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Embry-Riddle Aeronautical University

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THE AVION



First to fall...

A Boeing 767-300ER similar to this one exploded 100 miles from Bangkok, Thailand, killing all on board. It was the first 767 to crash.

Dan Chang, Thailand (AP) - Searchers recovered more than 140 bodies Monday and the vital flight data recorders from an Austrian jet that blew up shortly after takeoff from Bangkok with 223 people aboard. No survivors were found.

Three Americans were among those aboard, Austria's private Lauda Air said.

In Hong Kong, Franz Karner, the Vienna-based sales manager for the airline, said a bomb probably caused the explosion since the crew reported no mechanical problems after takeoff. He offered no evidence, however, and other officials said the cause of the blast was still a mystery.

The loss of Flight NG004 from Hong Kong to Vienna was the first reported loss of a Boeing 767-series and the 12th-worst commercial aviation disaster.

A team from the U.S. National Transportation Safety Board was en route to Thailand to help in the investigation

An official in Bangkok for Lauda said Monday night the flight recorders were found, but he did not know when they would be sent to Bangkok for analysis.

Somnuk Keetket, governor of Suphanburi province, over which the explosion occurred, said an exploding engine, a bomb planted on the plane, or lightning could have caused the crash. He said a storm was passing through the area at the time. Officials in Bangkok earlier reported good weather conditions.

During the Persian Gulf War, Western intelligence pinpointed Bangkok as a possible staging site for terrorism; airport security subsequently was tightened. At Hong Kong's Kai Tak International Airport, security has also been tight.

The twin-engine Boeing 767-300ER took off from Bangkok's international airport at 10:45 p.m. Sunday, and a police sergeant major said he saw it explode in a fireball

B-767 explodes over Thailand Bomb suspected as cause, evidenced by speed of wreckage

if needed, said spokesman Alan Pollock in Washington.

The board has offered to bring the flight data and cockpit voice recorders to laboratories within the United States to be analyzed, Pollock said, but he did not know if the Bangkok government, which is responsible for the investigation, plans to use the U.S. help.

Gov. Somnuk, who visited the crash scene 100 miles northwest of the capital, said villagers reported seeing the fireball hurtling through the sky.

"There was a huge explosion of the plane's head (front section) and the head went down in a huge ball of fire and exploded again when it hit the ground," said witness Somsak Boonbandan. "The main body of the plane went down at about a 45-degree angle."

Other local reports, however, said the explosion appeared to have occurred in the rear part of the aircraft.

In London, David Learmount, an editor at Flight International magazine, said Monday that initial indications suggested a bomb brought down the craft.

"Early evidence is very similar to early evidence for Lockerbie and the Air India crash into the Atlantic," he told British Broadcasting Corp. radio.

Investigators concluded the Pan Am Boeing 747 that crashed in Lockerbie, Scotland, in 1988 and the Air India Boeing 747 that crashed off Ireland in 1985 were brought

down by bombs. All 259 people on the Pan Am jet died with 11 people on the ground. The Air India's 329 people on board all died.

In Vienna, the airline's founder, former Formula One world champion auto racer Niki Lauda, declined to speculate on the cause of the explosion. He said he would leave for Bangkok later Monday.

In Vienna, Chief Lt. Alfred Rupf of the Schwechat Airport criminal police confirmed that the airport received an anonymous phone call at 1 a.m. saying a bomb meant for a U.S. airliner may have been mistakenly put on the Lauda plane. But he dismissed the call as insignificant, implying that the caller knew little about the crash or the flight schedules.

Lauda Air in Vienna said 74 passengers and nine crew members were Austrian. The pilot was Thomas Welsh, said to be from the Seattle area. The airline said the other victims were 52 Hong Kong Chinese, 39 Thais, 10 Italians, seven Swiss, six Chinese, four Germans, three each from Yugoslavia, Portugal and Taiwan, two each from the United States, Britain, Hungary, the Philippines, and one each from Poland, Turkey, Brazil and Australia.

Lauda said the plane had been in service about 18 months and had never had any problems.

Boeing Co. spokesman Tom Cole said in Seattle that the company was sending four investigators to Thailand later Monday to help Thai authorities.

It was the first loss of a 767, an aircraft model that has been in commercial service since Sept. 8, 1982, Cole said.

"Early evidence is very similar to early evidence for Lockerbie and the Air India crash into the Atlantic,"
David Learmount

Flight Department seeks to improve

by Melissa Wolfe
Campus News Editor

The Flight Department is considered the biggest organization in the University as far as the number of people and the many different levels of management. As in any organization as big as the flight department, there may be some shorts in the system at times. These shorts are being worked out through improvements to the overall system. To minimize frustration and confusion, these changes need to be explained.

The first of these changes occurred when Paul McDuffee took over as Chief Flight Instructor and as Chairman of the Flight Department. These two positions were put together with Mr. McDuffee at the head. His job is to oversee all workings of the department which incorporates maintenance, training and scheduling. But the most important thing that the Department Chair must deal with is the FAA standards. For Embry-Riddle to stay accredited, the FAA standards must be met.

To help meet these standards, some changes have been made to the flight curriculum. The policy on extra training or XT, has just been revised. Before, a student could not advance to the next unit without passing the current. For example, if a student was having trouble with ground reference maneuvers, the

student would do as many XT's as needed to pass the unit. Now that student can go on to the next unit and still work on the maneuvers along with the new material. This problem does not just plague ERAU. When Mr. McDuffee attended the University Aviation Association Flight Committee conference he found out that other schools were also having this problem. The new policy gives more control to the instructor and the overall reaction to the change is positive.

Students may notice an addition to the phase check process in the flight courses. A pre-phase check has been added to give the student a "dry run" before the real thing. This will cost the student more money, but will help the student pass the real prog check. The FAA standards state that the pass rate must be 80% on progress checks and the new pre-progress check will help keep the 80% pass rate.

Flight students have always complained about getting on the schedule and waiting for aircraft. Scheduling has and will continue to be a challenge to the three to four people who do it. Students must realize the size of the task that these people face. People might also not know that the scheduling system is not automated; a computer simply assists the people. They must take hand written requests from the flight instructor and match that with the availability of aircraft. Maintenance also plays a

part in the scheduling process which consists of deciding how many aircraft will fly on a certain day. Projections must be made for when an aircraft will be down for inspections and engine maintenance. In turn, maintenance has to coordinate with the Jet Center and ERAU AMT for the maintenance of the aircraft. All these factors come together in just one day's schedule and sometimes mistakes can happen.

Another complaint that students have with the flight line is the wait they must endure before getting an aircraft. There are certain times during the day when the desk is busier than others. Early in the morning things must be hooked up which take a few minutes creating a small back up. The other times during the day which are heavy are: 10:00 am, 12:00 pm, and 3:00 pm. During these times many things are happening all at once. There are some small things that can be done by students and instructors to help alleviate some pressure. Completely filling out the clipboard, parking in the appropriate row on the ramp and not debriefing students at the aircraft are small things that will speed up the aircraft turnover rate.

Another problem occurs at the beginning of each trimester with new students working at the flight desk. This slows the operation down even though there is an overlap of new and old



Shaping up for the future...

Flight Desk employees have found many students are frustrated by the inefficiencies in the department. The department is trying to improve, but there is a lot of altitude for it to recover.

student assistance. Things might slow down during these times to ensure that less errors occur.

The work day of the flight line is broken up into three shifts with three flight supervisors. These men are the eyes and ears of Mr. McDuffee. Each shift has an identical set of procedures which are followed by everyone. There are small variations in the manner that each flight supervisor handles procedure due to their different natures.

The flight department has put out a student survey and suggestion boxes at the flight line with hopes that the results will give the management a better understanding of what the students have to say. The survey has shown that the students either like the operations or hate them. There seems to be no middle ground. The department is trying to better meet the needs of all parties that deal with the flight line. With some consideration from the students things will get better.

