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The CIA considers Hussein connection in 767 crash in Thailand

by Jack Anderson and Dale Van Atta
United Feature Syndicate

WASHINGTON—An airplane crash in Thailand two months ago may have been the handiwork of Saddam Hussein—the last news that the Bush administration needs to hear as it tries to maintain the patriotic momentum of the Persian Gulf War.

The crash of the Lauda Air flight from Bangkok to Vienna killed all 223 passengers and crew members on board, including three Americans. Thai authorities first

suggested that bad weather may have downed the airliner. But now they are keeping their investigation secret. And the Central Intelligence Agency has classified its opinion on the subject as higher than "top secret."

But our sources say that some CIA analysts believe it is "likely" that the crash was an act of terrorism, and that the terrorists were sponsored by Iraq. The two suspect groups, both on Saddam's payroll in the past are the Abu Nidal Organization and the May 15 Group. Both are renegade Palestinian groups with safehouses in Bangkok, where

many in the Muslim community strongly supported Saddam during the war.

Support and a safehouse in Bangkok gave the terrorist groups the means to pull off a bombing, especially with the notorious lax security at the Bangkok airport. The two groups also have a motive. Although Austria, the home of Lauda Air, remained neutral during the War, its dislike of Saddam was well known and Austria did offer to help Israel. Vienna has also long been a way station for Soviet Jews headed for Israel, where many of them will settle in

the occupied Palestinian territories. Two members of the Abu Nidal Organization are in jail in Austria in connection with the bombing of the Vienna airport in December 1985.

A former top American counterterrorism official, Noel Koch, who now runs an international security company, told us that the theory of Saddam's involvement in the crash is "reasonable." No terrorism is ever pulled off without state sponsorship money and safe haven—and Saddam has been a sponsor for both of the suspect groups.

ERAU instructor directs project giving India flight academy

by Jon Osterholm
Editor-in-Chief

John Stratechuk, an Associate Professor of Flight Technology at Embry-Riddle, last month returned from a long stay in India. While there, he supervised the building of, and the implementing of training at, a flight academy. The project was assigned to him by the International Civil Aviation Organization, or ICAO, which is part of the United Nations.

In several interviews last month, Stratechuk expounded his experiences as Project Coordinator and Flight Standards Adviser with the academy project. He also offered an insightful look at the traditions and culture of the Indian people.

Overqualified

In his field, there is no Doctorate program, Stratechuk explained. To become a full professor, one must enhance his knowledge of aviation in a way that would be unique, personally cultivating, and above the expected requirements of an Aviation Technology professor.

Stratechuk originally discovered the opportunity from an ICAO notice posted at the flight line. He applied for the position of Simulation Expert, but ICAO found him to be overqualified, due in part to his ability to speak Spanish, English, and German fluently (a great asset in international affairs). As a result, ICAO offered him the whole project—the position of Project Coordinator.

In getting the supervisory position, Stratechuk said there were many levels of qualifying. But in October of 1989, ICAO called him to inform him of his winning the job. Stratechuk wanted a sabbatical from his duties at Embry-Riddle, but was given a leave without pay.

"They must have found out how much ICAO was paying me," Stratechuk joked.

Embry-Riddle arranged for him to keep his same rank and position upon his return. To his knowledge, he is the first Embry-Riddle professor to go overseas in order to transfer Western technology to an underdeveloped

country. into ICAO

In January of last year, Stratechuk went to Montreal, ICAO's headquarters, where, as he put it, he went through an "intensive three days of briefing."

While there, he was given the project's documents and a suitcase full of books to read before the beginning of the project. The books included many on the traditions and culture of India.

After a time in Montreal, he flew to London, where he met with Niel Johnston of Aer Lingus. Johnston was hired as a consultant by ICAO, to outline the initial plan for the academy. This meeting was to facilitate a joint concept of the project between the consultant and the coordinator. Stratechuk brought with him the "huge" document for the project, in which ICAO made some changes to Johnston's original project plan.

