joe Cambron
Data Tech Editor

Purchasing a high-speed modem can be very tricky, as the writer recently discovered. A literal maze of standards seem almost meant to confuse the buyer before he even gets to the store to buy her/his new high speed toy. One modem, however, clearly stands above the rest in the area of Electronic Bulletin Board (BBS) communication.

Data Compression

Data compression is a process through which information is truncated to increase transfer speed or reduce storage space. These techniques usually take advantage of the fact that computer code, like English, uses some characters or letters more often than others. For Wheel of Fortune watchers, it should be clear that the most common letters are R, S, T, L, N, E, and A. In data compression these letters would be assigned shorter binary representations in order to increase their transfer speed. Conversely, less used letters like Q, X, Z, V, and W are assigned the longer binary codes. Even though this may seem surprising, coding schemes like this can reduce the

size of a normal document by as much as 75%, though the average is closer to 50%.

The by-product of a 75% reduction in document length is a four-fold increase in transfer speed. For this reason, some 2400 bps (bits per second) now trumpet "9600 bps throughput" this result may be achieved by using one of several data compression protocols.

LAP-M, v.42, v.42bis, and MNP5

MNP5 is a public domain compression technology and error correction technique that both increases throughput and allows for information that is corrupted during the transmission process to be corrected by the transmitting modem (MNP5 can produce 2:1 data compression). V.42 is a standard that was set by a division of the United Nations called the C.C.I.T.T. V.42 is owned by its creators and manufacturers must pay a licensing fee. V.42 includes MNP5 and has LAP-M as an optional higher speed protocol. LAP-M offers compression rates of up to 4:1 and is the preferred data compression technique on the market today. V.42bis or V.42 II requires support of both LAP-M and MNP5 in modems that carry its name.

Data compression is a process through which information is truncated to increase transfer speed or reduce storage space.

The bottom line is that throughput does equal true transmission speed, so be leery of 9600 baud modems with fine print. For people who download files from BBSs, data compression should be of little concern because most files are already compressed using ZIP or ARC techniques.

One more word of caution, 9600 baud FAX/Modems are usually only 2400 bps modems in disguise.

Real 9600/14,400 baud modems-v.32, v.32bis, and HST

Three standards and one up-and-coming-standard are now dominating the high speed modem industry. HST (High Speed Technology) is clearly dominant in the BBS world, and is the only choice for high speed BBS communications. The problem with HST is that it is owned by one company and some argue this negates the potential for price

competition. The manufacturer, US Robotics, would dispute those charges, perhaps rightfully.

HST

US Robotics HST modems are equally priced with those of other standards, so the price issue is a moot one. US Robotics also has an excellent record of after-the-sale support for its modems, despite the changing standards. USR pledges that all future HST modems will always be compatible with past HST modems. The current HST operates at 14,400 bps true and up to 38,400 bps throughput using v.42bis.

V.32

V.32 and v.32bis are two emerging standards that were set by the United Nations. They are not public domain, and therefore manufacturers must pay large fees to Westinghouse and General Electric. This adds to prices and puts them on an even keel with HST prices. They are slightly faster than HST modems in character per second tests, but in the final evaluation they are clear losers to the HST.

Many companies now make v.32 modems (9,600 bps) and v.32bis modems (14,400 bps) so the choice of brands is vast. The places one can use a v.32 are no quite so vast, however. Internationally it is the BBS standard, but in the USA it is a poor third to the HST. The few BBSs that do support either v.32 or v.32bis use US Robotics Dual standard modem which can connect with v.32 or HST callers.

Compucom

The third emerging standard is a cheap alternative to the modems described above. Compucom makes a 9600 bps modem that is priced at as little as a third of what other companies charge. Using a technology they created and own, Compucom modems achieve about 20-30% slower data transfer rates than HST modems running at the same bps rate. This is made up for by the price difference, though. Roughly 100 BBSs in the USA use Compucom modems, including one in Daytona Beach called Bag of



Blazing...

The external version of the modem allows the owner to monitor the modem's status by watching LED indicators.