Student foils two campus thieves

by Melissa Wolfe
Campus News Editor

Close to midnight on a Friday night in mid-April, Richard Levy noticed some unusual behavior beside the Riddle Center. Mr. Levy looked outside while exiting the Avion office and saw two young men by his roommate's Mazda MX6. Seeing that the men were breaking into the car, he proceeded to yell through a heavy rain at them to get away from the car. Mr. Levy yelling or see him running across the grass in their direction. Todd Hughes, another person in the Avion office at the time, heard the yelling and followed Levy out the door.

Since the young men did not know that they had been seen, they broke the car's window and attempted to take the radar detector and the wallet that was sitting on the seat. Upon arriving at the car, Levy pulled both men off the car and the man with the wallet ran in the direction of

dorm 1.

When Mr. Hughes arrived at the car, Levy was yelling at the one thief he caught. Hughes then proceeded to calm Levy down when a member of security arrived at the scene. After explaining the situation, the security officer took the man to the information desk in the Riddle Center while Levy went to get his roommate. Mr. Hughes made a statement to the officer because the man had said that he was at the computer lab which had closed earlier.

When Levy and his roommate, Philippe LeScao, arrived, the security officer asked if they wanted the police involved and they consented. When the officer arrived, the man was arrested. The other man was caught several days later and also arrested for the crime.

This was not an isolated event on campus since, on an average, two to three cars a week are broken into.

Campus in brief

Financial Aid Office has two new scholarships available to Air/Traffic Control students and female flight students. Applications can be picked up at the Financial Aid office.

SimuFlite Awards two scholarships to ERAU students Officials from SimuFlite Training International in Dallas, Texas, recently awarded two training scholarships to two students of Embry Riddle, William Payne, an Aeronautical Science student and Michael Rapuano, a graduate student, are the recipients of the scholarships which combined are worth over \$20,000. The students will attend SimuFlite's Citation II initial training program during one of three 18-day sessions. Upon completion of the training, the students will be pre-

pared to receive their type ratings.

ERAU Board has Seven New Trustees Tom Poberezny, president of the Experimental Aircraft Association (EAA) and the EAA Aviation Foundation. John Olson, president of the Prescott Airport Users Association, Captain Louis G. Nemeth, a commercial pilot for USAir and chairman of the Embry-Riddle Alumni Association. Abe Harraf, Ph.D., was named faculty resource to the Board. The final three new members are students of ERAU. Vince Stefano, SGA President; Mike Mahowald, Prescott SGA President; Andrew D. Macha, full time student in the Master's program at Tyndall Air Force Base.



To go...?

The Space Shuttle Columbia is expected to launch this Saturday. See story, page 6.

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Aeronautica

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Diversions

THE AVION

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Editorial

The 'Politically Correct' oppression

by Dr. J. Roger Osterholm
Avion Adviser

P. C. Man is alive and well on most college campuses today. The fictional character is the ideologue who enforces current values, even chic notions, among students and faculty.

"P. C." means "political correctness," which regularly means supporting feminism, equal rights, anti-Western values, wide toleration, cultural diversity, pluralism and environmental safety. It also includes antivivisectionism, animal rights, homosexuality, care for the homeless and pacifism. No one is sure if it is for or against abortion and pornography.

These isms, of course, are central to the radical liberal agenda, and most of them are as sacred as motherhood used to be. The danger is that some of them, like Western primacy, antivivisectionism, pacifism, abortion and more, are still intellectually open questions and demand continued debate.

Placing the open questions with the largely settled issues of racism, sexism, and social welfare is an attempt to cut off the debate, to brand anyone with an objection as a terrible human being who deserves contempt. This may even mean violence perpetrated in the name of pacifism.

Militant pacifism is a danger among sophomoric followers of P. C., but the mob is commonly sophomoric. Hence, the seemingly ludicrous is a probability. Trying to save people against themselves is nothing new. Torquemada of the Spanish Inquisition and the New England Puritans attempted the

same thing: torment, even torture, the person to save the soul.

People who are thoroughly convinced they have the only true answer for social concerns may become inspired to force their notion of propriety on "benighted souls," like conservatives. And this is what is now happening in many cases on many campuses. And P. C. Man is the embodiment of the "pure soul" devoted to testing one's bathwater for signs of impurity.

Conservatism could become as ruthless as P. C. if it ever became as popular, but for now we have the real and present danger of "morally superior" liberal Torquemadas demanding allegiance to their standards of behavior. Most college professors, elsewhere certainly, if not at ERAU, openly brainwash and indoctrinate their students into P. C.

Of course, these professors, for the most part, were the radical fringe of the 1960s, those who destroyed the campuses then and who ruin them now. They oppose hiring and promoting intellectuals who disagree with them.

Beware of oppressive people, including oppressive liberals. Learn to think for yourself and to maintain your own views. Campuses are places where you should be able to analyze and evaluate even current doctrine—especially current doctrine.

One good standard? Excellence. If the fashionable criterion is not devoted to excellence in performance and results, then it's probably hollow, probably mere do-goodism.

Excellence by itself cannot solve all the problems, but surely a dedicated mediocrity is a pre-

scription for disaster.

Not even Rush Limbaugh, the popular daytime host of a radio talk show, should be allowed to do your thinking. And he is now a widely regarded conservative. He sometimes says, tongue in cheek, that he will determine the right answer and express it for his listeners for their unexamined acceptance. But when he says this it seems he is more parodying the positions of Ted Kennedy, Jane Fonda, Robert Redford, Ted Danson and such liberal activists who like to tell people what to think. Even though some of them have trouble thinking at all themselves.

Since the Renaissance, Western progress has been based on thinking for oneself, and the whole world is jealous of that progress. It is the West, especially Greece and Britain, that have given the world the ideal of democracy and freedom.

Ironically, it is many who are heir to this great tradition who are now trying to snub it as merely another option that the world might be better off without. The rise of the World has been the rise of the West—for both good and bad.

Instead of turning anti-Western, culture would be better served trying to eliminate the disadvantages without sacrificing the advantages, without throwing the baby out with the bathwater. P. C. Man may not appreciate the baby in his fanaticism with traces of independence in the water.

Fundamentally, Western liberty and freedom are the precious "baby" that should be served with that devotion to excellence—not with a wide but hollow devotion to being merely P. C.

Letters to the Editor

Ed. Note: This letter was originally submitted to Morrison's Custom Management and has been submitted to the Avion by its author in response to an editorial by Todd Hughes.

To the editor:
Why hasn't anyone had anything to say about all the mounds and construction going on around campus.

The Wright Flyer Monument added a beautiful centerpiece for the growing campus. But recently, the campus has gained new monuments to its growth. About two months ago, the softball field and a white sand volleyball court were expertly shaped. With these came almost mysterious mounds of Mother Nature's foundation—dirt.

These mounds are found along medians throughout the campus. The dirt piles obstruct one's view in the faculty parking lot beside E and B buildings. They block one's view as well as make terrific testing grounds for electronic 4x4s in the student parking lot behind the SC.

As will happen in Nature, where there is dirt, there will be foliage—or at least grass. Over time, the mounds at first looked like the doings of giant gophers, as was suggested in this year's *Avioff*. Eventually, they appeared to be like the fuzzy heads of elephants in a shallow burial ground. Now, they have flourishing grass bursting out all over them.

Sometimes, as I drive onto campus in the morning, I'd swear I was entering a Native American burial ground. But if that were the case, I'd feel a bit reverent toward the mounds. Reverence I do not have for them.

What is going to happen to these mounds? I assumed when they were placed there that the dirt would serve a useful function in the near future (perhaps to cover the shocking blue behind the letters "ERAU" in front of the Wright Flyer). No such luck.

I hope our University will have a useful duty for this dirt to serve soon. If not, instead of moving the mounds, they'll have to uproot them.
Name withheld by request.

I've been here for four years and have always had a meal plan. I've seen the quality of Epicure, Morrison's when you first got here and Morrison's now. I am in total agreement with this article and it is about time someone spoke up! I'm sick of the lack of quality, selection and most of all your attempt to constantly cut costs at the expense of the students. Epicure did an O.K. job but had a lot to be desired. When you first arrived, you made up the majority of that with better quality, selection and variety on a day to day basis. But since then it is evident that you have taken your place here for granted and have consistently attempted to cut your costs at the expense of the students' quality, variety and selection. When you first started there was a large selection and now there isn't and everything is a side item, bagels, sandwich rolls, cheese on salads, and even the God damn cream cheese! What's even worse is that the service this summer semester has gotten worse than it already was.