Civil Aviation in India

The project's main purpose "is to bring to Indians a training academy, and to bring standards into it," Stratechuk said.

The academy, named in honor of India's Gandhi, offers India a true flight school. In the past,

India has had only small flying clubs, which were descendants of British flying clubs from the pre-1947 days of Britain's control over India.

These clubs fly the Indian-made "taildragger" Stratechuk called a "Push Back" (rough version of the Indian word for a mythological flying horse). A taildragger is an older model aircraft with a single wheel under the tail. There are only 15 of these clubs in all of India, which is a small number for a country of India's size. Stratechuk claimed the teachers at these clubs know one another merely by the mention to one of them of another's name.

The clubs are subsidized by the government in order to grant poorer citizens a chance to join "if they are very determined," Stratechuk said.

According to Stratechuk, there are no corporate, charter, or personal aircraft; there are only airlines and flying clubs in India. He said that there may be some very rare exceptions to his claim, however.

The military has aircraft, of course. Training is done by the Soviet Union, and India has Soviet planes of many types. Stratechuk said he had a chance to talk with ex-Air Force generals and colonels about the bombing of targets in the Indo-Pakistani War.

The Indra Gandhi Flight Academy

The academy, which was built over a one and one-half year period, is called the Indra Gandhi Rashtrya Uran Akademi. The students will train in Aerospatiale TB-20s, which Stratechuk said are 280 hp single-engine aircraft.

State-of-the-art equipment went into the academy: advanced simulators, computer training and support, audio/visual equipment, avionics, and electronics.

The site where the academy was built was once a British airfield during World War II. It was the base for Britain's campaign into Burma. It has understandably almost turned into a jungle since.

The students at the academy will eventually fly for either Indian Airlines or Air India. Stratechuk said they will most likely operate Boeing 747s and 737s, A-320s, and Airbus aircraft.

Indian culture

Stratechuk has several sets of photographs of the sites of India, many of Indian citizens' homes, businesses, and communities. He also had a lot to say about Indian culture.

"Indian people are resilient," he said, "and they are experts at doing without."

He believes that Americans could not relate intimately, in a cultural sense, with Indians. "We couldn't begin to think in the terms they do. They have an alternative way to do everything."

He commented that they did not use unsafe alternatives—the ideas work well. During monsoon season, for instance, the flight academy would schedule in ground activities that are simulation-related and in-class training.

The staff and the students at the academy



At home in an aircraft... Assistant Professor John Stratechuk recently returned to resume his duties at Embry-Riddle. He headed an ICAO project in India.

come from highly educated families. He said that India still has the remnants of the caste system of societal ranking.

Ironically, the population surrounding the academy consists of peasants. "They are religious-oriented, hard working farmers," Stratechuk said.

"Senior members of society are respected due merely to their greater life experience," Stratechuk explained.

Students will always open doors for their elders. When chatting on walkways, if an instructor passes by, the students would surely stop talking to greet the instructor. To Stratechuk, they seemed very eager to seek advice.

The role of instructors is in favor of the students' situation.

"The relationship between students and instructors," the experienced instructor said, "was such that instructors felt they had a special privileged stewardship role toward students."

"If you are my student," Stratechuk said clarifying his comment, "I would feel privileged to give you training. Students (even) feel free to talk to instructors after hours." He added that, for instructors, "There is a (patrimonial) relationship with students."

One difference that, no doubt, many students in the United States wished was not the case, is that after one and one-half to two years, students in India would "immediately fly in the right seat (the co-pilot's) in a 737 at India Airlines or at Air India in a 747," Stratechuk stated.

The cadets even wear the uniforms of Indian Airlines. If either airline company needs pilots badly enough, cadets are pushed through their program in as little as six months to begin training at the airline.

The cadets even wear the uniforms of Indian Airlines. If either airline company needs pilots badly enough, cadets are pushed through their program in as little as six months to begin training at the airline.

Soldiers say supplies wasted

by Jack Anderson and Dale Van Atta
United Feature Syndicate

Soldiers returning from the Persian Gulf have told us that they burned or threw away large stockpiles of food and supplies rather than bring the surplus back home or distribute it to needy war refugees.