Trix. This number is growing, but it is less than the number of v.32 equipped BBSs, and it is a tiny fraction of the number of HST equipped BBSs.

Prices:

Starting with the most expensive, the US Robotics 14,400 bps Dual standard modem can be purchased from Computer Discount Warehouse (1-800-726-4CDW) for \$759 including a \$50 rebate which is available in file form on many BBSs or by contacting the Avion. Computer Discount Warehouse also sells the new HST 14,400 bps from US Robotics for \$519 including the rebate. Compucom (1-800-544-8302) sells the US Robotics V.32bis modem for \$576 including rebate. All these modems should have v.42bis compression and throughput of up to 38,400 bps. An older 9600 bps HST from US Robotics can be purchased from Hi Tech (1-800-940-6991) for \$445 including rebate. It is not known whether V.42 is available on this modem. The Compucom modem sells for between \$179 and \$279 depending on options such as FAX capability. A retail outlet for the modem could not be found, however. Information about the modem may be found on BBSs that use it.

What to buy

Overall, the US Robotics HST is the clear winner in combining compatibility, speed, and affordability. An HST 14,400 bps can pay for itself in less than a year by cutting long distance telecommunications phone bills by 73% over a 2400bps modem.



Speeding...
US Robotics modems are the Corvettes of modem technology. This American made modem is the standard in BBS high speed

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→ Roommates

For Sale: Don't let the book store have your money! MA 222 text for half off the used price. Now just \$20, contact Todd at Box 481 or 239-6079.

Attention Summer B. Students: Roommate (temporarily) needed to share 2-Bed/2Bath apartment. Fully furnished at the Atrium Apartments located 1 block South of Publix. \$200/mo. Call Andy at 238-1184 or Box 7450.

Roommates needed to share 3 bedroom, 2 bath house with pool table. \$200 per month - 1/3 utilities. Call Joe at 676-2909.

Newly decorated 2-3 bedroom apartments furnished or unfurnished for rent. \$390 to \$425/month. Call Kurt 254-4730.

House to share, quiet Port Orange neighborhood fully furnished, washer, dryer, microwave, central air, 5 minutes to school. \$235 + 1/3 utilities. Call Paul at 756-0419.

→ Autos for sale

1982 Mercury Grand Marquis sedan. Smooth running powerful V8, plush and roomy interior, ride-engineered and clean. The best student transportation available at any price! Need money for flight. \$300 OBO. Call Brian at 255-6393 or 239-6051.

1982 Pontiac Firebird with T-Tops, V8, Power Windows, Bra, Mag Wheels. \$2600 or best offer. Call Jason at Home: 225-1138. Work: 239-6054.

1986 Renault Alliance 1.7L. Runs Good, A/C, Radio \$1500 or best offer. Call Jan at 255-2649 after 5:00 p.m.

→ Cycles for sale

Yamaha SRX 600, '86, \$1,100 please call Luis at 254-8430. Leave message if no home.

→ Misc. for sale

For Sale: Desk and bookcase at \$20 each. Call Edward at 756-2067.

For Sale: AKC Rotweiler puppies will be ready for good homes only, on May 20. Call Don after 4:00 p.m. at 253-4122.

For Sale: Full size bed \$120, Stereo cabinet \$25, T.V. stand \$15, Microwave \$20, Book shelf \$15. Call Richard at 253-0386 or box 4218.

For Sale: Twin mattress, box a frame \$100, Lysis cot \$60, Mark \$25, Snorkel \$20, Flipper \$25 and Boots \$20. Call Karl or Nancy at 252-8901.

For Sale: Soft (quilted) surfboard rack color CB (digitized) with K40 antenna, Smith-Corona Typewriter, Electronic (hand-held) Football Game, Panasonic 10 speed Strider - 9 Megabyte Memory - 16 bit Sings Game Call Daniel Evans 238-7512.

SCUBA CERTIFICATIONS: PADI open water \$99, a/c at Nitrox \$150. Call Jan at 761-2021.

For Sale: 3.5" Disks, Maxell, D5/DD Formatted \$1.00. Call Jeff 756-3298.