In conclusion, the service, the way it is now, is worse than Epicure ever was. Myself and many other students are fed up with the lack of service that we once had. Are your savings so great that it is worth the dissatisfaction of almost all your customers. If there was better quality, maybe you would get more customers. So in short, do something NOW! Otherwise myself, other students and SGA will petition to be given to the new president to get a new food service that can do the job right.

Curtis Johnson
Box 7522

ERAU meets the mounds of mystery

Just recently at the joint O-team, Housing and Alumni pre-orientation orientation, many Future Freshmen were amazed (some were downright impressed) at the wealth of dirt our school had amassed. No, not the everyday shenanigans of the inhabitants of Spruance Castle, but the dirt. Mounds of dirt. Enough dirt for a good-sized motorcross track or armored vehicle proving grounds.

Many of these Future Freshmen had toured other schools, but none had seen any raw displays of Thoreauvian back-to-the-primordial-soup landscaping such as ours. This of course prompted some of the more open-minded Future Freshmen to ask if the megaliths were actually the Senior Art Class' final project. "Senior Art Class? No, we don't have anything that even vaguely resembles an art class here," replied the thoroughly indoctrinated O-team member. Some of the more business-minded Future Freshmen asked if the mounds were perhaps loaded with oil-rich soil that was going to be reclaimed and sold to make money for new airplanes with-

out electrical problems. "No, Florida doesn't have any lucrative soil opportunities," replied the O-team member rather knowledgeably. At this point some of the perceptive Future Freshmen asked the O-team members how they knew so much about the school, to which one replied: "Well, I have been here two whole semesters." A few of the more tradition-minded Future Freshmen asked if the dirt was being saved because John Paul Riddle himself had sunk his heels into it. "Why no, we have a big old nasty oil painting and a small slab of granite to remember our wonderful, down-to-earth and very student supportive founding father," the administration official said with a blank look.



C. Adam Cerny
Campus News Writer

Well, three negative answers in a row set off all the SGA-minded Future Freshmen in a brain-storm to find a solution: "The ROTC cadets could use them for rappelling practice," or "They could be used in the foundation of the radio station," or "We could spread them out on the runway so the flight students can practice soft-field operations right here," or "They could be the inspiration for a new cheer at the basketball games: Dirt, Dirt, everywhere but not a shovel in sight." But alas, even these future SGA members experienced the deaf ears the real SGA has speaking to since the beginning of the Berobsc period.

And so the day went by with all but a few of the conversations drifting to the mystery of the mounds. Some of the more conservative parents expressed concern about their children attending a school with so much exposed dirt. Luckily, an administration official quickly explained that the mounds will soon be covered with grass, and if Mother Nature is too slow the landscaping department has plenty of bright blue paint and even brighter yellow flowers leftover. One very observant parent noticed that the airport also had a collection of dirt mounds and concluded that building dirt mounds was just some quaint aeronautical pastime.

As our resident star set behind our humpy landscape the unanswered questions rose into the air not unlike a flock of startled pigeons. And raining down from their even more startled bowels was one remaining question: Does this university have enough insight to follow through its facilities planning in an efficient and comprehensive manner? Well, geographically speaking, quite obviously, no.

Student Forum

The Avion Asks: What do you think of intramural sports?



Doug Devaney
Air Sci.

"More people should get involved, and the new field is excellent."



Charlie Garcia
Av. Tech.

"J.B. is doing a good job and the softball field is excellent. It is about time they spent money on something good."



Bill Dunne
Air Sci.

"J.B., The Big Guy, is doing a good job with what he has got."



Mike Shaw
Flight Ins.

"I think it is very good and getting better and better every day."



Doug Swanson
A.M.M.

"It is a great way to meet people. And it is a good chance to get together after hours."



Selwyn Shand
Grad. Stud.

"I think it is great!"

Penguins bring home the cup

Thousands of fans turn out to greet "the best"

Pittsburgh (AP) - The Pittsburgh Penguins came home in the middle of the night with the Stanley Cup, and the remarkable thing was they didn't steal it or borrow it. They won it.

As Penguins announcer Mike Lange says, you had to be there to believe it - and half of Pittsburgh tried to be there.

A crowd estimated by Pittsburgh and Allegheny County police at 40,000 - the largest in the airport's history - jammed the Greater Pittsburgh International Airport early Sunday morning to welcome the Penguins back from their series-clinching 8-0 victory over the Minnesota North Stars in Game 6 of the Stanley Cup finals.

One fan fell backward 20 feet onto a concrete patio and died of head injuries, Allegheny County deputy coroner Michael Chichwak said.

The fan, Melvin Babilon, 35, of Pittsburgh was sitting on a wall at the entrance to the airport at about 2:30 a.m. when he fell, according to Chichwak. Tests for possible drugs or alcohol in Babilon's system were incomplete.

The huge throng was larger than any that gathered at the airport in the 1970s to welcome back the Steelers from their four Super Bowl victories or the Pirates from their two World Series championships. Of course, this was a first - the first championship for a once-laughable franchise.

"This is insane," said one Pittsburgh teen-ager, who declined to give her name as she rode on her boyfriend's shoulders through the crowd. "But I wouldn't miss it for anything. We've waited a long time for this."

Twenty four years to be exact. One of the most ridiculed teams in pro sports - they had missed the playoffs for seven of the last eight years, a near impossibility in the NHL - the Penguins now own the Stanley Cup. At least for a year.

"When we came here seven years ago, people wore bags over their heads and booed the Penguins," said Heather Hillier, the wife of the Penguins' Randy Hillier. "Now this is the start of a new dynasty."

Thousands of black and gold-clad fans agreed with her. At one point, traffic was gridlocked nearly the entire 18-mile length of the Parkway West from downtown Pittsburgh to the airport and many fans abandoned their cars two miles or more from the airport and walked.

They twirled Penguins T-shirts, carried signs and sang along with "We Are the Champions" and "Rock and Roll Part 2," the team's unofficial theme song.

They chanted "Let's Go, Pens!" "We Want Le-

mieux" and "Here We Go, Penguins, Here We Go." Many brought video cameras, and some even toted homemade, aluminum foil-covered Stanley Cup replicas.

Police said the crowd was so large for several reasons, one of them timing of the Penguins victory. Unlike the Steelers' triumphs, this wasn't a Sunday night in frigid January. It was a Saturday night on a holiday weekend and the fans - most in their teens and 20s - didn't have to go to school or work the next morning.

Some had their faces or bodies painted, some wore Penguins shirts, some wore little at all. Many agreed they never thought they'd see the day the Penguins - whose owner, Edward J. DeBartolo, threatened to move or sell them six years ago - would win hockey's ultimate prize.

When their flight from Minneapolis arrived at 3:30 a.m., the few fans who could get close to the Penguins pounded them on their backs, shook their hands or kissed the Stanley Cup. Or Mario Lemieux. Or coach Bob Johnson. Or each other.

"This is unbelievable," said the Penguins' Bob Errey. "For everybody who stuck by us, this is for you. Everybody deserves to see this cup."

Because the crowd was so large, few actually saw it, but they can join Tuesday at a noontime victory

rally at Point State Park that is expected to draw tens of thousands of fans.

Even Barry Bonds, the National League MVP for the Pirates, joined in the fun. He hustled away from Three Rivers Stadium after the Pirates' 4-2, 11-inning victory over Philadelphia to join his wife at Station Square, where thousands of fans jammed into the Pittsburgh Sports Garden, a warehouse-sized sports bar.

"They deserve it. They earned it," Bonds said. "Whether it's the Penguins or Steelers, you want to see the other guys win."

And, for once, they did. Just as they did during the NHL All-Star Game last year, the Penguins will display the Stanley Cup. Only this time, it's theirs.

Among those sure to view the cup will be the city's newest prognosticator, 6-year-old Nicholas Furillo, of McKees Rocks. He and his father, Nick, flew to Bloomington, Minn., to watch the Penguins clinch. Before the game, he was asked by a Pittsburgh TV station to predict the winner and the final score.