In some cases, the soldiers acted out of laziness—it was easier to burn the surplus than take care of it properly. But in other cases, we have learned, the orders came from commanding officers who seemed to be consumed by a tidiness fetish. They didn't want to leave one stick of food or scrap of cloth behind, even in the desert where nomadic Bedouin are the most efficient "recyclers" in the world.

Incidents of burning were reported

in the desert while dumping was the more common means of disposal in the port cities as troops loaded ships to return to the United States. The wasted surplus included clothing, food, medical supplies, tents, lumber, tools, tires, coats and blankets.

Gen. William "Gus" Pagonis, the man in charge of logistics for the war, denied that any widespread burning had taken place. If anyone was guilty of waste, Pagonis said, it was a few "disgruntled" soldiers who didn't want to follow orders. But some of the soldiers he talked to said they were following orders—orders to burn and throw away perfectly good materials.

The official Pentagon policy was to bring home the surplus or distribute it to relief agencies.

TWA and American join Pan Am bidding

NEW YORK (AP) Trans World Airlines Inc. and American Airlines today plunged into the bidding for parts of bankrupt sister Pan Am Corp., offering a \$310 million package for key operations and routes divvied up between them.

TWA Chairman Carl Icahn, whose own airline has been flirting

with bankruptcy itself, said the joint proposal with American would save 14,000 to 15,000 jobs at Pan Am.

The proposal was almost certain to incite a bidding struggle for what remains of Pan Am, one of the oldest and best known U.S. airlines that pioneered commercial aviation but has been foundering badly for months.

Earlier this month, Delta Air Lines offered \$260 million for largely the same operations that TWA and American want, United Airlines and

Northwest Airlines also have been nosing around the leftovers.

Pan Am sought refuge under federal bankruptcy law in January and has been seeking to sell itself in pieces to satisfy creditors.

Pan Am spokeswoman Elizabeth Hlinko confirmed the TWA-American offer was received but said she couldn't comment further.

Delta spokesman Neil Monroe said the airline had offered what he described as a fair package to Pan Am. He declined to speculate on whether Delta would now amend its offer because of the TWA-American proposal.

Nonetheless, Monroe said, "the fact that there are spoilers out there who want to come in at the last moment and undo the deal isn't unanticipated."

We're prepared to deal with that."

TWA said in a statement that its \$310 million proposal included \$280 million cash and \$30 million in ticket liabilities. TWA said it would obtain \$250 million of the financing from American and would split up purchased routes with American.

Under the offer, American would get Pan Am's East Coast shuttle and Pan Am routes between the United States and Spain, Portugal and Italy.

TWA would get the Frankfurt operation and routes between London, Miami and Detroit.

In addition, TWA said that it would arrange a \$140 million equity infusion for whatever remains of Pan Am.

TWA has been weathering severe financial troubles of its own over the past several months, aggravated by the recession and a severe slowdown in business during the Gulf War.

Icahn has said before that the airline may have to seek bankruptcy protection if it can't renegotiate its bills. TWA's debt is estimated at \$1.37 billion.

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Space Technology... DARPA will be testing the Pegasus rocket once again. See story, page 7...

News in brief...

Artistic Mystery

An unknown artist placed a rough sculpture made of PVC pipe and other articles on dirt piles located on a median in the ERAU student parking lot behind Dorms I and II. See photo, page 5.

Weather balloon research

ERAU is one of many locations in the U.S. where weather balloons will be released every three hours from 8 am to 8 pm seven days a week, starting soon. Students will operate a data collection station under supervision.

Sliwa to attend first graduations

President Steven Sliwa, ERAU president, will be the guest speaker at graduation exercises for CCI Centers at Wright Patterson AFB and Raymond Walters

College in Ohio

ERAU receives grant toward Master's course

The College of Continuing Education (CCE) received a \$10,000 grant from GE's Aircraft Engines Continuous Improvement Education Fund for a Total Quality Management (TQM) course in its Master of Aeronautical Science degree. The course will be an overview of the philosophy and concepts of the new approach to productivity.