For Sale: Plane ticket, USAir, Daytona Beach-Charlotte to Newark N.J. \$125 or best offer. Call Doug at 255-8667.

For Sale: 12 x 60 Mobile home in Port Orange. Large living room, 2 bedrooms, washer, covered patio, tennis courts, children's playground. Small pets welcome. Close to shopping and/or bus line. \$12,500. Call Laurie 767-9834 for more info.

Window Tinting: Same tint used by dealers. Call Todd at 257-1622.

→ Miscellaneous

Attention Ladies: Bored? Summer classes get you down? Would you like to add a little spice to your life? Be part of the "Elite" and join the "Mile High Club" for more info call 756-2067 and ask for the captain. Sure to be a thrill you will never forget!

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Student Seeks Job: Various work experiences, conscientious worker. Availability: M-F 9:00 p.m. on and all day Sunday and Saturday. Would prefer on-Campus job or within 3 mi. of the university. Contact Neal at 254-8406 or Box 6373.

→ Personals

REST IN PEACE
Joe propeller, AMT Studies, of complications following four dozen colds and bronchial colds since October. Profoundly remembered by employees of Cafe' Burf, and ERAU delinquent accounts. All my torn shorts and my pocket but I bequeath (sp?) TO FRID FLINTSTONE, AMT STUDIES.

AVAST YB SCURVY DOGS, The Death Bunny has returned.

WHERE IS SAFE ENVIRONMENT?

NUMBER 1
We should get more Pop Rocks! TICKLESH!

MORIE DUDE
Now that you took the walk don't you think you should call Up John?
CNE

TROY AND PICARD
Congrats you two! It's about time THE FIRST PAIR

BIJAN
Stop scratching yourself in public. YOUR DISGUSTED CLASS

POOKUMS
Summer A, Week 1. Here we go again. Thanks for that interesting movie the other night. That one's bound to win at least 3 or 4 Academy Awards. No we'll have to try for the "Seem". In the meantime, try to stay away from the Forest.
C. ED

Anyone available or interested in working entertainment security contact Mike at Box 5421

TROY IN PS 103
We should work out together sometime. Have fun in class.
CNE

Memorial

(continued from page A6)
Following the various remarks, the 2,000 people gathered at the dedication gave a standing ovation as the Vice President took the podium. Quayle spoke of the strong pioneering American spirit and of the great sadness at the loss of those honored that day. "We dedicate this monument to the memory of strong, courageous, smart and daring astronauts who pursued an adventurous career and who died in peaceful service to their country." The Vice President also made comments on the future of the American

space program, targeting a manned Martian landing for 2019.
Once the Vice President had finished his speech, Captain Cernan, Senator Garn, and former congressman Bill Nelson proceeded with the Memorial Dedication. As each astronaut's name was called, that astronaut's family members made their way to the memorial's base. A tearful Captain Cernan met and embraced each of the family members on their way. After the families had all gathered at the memorial, a moment of silence was given as the family members held each other, gazing up at the

names of their lost loved ones glowing on the monument's shiny face.
The ceremony closed with a flyby of four T-38's in missing man formation piloted by the crew of STS-42. The Voices of Liberty choir sang a song of American freedom entitled "Golden Dream" as 15 white doves were released in memory of each of the astronauts. The ending was a great tribute to those brave men and women who gave their lives for the dream of space exploration. As quoted by Captain Cernan, "Space will remain the role of those who dare to dream."

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Letters

(Continued from page 2)
was a short three years he will always remember those years as the most fun he ever had. My husband had the chance to fly with both his father and father-in-law when he was a Flight Engineer. He was also checked out as a Captain on the 727 by his father. Try that at American or Delta.
We were deeply hurt on Jan. 18, 1991 when Eastern Airlines officially shut its door. It was like a part of ourselves was now missing.
Eastern Airlines will always be remembered by us and we hope by many others as the "Great Silver Fleet". We feel that this airline was once truly a great airline! We hope that for other alumni this is not the beginning of a trend.

Regards
Elizabeth Jersey '86
Allen Jersey Jr. '84

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