"The Penguins," he said. "8-to-nothing." What were the odds on that prediction coming true? About the same as they were a few years ago for the Penguins winning Lord Stanley's cup.

"We won three cups in Edmonton, but to win it here, with this organization ... this is incredible," All-Star defenseman Paul Coffey said. "This is fantastic."

Even Barry Bonds, the National League MVP for the Pirates, joined in the fun...

The greater one...
Mario Lemieux led the Penguins to their first Stanley Cup victory, beating the North Stars 4-2 in a best of seven series.



National Commentary by Roger Harnack

The Brady Bill

The Brady Handgun Violence Protection Act, a bill pending before the Senate, has generated a lot of publicity in the last few weeks. The bill is attempting to create a seven day waiting period for all handgun purchases across the United States. The House of Representatives passed this legislation by a vote of 239-186.

Before going further into detail, I want to make it clear that whether or not the legislation passes, it is unconstitutional. The federal government's powers are spelled out in the Constitution of the United States, and the government does not have the power to impose a national law on a waiting period. The power for legislating such a law is a state's right. It is the opinion of this writer that the "Brady Bill" is a violation of state's rights.

The legislation is based on the faulty belief that a seven day waiting period would reduce the murder rate. How many criminals can you name that bought a handgun and used it to commit a crime within seven days of purchasing it? I can name only one: John Hinckley. A waiting period will not deter criminals from obtaining a handgun. A gun can be purchased in just about every city in the United States within hours. This legislation will only prevent law abiding citizens from purchasing a handgun for seven days. What happens to those citizens who fear for their lives?

This bill is the first step in restricting the right of every citizen to purchase a handgun. The Right to Keep and Bear Arms is given to every American in the Bill of Rights. The House has chosen to limit that right instead of making laws tougher. Gun-control legislation is not the answer to rising crime rates; tougher laws and capital punishment is. This writer is not a NRA member, however I do believe that it is an American's right to purchase a handgun when needed and not a week later. This legislation is an attack on the Bill of Rights and not on criminals. If you think the "Brady Bill" will reduce crime, you are dead wrong.

Domino's loses use of its slogan

Rochester, N.Y. (AP) - If you buy a pizza from one of Captain Tony's pizza shops, you'll still get it "Any Way You Want It."

The 20-store pizza chain said Tuesday that it has settled its dispute with Domino's Pizza over the use of the slogan.

Captain Tony's Pizza & Pasta Emporium said in a statement that Domino's had agreed to stop using the phrase in its advertisements.

Captain Tony's had filed a \$10 million lawsuit in federal court to stop the national chain from using the slogan, which the Rochester-based company said it had registered in 1989.

Domino's began using the slogan on door hangers and box tops in early May.

A spokesman for the Ann Arbor, Mich.-based Domino's, Mike Jenkins, said at the time the suit was filed on May 14 that Domino's had already stopped using the phrase after Captain Tony's had complained.

Warren Rosenbaum, the attorney for Captain Tony's, and officials of the Rochester company said they could not comment on the agreement, even to say whether the lawsuit had been withdrawn.

Jenkins did not return phone calls from the Associated Press.

Officials in U.S. District Court, where the suit was filed, said a court appearance scheduled for Tuesday had been adjourned. They did not know whether the lawsuit had been withdrawn.

Captain Tony's had filed a \$10 million lawsuit in federal court ...

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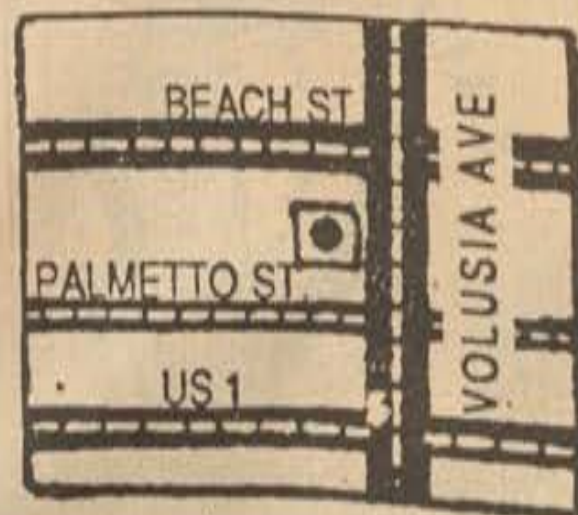
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Student killed in NYC

Senseless shooting ends in death of 20 year old

by Malissa Wolfe
Campus News Editor

A 20 year old ERAU Aeronautical Studies major, David Cargill, was the victim of a drive-by shooting in New York City early Sunday, May 20.

Cargill and two friends left a party in his hometown of Tarrytown, New York, to drive to New York City. After a trip around Times Square, the trio headed home along the West Side Highway in Manhattan's Upper West Side.

Between 125th Street and 158th Street, Cargill noticed bright headlights behind him. Thinking that it was a police car, he pulled into the right lane to allow the car to pass. However, when the two vehicles were lined up, an unidentified assailant in what was thought to be a Monte Carlo, fired several shots into Cargill's truck.

Since the music in the truck was loud, Cargill's friends mistook the gunfire for firecrackers until they saw Cargill slump over the wheel.

In an article in the *New York Times*, the friend in the

passenger's seat thought Cargill was "fooling around but a second friend sitting behind him noticed blood on his head."

Unable to flag down passing cars, the passengers laid him across the truck's seat and the friend who was driving "took off as fast as he could hoping a policeman would stop him for speeding," the *Times* article said. He drove the truck near Amsterdam Ave. and 157th Street where they flagged down a passing ambulance.

Cargill was pronounced dead shortly after arriving at Harlem Hospital.

Cargill's friends say that it was a random shooting and that he did nothing to provoke the attack. As of Monday, there were no suspects or arrests made in connection with the case.

A memorial service will be held at ERAU during the Fall semester for David Cargill and John Houston, another ERAU student killed recently.



Flyin' high... Scott Tarvis stands beside a Cessna 172 on the Embry-Riddle flight line.

Bike tour inspires annual event

by C. Adam Cerny
Campus News Writer

At 09:00 a.m. a few Sundays ago, eight bicyclists dipped their rear tires in the Gulf waters and set off for Daytona, thus beginning a two-day coast-to-coast adventure that would challenge their stamina

...riders were equipped with a motley assortment of seven ten-speed roadbikes...

and courage. The entourage consisted of ERAU Humanities instructors Dr. Jim Cunningham, Dr. Robert Oxley, Dr. Peter Ragan, Dr. Alan Pratt, Mr. Steve Glassman, Mr. John Rollins and a couple offspring: Peter Lee and Daniel Ragan.

Accompanying the entourage in their Swedish-built support vehicle were the dedicated support crew and their bountiful supply of fruit juice, Gatorade and assorted munchies.

The riders were equipped with a motley assortment of seven ten-speed roadbikes (two were vintage Schwinn's), one ten-speed cruiser, and one

ten-speed mountain bike. All but one of the riders demonstrated an affinity for their skulls by wearing helmets.

Green grass brightened to rain-forest brilliance by the previous weeks' incessant deluge greeted the cyclists as they began the first of their 71 miles to the halfway point at Steven's Fish Cays on the Oklawaha river. The seven-hour route

followed SR 40 to 484, to 475A to 42. At the fish camp one three-bedroom mobile home housed all and provided a site for a spaghetti banquet. Some family members drove from Daytona to join in the festivities.

As Mickey's little hand approached 10:00 p.m., interest in staying up for "Late Night with David Letterman" waned to nil, and all were soon asleep.

At 7:00 a.m. Monday the tour resumed with a helmet-mounted video camera (the Head Cam) recording the

roadside distractions. Jim Cunningham captured a few ride-bys as the bikers continued on RT 42 through Altoona and Paisley toward Deland.

A weaving course through the oak-canopied back streets of Deland separated the cyclists from their support Volvo, not to be reunited until their final rendezvous point before the sprint to the beach.