Oshkosh Air Show to begin

The EEA Oshkosh Air Show, one of the most renowned air shows internationally, will begin this weekend. Aircraft from vintage bombers to homebuilt and ultralights will be there for enthusiasts.



Aviation Business... Delta is placing bids along with American, for Pan Am Routes. See story, page 4...

THE AVION

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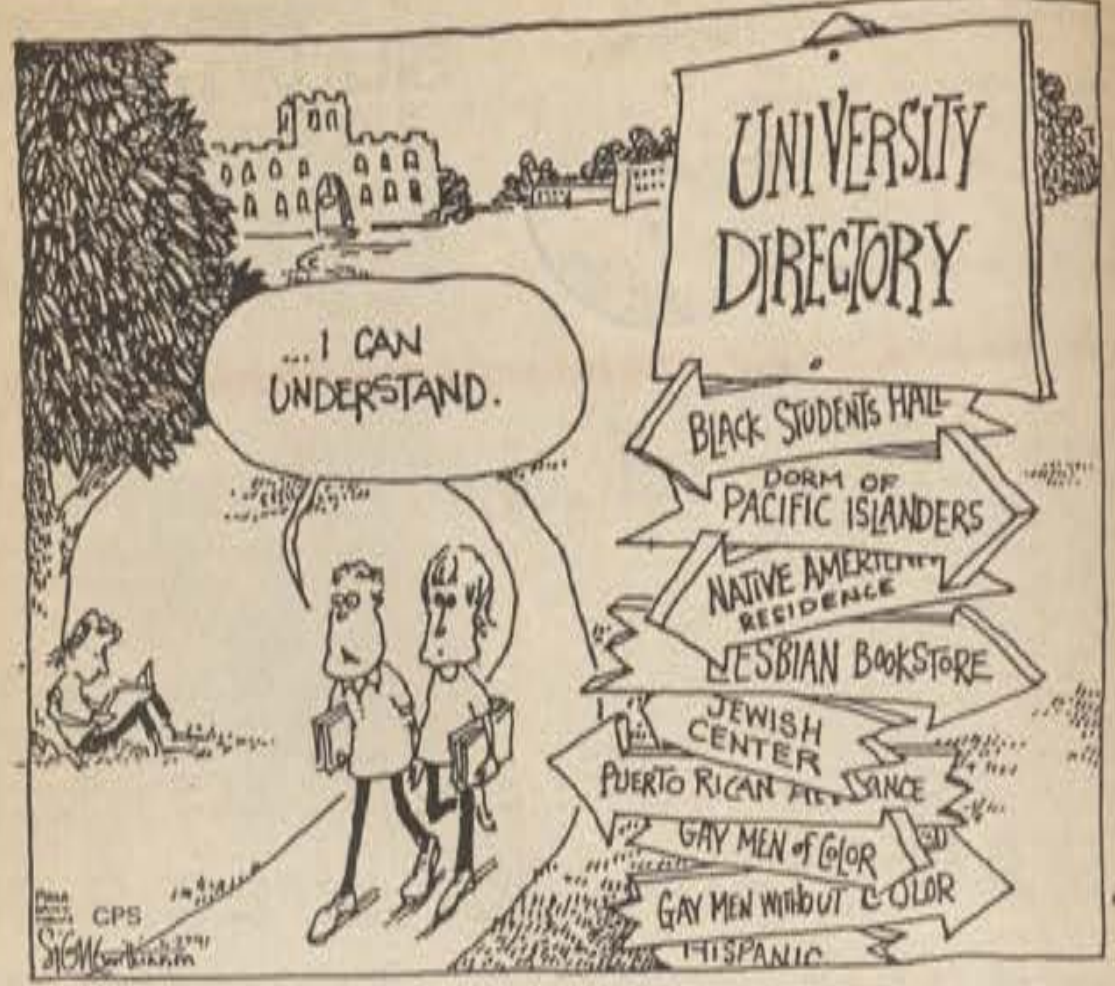
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Editorial

The uncertain future of the ERAU fleet

The new screaming debate seems to be which aircraft the university should purchase for the Flight Department. The only two applicants for the contract seem to be a new company called American General and Aerospatiale.

About two or three years ago, Piper was purchased by a new owner who looked like he could turn the company around. He promised to start making a light trainer from the Cherokee and Warrior models called the Cadet.

The university had been looking for a new trainer since Cessna announced in 1986 that they were no longer going to build any reciprocating engine aircraft. It looked like Piper was the solution to the problem.

The university purchased 20 of the new Cadets with plans to replace the whole non-complex fleet with the trainer. That was in 1989.

So what happened to Piper? The Cadets were being sold to flight schools for less than their list prices, which ran about 45 000 thousand dollars for VFR aircraft and 55 000 thousand dollars for IFR aircraft. How could Piper be making such incredible deals? The truth is they could not.

Piper was selling aircraft at cost, accepting parts on credit, and there was not a margin left in the inevitable lawsuits from ambulance chasing lawyers.

Supposedly, Piper is trying to come back, but just recently they filed chapter 11. I do not think we will be seeing new aircraft from Piper anytime soon.



David Fekke
Production Editor

Once again Embry-Riddle is in desperation to find new aircraft to supply its aging fleet. The two competitors we have heard about have been Aerospatiale's Tampico and American General's Tiger.

I have been hearing a lot of support from students for the Tiger. I can understand why to some extent. The Tigers have a lower list price, and they are faster. The largest argument I have heard yet is they are made in America, and we should not buy from a foreign company.

As far as the last statement goes, not many people seem to realize that all of the Avionics and the

Engines are built in the United States. A very large portion of the cost comes from reassembling it in the United States, which explains the larger cost. Another thing people do not seem to realize is that Aerospatiale is an established aviation manufacturer, and that they build a large portion of the helicopters that the Coast Guard uses.

The argument that the Tampicos are more expensive comes from the list price. People do not seem to look at the long term anymore. The Tampicos are easier to maintain because of the abundance of access panels, and they will save the students 250 000 dollars a year in fuel costs due to the smaller engine, the O-320, which is the same engine we use in the C-172's and the Cadet's. The purchase of Tiger's would result in higher fuel prices, which would result in a higher price per hour for the students.

I think one of the main reasons why students want the Tigers is their speed. They are around 40 knots faster, I would like to fly fast as much as the next person, but the main thing I need is hours if I want to get a job. The slower the airplanes, the more hours you are going to get.

The main obstacle that confronts students is when we are going to get any aircraft at all. From my understanding, the university has formed a committee to decide what kind of aircraft to purchase. My experience with committees has led me to believe that it will be sometime in the far future before the university buys any aircraft.

Letters to the Editor

Parking spaces defined

also hope to see fewer citations issued to motorcycles who have, in the past, parked in the circle illegally.

I hope that anyone who is concerned about parking or has suggestions on improvement will contact the Parking Services Office and arrange to attend a Parking and Traffic Committee meeting. The committee, which is composed of faculty, staff, and students, welcomes comments and suggestions from anyone concerned.

Kevin A. Mannix
Director of Safety

The Tampico controversy

The American General Tiger (and even the 150 hp Cheetah) is superior to the Aerospatiale Tampico in almost every way, yet costs \$20,000 less. For every four Tigers that are purchased, it would be like getting one for free (we all would like more aircraft on the flight line).

The only area where the Tampico could be considered better is the area of looks and flash. Sure it has a little more flash, but \$20,000 worth. All that flash means is more plastic interior parts to break.

The design of the Tampico is hardly state of the art. The design has its roots beginning in 1975 with the Tobago and with 1950 vintage construction methods (old airfoils, riveted construction), yet the Tiger, which is from the same era, takes advantage of such state of the art construction techniques as metal bonding (no rivets), composite construction, and slick aerodynamics by

See Tampico, page 9

Will the new Eastern get off the ground?