Clear Blue Skies and Fields of Spring Flowers joined the tour on Sunday, and having such a jolly good time they decided to put on an encore performance for the second day. But beautiful weather notwithstanding, a couple of mechanical failures called for hasty roadside repairs. But repairs effected, all cyclists charged for the beach down Volusia Avenue.

At 3:30 p.m. the elated coast-to-coasters dipped their front tires into the Atlantic blue. Whirring cameras recorded the event as the riders and their support crew held a discrete champagne toast to this now annual event.

Flight team takes many trophies

by Laura Krista Brewer
Public Relations Officer

Throughout the week of May 15-18, many Flight Team members were busy competing in Houma, Louisiana at

Safecon '91, the National Flight Team Competition. Among the events of Aircraft Recognition, Scan, Simulation, Computer Accuracy, Preflight, Message Drop, Navigation (cancelled due to low ceilings) and Power-on and Power-off landings, our trophy winners were Steve Brazao, Kevin Sheppard and Ari Buchanan. Congratulations not only goes to those members, but also to Hector Arencibia, David Ambras, Lee Babey, Gary Bruyns, David Kvech, Jay Maiato, and Scott Tarves for the combined effort of placing our team in fifth place behind University of North Dakota, Ohio State, University of Illinois and the Air Force Academy. Among 21 top teams of each region including ERAU, Prescott took 10th place.

Throughout the week of May 15-18, Flight Team members competing in... Safecon '91...

Those members who have stayed for summer classes have done outstanding work with Public Relations events.

On May 14, 15 and 20, 150 kids ranging from sixth to eighth grade toured ERAU's facilities with help from team members Mark Reents, Brian White, Tom Morris and Keith Plumb.

Also on May 24, we had a public relations trip to Cambell Middle School's Career Fair where David

Kvech and Brian Ferguson spoke to 90 students about aviation. The kids thought the were the best thing next to Top Gun.

The first team meeting of the summer was held on Thursday, May 30 at the Steak-n-Shake with the new executive board consisting of Jack Pollard, President; Brian Miller, Vice-President; Robin Ellis, Secretary; David Kvech, Treasurer; and Laura Brewer, Public Relations.

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Columbia ready for weekend launch

NASA restarted the countdown for the nine-day flight of space shuttle *Columbia* yesterday after removing or replacing sensors that might have harmed the shuttle on liftoff.

Nine sensors on the shuttle's inlet pipes were replaced with dummy plugs when engineers decided the instruments were no longer needed.

The shuttle was scheduled for liftoff last Wednesday from Kennedy Space Center, but the attempt was canceled when shuttle builder Rockwell International warned NASA that some of the sensors might break off with potentially catastrophic results.

Rockwell based its warning on a report by the RDP Corporation of Hudson, N.H., that sensors similar to the one removed from the shuttle last September could get loose and be drawn into an engine.

The delay in the report, which came to NASA less than two days before *Columbia's* launch, angered agency officials who called for an investigation.

In a statement Friday, RDP said it did not know until late Monday that sensor breakage "could have potential safety implications" for shuttles.

"I guarantee that any and all necessary changes will be made."

Richard Truly

NASA administrator Richard Truly named a panel Friday to learn why it took eight months to find and report the seriousness of the problem. He ordered the panel, too, to search for flaws in a post-Challenger system that's supposed to detect imperfect hardware long before space shuttles are readied for launch.

"I guarantee that any and all necessary changes will be made," Truly said.

After receiving the pencil-like part last year, Rockwell apparently sent it to the wrong subcontractor for testing, explaining part of the delay.

RDP said it did not receive authorization until late February to test the device in non-destructive ways and that it sent a report to Rockwell in mid-March that included an "indication of structural damage." Not until the first week in May, said RDP, was it given permission to continue

with a metallurgical analysis.

"RDP acted responsibly," said the company's statement.

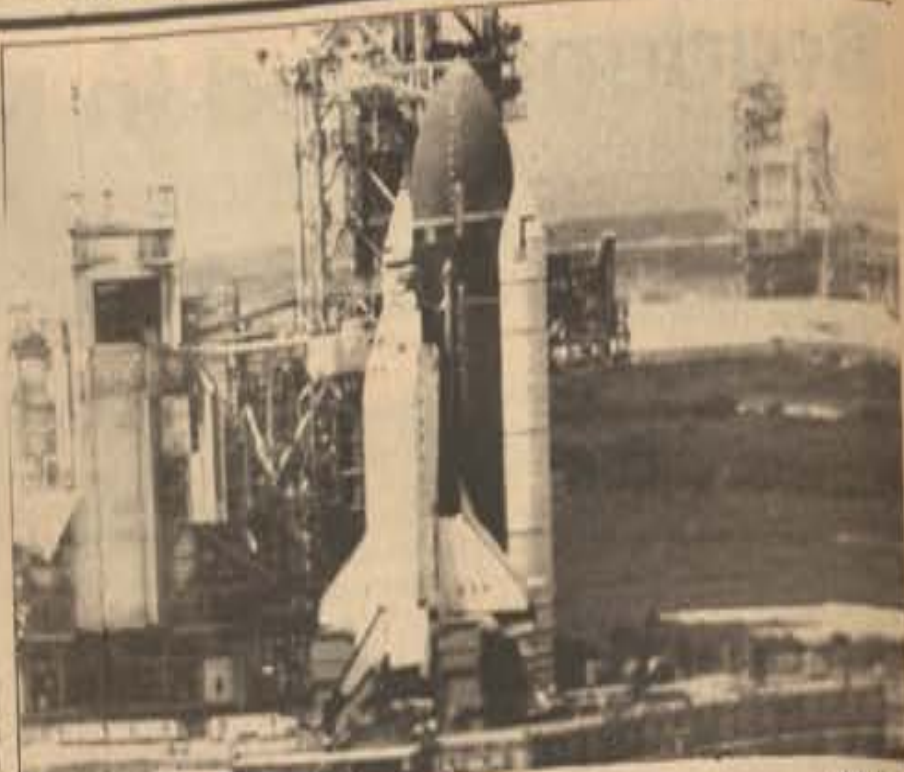
In preparing *Columbia* for launch, a mid-deck flight computer was also replaced. This computer electronically connects the orbiter with the solid rocket boosters.

The launch is now scheduled for early Saturday morning with seven crew members aboard.

The Spacelab mission is the first to be dedicated to life sciences research. It 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's gravity.

Commanding the seven-member crew is Col. Bryan O'Connor and piloting the orbiter will be Lt. Col. Sidney Guierrez. Mission specialists are Tamara Jernigan (Ph.D.), Margaret Rhea Seddon (M.D.) and James Baigun (M.D.).

The two payload specialists are Francis Gaffney (M.D.) and Millie Hughes-Fulford (Ph.D.). Hughes-Fulford is a former Board of Trustees member of Embry-Riddle.



Standing by...

Columbia awaits a launch scheduled for June 1. The shuttle has been delayed due to a number of computer malfunctions and problems with sensor probes in the fuel lines.

Space news...



Arianespace Flight 44 delayed for several weeks

Arianespace has decided to modify the hydrogen feed line on Ariane's third stage engine based on the results of technical tests and analysis carried out during the last weeks. Work has already begun on this modification, which will involve adding a pressure relief system to the hydrogen feed line. The current schedule should enable the campaign to resume for a July launch.

Delta II to carry telecommunications satellite today

A McDonnell Douglas Space Systems Delta II will be launched this evening from pad 17B at Cape Canaveral Air Force Station. It will be carrying the Aurora II satellite which will provide telephone, video, data, maritime, radio and emergency communications. The launch window opens at 6:24 p.m. and closes at 8:25 p.m.

Joust 1 program set for a June 5 suborbital launch

The launch of *Prospector*, a commercial suborbital rocket carrying 10 materials and biotechnology experiments, is set for Wednesday, June 5 from Launch Complex 20 at the Cape Canaveral Air Force Station. The launch is set for 7 a.m. and will have a three hour launch window. The mission entitled Joust 1 is sponsored by the University of Alabama in Huntsville's Consortium for Materials Development in Space. Orbital Sciences Corp., Space Data Division will provide the rocket and launch services.

NASA breaks ground for Processing Control Center

NASA's Kennedy Space Center hosted a groundbreaking ceremony for a Space Shuttle Processing Control Center (PCC) on Tuesday, May 28. The PCC will be a three-story, 99,000-square-foot facility dedicated to orbiter testing, launch team training and Launch Processing System maintenance.

Killing Space Station Freedom could set back U.S. space program a decade

Washington (AP) - If Congress kills the space station, the nation will suffer a five to 10-year technological decline like the one it experienced when the Apollo moon program ended, the nation's top space flight official says.

"The space station is our link to the future," said William B. Lenoir, an official at the National Aeronautics and Space Administration. "The next step needs to be taken and needs to be taken now or else we are going to admittedly be in a going-out-of-business posture."

Without warning, a House Appropriations subcommittee last week cut all but \$100 million from NASA's \$2 billion space station request for next year. If that is not reversed somewhere in the long appropriations process, the cut would kill the project.

"In many ways we've put all our eggs in this basket," Lenoir told reporters on Monday. Once the space station is stopped, he said, it would take NASA at least five years to be up to speed on another project.

"We don't have any contingencies that say 'Well, if it's lost, here's what we will do,'" Lenoir said. "We'd have to come to grips with accepting something that's not quite as good."

The cost of shutting down the 7-year-old program is \$250 million to \$500 million, said Lenoir, who is in charge of both the space shuttle and space station programs. The project already has cost \$4.6 billion, and NASA faces the problem of what to do with test facilities and partially completed tests.

He spoke of losing engineers and scientists: "We're looking at a crisis here if we let too many people get out. We did not adequately plan our post-Apollo period and it's taken us almost two decades to fully recover technologically from having gone blindly over that cliff."

The space station was to have culminated in a permanently manned station in 1999. To build it, 20,000 people would be employed directly and 100,000 indirectly.

In the late 1960s, once the hardware for the Apollo moon missions had been built, NASA cut back drastically on its activities.

"We flew Apollo and quit," Lenoir said. "We went out of business while we took a decade off to build a space shuttle."

To salvage their big project, NASA officials are contacting members of Congress, and they are hoping President Bush - who favors a space station - will throw his weight behind their effort.

Since the subcommittee's action on May 15, Bush has not commented on it publicly, although his spokesman and Vice President Dan Quayle said the administration will work to reverse it.

Many scientists have been openly opposed to the space station, saying the scientific return it will bring is not worth the investment.

"Space science is important but it's not the reason we are building a space station," Lenoir said. "We are not building the space station for science any more than we went to the moon for science. However, having gone to the moon, we got a hell of a lot of good science out of it."

He said America's relationships with its invited partners in the station will be harmed.

Japan, for instance, gave up plans for its own station at America's urging and was to add its own laboratory facilities to Space Station Freedom instead.

"They will certainly feel betrayed - make no bones about it," Lenoir said. "If the space station falls by the wayside, they will be going back to the original plan."

Japan, the European Space Agency and Canada have pledged a total of \$8 billion in facilities to be attached to the station.

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Boeing engineer receives Guggenheim award as aircraft orders continue

by John McDermott
Aeronautica Editor

In recognition of "outstanding engineering achievement" during more than four decades of work, retired Boeing Executive Vice-President Joseph F. Sutter was awarded the prestigious Daniel Guggenheim Medal by the American Institute of Astronautics and Aeronautics (AIAA).

Sutter is known in commercial aviation as the "father of the 747," and was honored by AIAA's John Swihart for "his outstanding management and leadership in the innovative development of three generations of commercial jet aircraft, in particular the 747, and his contribution to the enhancement of safety in air and space."

The Guggenheim Award was established in 1929 to honor those making notable achievements in the advancement of aeronautics.

Prior to his retirement Sutter served Boeing as Executive Vice-President

where he was in charge of all engineering and new product development. Sutter graduated from the University of Washington in 1943 with a bachelor's degree in aeronautical engineering, and joined Boeing in 1945 as an aerodynamicist.

Boeing Commercial Airplane Group continues to deliver and take new orders for aircraft. Boeing recently delivered to Japan Airlines its 75th 747 jetliner, JAL now has 11 747-400s, with the remaining 747s being earlier models. JAL has ordered 132 Boeing jetliners since 1964.

EVA Airways, a new carrier based in Taiwan, has placed firm orders for six 747-400s with options on two more. EVA will take delivery on its first two airliners, both 767-300ERs this month.

Boeing continues to move ahead on the development of the 777 wide body twinjet which is slated for service in 1995. Subcontracts were recently awarded to firms worldwide totaling

\$1.5 billion. The companies include Smiths Industries, London, for two avionics subsystems, General Electric Company Avionics Limited of Kent, England will furnish the flight computers, Korean Air will provide the flap support fairing, and AeroSpace Technologies of Australia will supply the rudder.

Hawker de Havilland of Australia will supply the elevators, and Alenia of Naples, Italy will supply the wing outboard flap.

Despite the current slowdown in commercial airline business, and the reduced hiring of pilots, the order books of the aircraft manufacturers demonstrate that the reduction in business is not expected to last more than three years, since many deliveries and the introduction of the 777 will begin around that time. Also the major carriers are expected to feel the effect of aircrew retirement and the reduction of available military trained pilots.



Going strong... Orders for Boeing aircraft continue and agreements have been made worldwide for the manufacture of parts for the new 777 widebody twinjet.

F-117 was a big surprise

by Todd Hughes
A.P. News Editor

The F-117A has been called "the most successful military program since the 'Manhattan Project'" in its ability to keep information from unauthorized personnel. The F-117A had been flying for seven years and was operational for five years before the official announcement of its existence was made in November of 1988.

Although there had been media reports about a "stealth fighter" before the official announcement, such basic details as the designation of the aircraft and the unit operating it had not been accurately reported. Media guesses as to the physical appearance of the aircraft never approached reality.

Twice before its announcement the F-117A was almost put into action. After the attack on the Marine barracks in Lebanon, the United States planned an attack on confirmed PLO targets utilizing the F-117A. Only 45 minutes before the F-117A's were to leave on their first mission Casper

Weinberger, the Secretary of Defense, scrapped the mission, deciding to save them for a more significant target. Again in 1986 a bombing raid on Libya was planned. The F-117A's were poised and ready to go. But Casper Weinberger stepped in again and scrubbed the mission.

...deciding to save them for a more significant target...

Finally on December 19, 1989, the F-117A flew its first combat mission. Two aircraft following coordinates given to them by Army ground troops hit both targets in Panama perfectly. The war did not last long enough for the F-117A to prove itself.

Finally during the Persian Gulf War the F-117A had its chance to prove itself as a first line tactical strike bomber. The United States first attack was launched by the F-117As under the mask of night. The F-117As nailed an Iraqi communication network with its first strike, crippling the nation for the rest of the war.

The Iraqis had no idea that the F-117As would be so lethal and now the whole world knows that we can drop a bomb in their back yard and they will not know where it came from.



Birds of prey... F-117 stealth fighter proved to be an asset to the Air Force during the Persian Gulf War, hitting 85 percent of its targets.

General Electric provides improved engine for Canadair

by Frances L. Cozza
Aeronautica Writer

On May 10 the new CF34-3A1-powered Canadair Regional Jet achieved a major milestone with a successful first flight at Canadair in Montreal.

For one hour and twenty-five minutes, in addition to a subsequent flight later that day, the two 9,220 pound thrust class turbofan engines performed flawlessly. This has allowed the aircraft to begin a 12 month flight test and certification program.

The CF34-3A1 is the advanced technology version of the CF34/TF34, which currently powers the Canadair Challenger 601 business jet, the U.S. Navy's S-3 anti-submarine aircraft, and the U.S. Air Force A-10 ground attack aircraft.

What separates the CF34-3A1 from the CF34/TF34 is that it combines the benefits of high bypass technology and a high pressure ratio to produce a quiet, fuel-efficient engine.

Also, in order to adapt to the increased demands of regional air-

line service, new materials and extended-life parts have been incorporated into key areas of the engine. GE has worked with Canadair to optimize the engine/nacelle for maintainability and accessibility.