Recently, a company calling itself the new Eastern Airlines announced plans to begin service this fall between Atlanta and over a dozen cities in the continental United States. This example of the death and resurrection cycle is one that is unique to the aviation industry.

The new Eastern Airlines claims to have raised over \$300 million in cash from former employees of the airline, and expects to raise \$900 million more in outside financing in order to get the new company going.

Is this little more than a pipe dream? No is the answer. This last, last, last ditch effort to "save" Eastern Airlines is a little late. The money is raised primarily from pilots in much the same way that Jerry Lewis raises money, on pledges. As we all know it is one thing to say, "I would give \$10,000 to get my old job back" and another thing to actually mortgage the house to give up the money.

There are so many obstacles to this

plan that there is not room to list them. The main problems are aircraft (the lack of anything other than old 727's), facilities (slots and gates at major airports have been sold), financing (no banker has financed a new airline since People Express), and reputation.

Why on earth would someone want to start up a new airline with a name that carries as much emotional baggage as Eastern?

Even Generic Air has a greater chance of avoiding safety suspicions and union barbs. Industry enthusiasts often forget that nostalgia is not enough to keep an airline going amongst jaded consumers.

The "new" Braniff, which is really Continental's old commuter Emerald Air in disguise (they bought the Braniff name in court), is already being picked by senior Braniff employees who

think they have a right to their old jobs back. The "new" Eastern is just asking for the same treatment from even more militant unions and a safety scared public.

The public might gain from a new competitor in the airline in the industry, but the track record for re-starts has been pitiful since deregulation. The Braniff name is currently on its third time around, Eastern may soon spawn a third incarnation (pre-bankruptcy and post-bankruptcy "New" Eastern), and Continental is now working on its second bankruptcy.

With this kind of track record, it seems a sure bet that the Piper Malibu will soon start being manufactured again out of a garage owned by a guy named Fred.

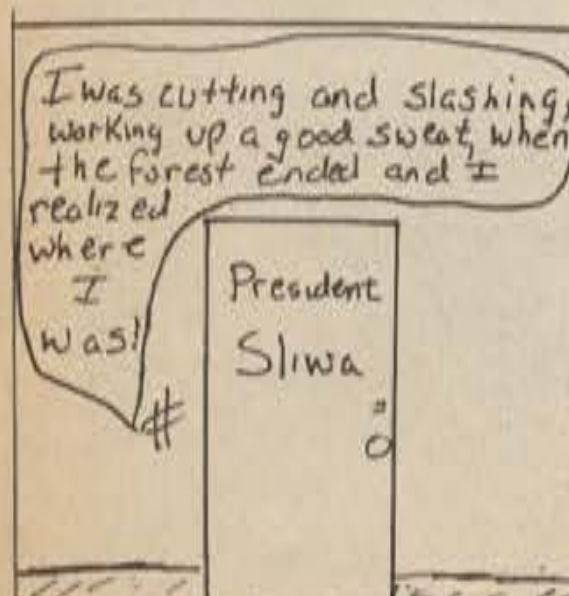
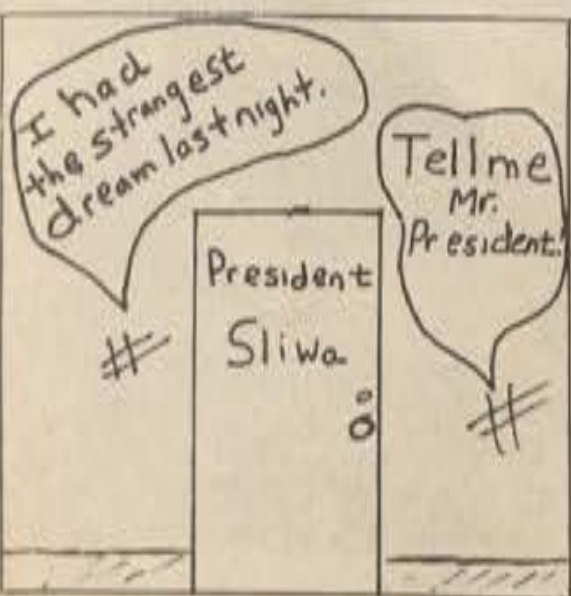
Call me crazy, but if you are going to use the name of a dead company use one with a good reputation, like Piedmont.