GE recently opened a new, high-efficiency assembly area to produce CF34 engines for Canadair Regional Jet and the Challenger 601 business jet. Demand for CF34 engines is expected to increase as the Canadair Regional Jet moves into full-scale production.

"The investment we have in the CF34-3A1 and our new assembly area underscores our commitment to the Regional Jet," said Dudley Millikin, general manager of GE's Program. "We are pleased with the success of the Canadair Regional Jet's first flight and anticipate the same positive results as the aircraft undergoes its flight and certification program."

The first Canadair Regional Jet will be delivered to launch customer DLT in Germany in the summer of 1992.



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Calvin and Hobbes by Bill Waterson

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I'M NOT EATING THIS GREEN STUFF YECCHH! GOOD IDEA CALVIN. IT'S A PLATE OF TOXIC WASTE THAT WILL TURN YOU INTO A MUTANT IF YOU EAT IT.

DAD, HOW COME YOU LIVE IN THIS HOUSE WITH MOM... INSTEAD OF IN AN APARTMENT WITH SEVERAL SCANTILY CLAD FEMALE ROOMMATES? BOY! ASK A SIMPLE QUESTION, AND GET ALL YOUR TELEVISION PRIVILEGES REVOKED.

HOBBES, HAVE YOU EVER KISSED A GIRL? A FEW, I GUESS. REALLY? WHAT WAS IT LIKE? ONLY A LOT MORE SO!

WHAT DO YOU FIND ATTRACTIVE IN WOMEN, HOBBES? WELL, I'VE ALWAYS BEEN PARTIAL TO REDHEADS. WITH GREEN EYES I LIKE GREEN EYES. AND WHISKERS! LONG WHISKERS! LET'S CHANGE THE SUBJECT.

HAVING TRANSFORMED MYSELF INTO A WEREWOLF, I SEARCH FOR HUMAN SACRIFICE! HI, DAD! MM, HELLO. CALVIN, STOP THAT DISGUSTING DROOLING!

Far Side by Gary Larson

The urban catsnake and its prey

Kids shows that bombed

"You're cheating, Ned."

Dung beetle neighborhoods

Leona Helmsley of the Paleozoic

Hit elephants

Mister Boffo by Joe Martin

ANOTHER WAY TO TELL WHEN YOU'RE DEALING WITH SOMEONE NEW TO L.A. DO LUNCH WHAT?

UP!

THE DEVIL MAKES A PUNNY

MAKE COMPLAINTS ON THE COMPLIMENTARY HAIR PRODUCTION.

Mother Goose and Grimm by Mike Peters

SIT, GRIMMY, SIT... HE DOESN'T HAVE A CLUE, A WHAT? A CLUE, GESUNDHEIT.

HEY, MORRISON, YOU MAKE A BETTER DOOR THAN A WINDOW.

GUITAR SALE

HOW IT ALL BEGAN

CAN I TELL YOU ABOUT THE CATCH OF THE DAY? SURE!

OOO, IT WAS REALLY SOMETHING, WE WERE MAYBE 2 MILES OUT TO SEA, WHEN SUDDENLY I FELT A BITE ON MY LINE. AS THE ADRENALINE RACED THROUGH MY BODY I BEGAN FEVERISHLY REELING IN MY LINE WHEN...



Here they come...
Blasting out of the U.K., Birdland has landed in the United States.

Birdland roosts in America

by Todd Hughes
A.P. News Editor

With their identical blond mop-top haircuts and ominous high-velocity attack, Birdland looks and sounds like the house band at the Korova Milk Bar in *A Clockwork Orange*. Birdland is definitely the future of rock 'n' roll, they could be the next Violent Femmes. In *Rolling Stone* recently, Los Angeles disc jockey Rodney Bingenheimer said of Birdland: "I think they're just the ultimate. This is kick-ass rock 'n' roll... Remember when the Sex Pistols came out in the '70s? This is like that, but with more melody."

After the band's five straight number one singles on the U.K. indie charts, an *NME* cover story proclaimed them "the best rock 'n' roll band in the world," an honor lead singer Robert rejects. "We're not really a rock 'n' roll band -- we're something very different from that," he says. "We're a change in rock 'n' roll tradition. There's more of a poetic element, a lot of imagery, and a deeper intensity with Birdland. We work on many levels -- we're much more than people would perceive us to be."

A case in point is the band's fiery Radioactive Records debut album, which has a lot more than meets the ear -- although what meets the ear is very good indeed. "You need to play it about eight times before you get the full picture," says Robert. "You can get a hell of a lot out of it, because it's not a surface-level record -- there's a lot of different colors in there. We've not just painted a picture

in blue -- it's like a canvas that we've layered a lot of sounds and ideas onto."

Although Birdland has in common with its musical forbearers is a defiant independence that ignores fly-by-night trends. That explains the significance of the band's traditional attitude, and a controversial highlight of the album, an incendiary cover of Patii Smith's "Rock 'n' Roll Nigger." Some might find the title controversial, but Robert disagrees: "If you really listen to it, the song is not about being racist; it's about being different, not involved in any scene, totally outside. So that song is a real anthem for us."

Lead singer Robert said "We didn't want to end up like Pink Floyd, but we didn't want to be the Ramones, either." Truth be told, the album's wealth of rapturous three-chord wonders makes it closer to the Ramones, but note the intricacy of a song like "Beat Me Like A Star," perhaps the album's most energetic track. "That one has a lot of things running through it," says Robert. The song is one that you can take to right away, and before long you are singing it all the time.

One final note: despite the band's intimidating image, the boys in Birdland are actually what one British scribe called "jolly nice chaps." No wonder Robert bristles when the band is so often described as "young, loud and snotty." "Well we're young. And we're definitely loud. But the snotty tag is pretty disgusting, really. I mean, we don't go around sneezing on people!"

Latin lover hits with *Mo'Ritmo*

by Martin Kammernan
Opinions Editor

Gerardo, that new Latin sensation that has been tearing up the airwaves with his recent hits, has released his new album. The title is *Mo'Ritmo*, and it does have some potential for more hits.

The two most recent hits from the chart climber are "Rico Suave" and "We Want the Funk." Both of these songs have an interesting blend of Spanish and English lyrics along with a beat that is intriguing.

One of the other songs that may have some potential is "When The Lights Go Out." In this song Gerardo speaks of his need to have a girl named Bobbie and how he would do anything to be in her arms. The song has good background music and interesting lyrics. It may end up at the top after his other songs have lost popularity.

One of the things that I did not like about this album was that it is very self-centered. It almost seemed at times that Gerardo is stuck on himself. Even his album is stuck since the only pictures in the Compact Disc cover were of him, looking like a typical Los Angeles gang member.



Bandanarama...

Gerardo busts out the dictionary.

Overall, despite the heavy dose of narcissism, Gerardo and *Mo'Ritmo* were top-notch. This new album is available at record stores everywhere.

Yes reunites with *Union* album

by Ron Roberts
Photography Editor

Finally, Yes is back together. And this time they didn't leave anybody out. The reunited Yes has all eight members who performed in the band at one time or another. They have all come together for the newest and possibly the best Yes album made yet, *Union*.

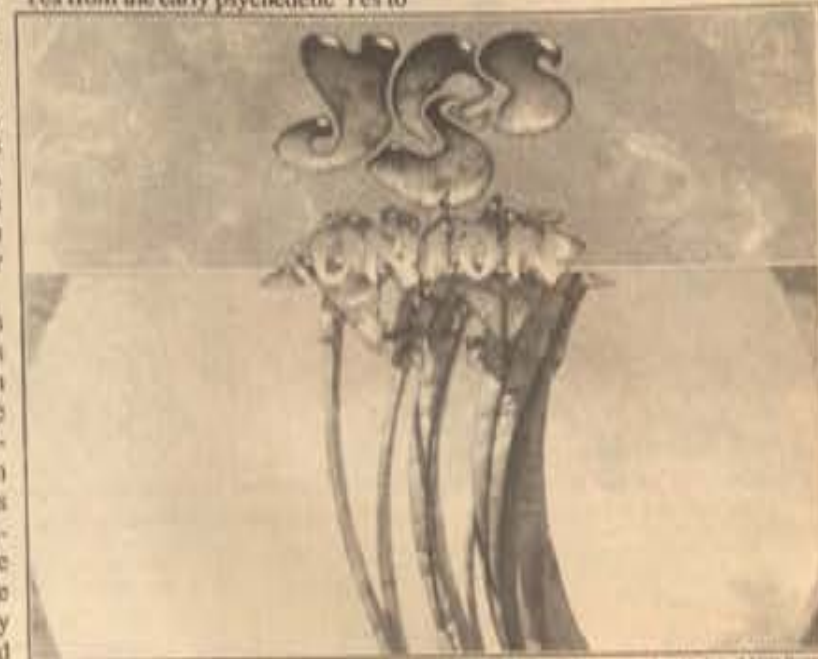
About a year ago, Yes broke up for what seemed like the last time. Jon Anderson, Bill Bruford, Rick Wakeman and Steve Howe split from Yes to do an album on their own. It seemed like Yes was doomed. But the other four members, Trevor Rabin, Tony Kaye, Chris Squire, and Alan White, continued under the name of Yes while Anderson, Bruford, Wakeman, and Howe went on to make their own album and tour. There were even threats of a lawsuit against ABWH for playing their old Yes songs on tour.

Recently, while Jon Anderson was in Los Angeles working on the vocals to the next ABWH album, he met with Trevor Rabin and heard some of the new songs that the remaining members of Yes were working on. Jon liked them enough to agree to add his vocals to them. As a symbol of friendship Chris Squire suggested that he add his unique vocals to some of the ABWH tracks which were already completed by Bruford, Wakeman and Howe.

Thankfully, somebody realized that

they should put all their songs from ABWH and the remaining Yes on one great album, *Union*.

Out of the fourteen songs on the *Union* album, ten were created by ABWH. But though only four members created them, all of the members performed on the tracks. Most of the songs sound like the first ABWH album, but with a lot more old Yes influence in them. This album is a culmination of all the previous Yes albums. *Union* captures the changes of Yes from the early psychedelic Yes to the mainstream rock Yes of 1982 to the split of ABWH.



Oh yes...

Yes makes a comeback with their new album, titled *Union*.

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

→ Cycles for sale

1986 500 Honda Interceptor, red, never dropped, very sharp. Less than 8,000 miles. Never on beach. Call Joe 677-5724 (between 8-10 pm). First \$2,000 cash takes it.

1987 Yamaha FZ. Very fast, low mileage, well maintained, Yohimura exhaust. \$1,900.00 Call 258-5852. Ask for Cliff.

1986 Yamaha SRX 600, \$1,100 please call Luis at 254-8430. Leave message if not home.

→ Roommates

House to share, quiet Port Orange neighborhood fully furnished, washer, dryer, micro, cable T.V., central air. 8 minutes to school. \$235 + 1/3 utilities. Call Paul at 756-0419.

Roommate needed: \$287.50 plus half utilities. Lake Forest Apts. 2 bed, 2 bath. Call Curt 248-0237, Non-smoker preferred. Close to shopping, schools etc.

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 neg. Call Andy at 238-1184 or Box 7450.

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→ Miscellaneous

TELEMARKETING \$5 per hour, plus a generous commission scale over and above. Top writer each week receives free limo ride and dinner for two. Full or part time. No experience needed. Call Mr. Hussey, 248-2868.

Jacksonville, one way bus ticket real cheap. Call Gumb at 239-6576

Scuba Lessons, PADI, open water course \$100, advanced o/w \$150, rescue \$175.00. Classes or private instruction, call Jan 761-2021

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

Interested in ATB bike riding wanting to start an ATB club here at school. If interested contact Rob. Box 5238

Helicopter Flight Training: Get your helicopter rating this summer. Instruction in Bell 470-2 and Hughes 300C models. Located on the Deland airport. Examiner on staff. Maverick Helicopters, Inc. Call Bud at 738-9536.

Student Seeks Job: Various work experiences, conscientious worker. Availability: M-F 3:00 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.

→ Misc. for sale

Brand new 386SX, 100% IBM compatible computer. Includes: 1.44 and 1.2 floppy drives, one 32MB hard-drive, 2400 Hayes compatible modem, VGA monitor, 2 8-bit slots and 6 16-bit slots, 101 key AT keyboard, DOS 4.01, joystick and lots of software. Contact Victor in Dorm 2 room 16L or Box 8184

For Sale: Full size bed \$120, Stereo cabinet \$25, T.V. stand \$15, Microwave \$20, Bookshelf \$15. Call Richard at 255-0386 or box 4218.

For Sale: Twin mattress, box + frame \$100, Lycra suit \$60, Mask \$25, Socks \$20, Flip-flops \$25 and Boxes \$20. Call Karl or Nancy at 252-8001.

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Stereo equipment for sale. Techniques CD player \$80, Techniques 110 watt amplifier and tuner, 16 pre-sets, 5 inputs, great condition \$210. Must sell. \$250 for both. Call 238-3366 or ERAU box 1076

For Sale: Desk, 3 drawers, typewriter board, big, includes a chair, \$50; Dresser 3 drawers, \$20 obo. Contact Will 239-0065 or box 7191

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

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For Sale: Twin bed mattress, box spring and frame. Only 1 year old, must sell! \$75 obo. Call 238-3366.

Gun for sale. .38 Special, never been fired, cleaning kit and holster. Asking \$210. Call Bill 788-8276

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

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

For Sale: 12 x 67 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 on bus line. \$12,500. Call Laurie 767-9834 for more info.

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 8481 or 239-6079.

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Twin waterbed, less than 1 year old. Tinner, liner, sink adapter, and accessories for only \$300.00 Clean and new. Call Pete at 788-6568

Full size bed (complete), \$60 Dresser/4 drawers \$35. White desk & computer hutch \$75. Dining room set - glass table & 4 chairs \$60. File cabinet - 2 drawers \$35. Call Phil at 756-8307 after 2:30 pm.

Selling Denon Celenia G-05 mini component stereo system includes dual deck CD player & full function remote retail price \$850-\$1000, sell for \$500, only 4 months old. Vented heat system around, if interested, call Dan at 248-0827 or box 0230.

For Sale: Soft (padded) surfboard rack cabinet CB (digitized) with K40 antenna, Smith-Corona Typewriter, Electronic (hand-held) Football Game, Panasonic 10 speed Strider -9 Megabyte Memory- 16 bit Sega Game Call Daniel Evans 238-7312

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SUSIE O Thanks for the past four weeks. Its been a gas! I haven't touched the ground since I met you (except in St. Anggie, when we weren't supposed to - oops!). I'm absolutely crazy about you, Navy Girl! I'll see you in port in Italy. We'll go get something to eat and get a nap! You're stuck with me, princess! LOVE, LT CDR.

IRBY KID, Its been a great month and a half. I think I'll stick around. LOVE GUMBI

PAPA WHISKEY, PAL!! Know what I mean Vem? BERG

ILIJAD GIBEK Go get a real life. SENIOR BUTTKISSER

This campus needs a radio station

KIM, It was great seeing you again. Perhaps next time we'll be able to have dinner. Take care. GUS

MARTHA, Hope you get a job, and I also hope that old age doesn't set in as quickly after graduation as they all say it does. HERMAN.

BOB, I was thinking. Air Travel... How Safe is It? C. ED.

POOKUMS, I hope you had a good Memorial Day. I'm sure your parents do too. It couldn't have been too bad since Mr. Fomst is gone. C. ED.

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9. The food at Morrisons tastes good and is inexpensive.

8. This school was never run by a militaristic dictator.

7. We would never consider athletic scholarships before academic ones.

6. The students really have control of the \$150,000 in the SOA unallocated fund.

5. The test of our airplanes are on the other side of the airport.

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December '91 Graduation Applications are being accepted at this time. We will try to process as many as possible with a Preliminary Graduation Evaluation before this term is over. This may be done at the Registration and Records Office located on the second floor of the UC addition.

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