Joseph Cambron
Advertising Manager

Behind Closed Doors

by Jason Simon



Senate opposes "Gag Rule", a Bush veto is expected

WASHINGTON (AP) The Senate voted Tuesday night to allow many pregnant girls to decide for themselves whether to get abortions, then approved contradictory provisions requiring girls about 16 undergo the procedure to notify their parents. The two votes followed lobbyists on both sides of the issue. In effect, the Senate addressed the controversial question by leaving a final decision for later.

"I think we're in an extraordinarily confusing situation", said Marcia Greenberger, president of the National Women's Law Center, which favors abortion rights. "I don't know what this means, frankly," said Susan Smith, associate legislative director of National Right to Life, a major anti-abortion group.

The votes occurred as the Senate moved toward allowing federally financed family planning centers to offer abortion advice, legislation President Bush has threatened to veto. By 54 to 45, the lawmakers adopted an amendment to the overall abortion-advice bill that would allow pregnant girls 18 and under to follow one of several paths before having an abortion. Sen. Brock Adams, D-Wash., voted with the majority on that amendment while Sen. Slade Gorton, R-Wash., voted with the minority. Under that amendment, girls could either obtain the consent of a parent or adult relative, simply notify their parents 48 hours in advance, or have a doctor or clergyman declare the girl's interests would be harmed by notifying her parents and that she is mature enough to decide for herself.

In addition, the girl could apply for a court order finding that she is mature enough to decide for herself. The measure, sponsored by Senate Majority Leader George Mitchell, D-Maine, and three Republicans, would apply only in the District of Columbia and the nine states that don't already have parental notification laws of their own. The Senate then voted 52-47 for a more restrictive measure sponsored by Sen. Dan Coats, R-Ind. On that vote, Gorton was with the majority and Adams with the minority.

The Coats measure would require doctors and other health providers who receive federal family planning money to notify one parent or guardian 48 hours before performing such an abortion. There was no acknowledgment by senators in debate that they were contradicting themselves.

Seven senators voted for both amendments: Robert Byrd, D-W.Va.; Nancy Kassebaum, R-Kan.; Herbert Kohl, D-Wis.; Richard Shelby, D-Ala.; Alan Simpson, R-Wyo.; Ted Stevens, R-Alaska; and John Warner, R-Va.

Earlier, the lawmakers voted 64-35 to reject a Republican effort to salvage part of the abortion-counsel-

ing ban. The House overwhelmingly approved legislation June 26 eliminating what critics call the "gag rule." The president said last week that he might be willing to compromise on the issue. But in a letter to Senate leaders dated Monday, the White House Office of Management and Budget wrote of Bush: "His intention is to ensure that no federal funds are used to support abortion."

The letter said that if the bill rolling back the ban "is presented to the president in its current form, he will veto it." Overriding a veto would take a two-thirds vote in each chamber. Advocates of allowing taxpayer-paid abortion

advice argue that banning such counseling inhibits free speech.

They have also complained that the regulations prevent poor women, the most frequent clients of family-planning clinics, from getting advice available to women who can afford private doctors. "What do these regulations say to wealthy women?" asked Sen. John Chafee, R-R.I., sponsor of the bill eliminating the ban. "You go right up here because you can pay and you get all the information you need. But you, you low-income women, you're not going to get the full medical information over there because you

can't afford it. Tough luck." Supporters of continuing the ban responded that the \$144 million the government distributes annually to local health agencies and non-profit groups for family planning has never been for abortion services. "This bill is about one and only one thing, and that is writing abortion into the law that governs family-planning programs," said Sen. Orrin Hatch, R-Utah.

The Department of Health and Human Services issued rules in 1988 forbidding federally assisted clinics from offering advice on abortion, even if a woman requested such information. Lawsuits against the regulations were filed immediately and the rules were not implemented. But on May 23, the Supreme Court upheld the regulations on a 5 to 4 vote.

Chafee's bill would overturn the court's ruling. It would allow government-financed centers to offer abortion advice, but not require them to do so. It would also permit clinics or employees to refuse to dispense abortion advice for religious or moral reasons. The amendment the Senate rejected 64-35, offered by Sen. Dave Durenberger, R-Minn., would have continued the prohibition against abortion counseling at federally aided centers. But in what he said was an effort aimed at compromise, the Durenberger provision would have allowed clinics to guide women to hospitals or other places where abortion advice is available.

But you, you low-income women, you're not going to get the full medical information over there because you can't afford it. Tough luck.
Sen. John Chafee (R) R.I.

Inmates receive financial aid

RALEIGH (AP) Some state lawmakers are criticizing a program that gives prison inmates a free college education, saying it comes at the expense of poorer students.

Last year, Shaw University sent professors into four prisons to teach 223 students, up from 158 in 1989-90. The inmates received \$689,246 in aid.

Poor students often take on several loans to make ends meet. But as one state correction official put it, "What bank, what business would take the risk of loaning inmates that kind of money?" Lt. Gov. Jim Gardner fired off a letter to Sen. Jesse Helms, R-N.C., this month opposing grants for prisoners. The News and Observer of Raleigh reported Sunday, "I find it outrageous that our government is paying for what amounts to a free college education for criminals," Gardner wrote. "It sends the message that if you commit a crime serious enough to be sent to prison you can be rewarded with a free college education, something that many law-abiding citizens cannot afford. I would rather see prisoners apply for student loans and be required to pay the government back." State Sen. Daniel Simpson, R-Burke, sides with Gardner. "I am upset about tuition money going to prisoners when I don't think everyone in this state who isn't in prison and who wants and needs help can get it," Simpson said. "First, we've got to satisfy those who aren't in prison. If there's any money left over, and the prisoners want an education, I think that's fine," he said.

Central Prison inmate David Ellis disagrees. Ellis, 65, who entered the prison on Nov. 4, 1988, receives a

federal Pell Grant as well as several state grants that benefit the poor. Ellis notes that most prisoners will one day be back in society and will need a college diploma to lead productive lives.

Robert Powell, assistant academic affairs officer at Shaw and co-founder of the prison program, also defends the grants to inmates. "Nobody," he said, "nobody who graduated from one of our programs and got out is back in prison." In 1983, Shaw began offering a two-year Associate of Arts degree and a four-year bachelor's degree in business management at the North Carolina Correctional Institute for Women in Raleigh.

The private, historically black college in downtown Raleigh now also offers associate degrees at Central Prison and bachelor's degrees at the Harnett and Eastern correctional institutes. Most of the 167 graduates are still behind bars but the few who have been released have not returned to prison, say education directors at the prisons. That compares favorably to the 33 percent average rate of recidivism in North Carolina.

In Massachusetts, which also gives prisoners free college educations, recidivism runs about 50 percent on the average. For men who earn degrees in prison, it's about 10 percent. "Helping the downtrodden is a part of this university's mission," Powell said. "We're a black institution," the Shaw administrator added. "The prison is where the black male is. If you want to educate black men, if you want to reclaim that talent out there, you have to go into the prisons."

MIA photo to be "checked out"

WASHINGTON (AP) The Defense Department said Tuesday it is making "urgent efforts" to check out what relatives say could be a recent photo of three U.S. pilots shot down over Southeast Asia during the Vietnam War.

Family members identified the men, who included Air Force Col. John Leighton Robertson, 60, of Seattle, shot down Sept. 16, 1966, over North Vietnam. He was listed as missing in action. "I can tell you that the photo is currently being analyzed by the full range of technical means available to the department through a number of different government agencies," spokesman Gregg Hartung said.

He said the picture was delivered to Assistant Defense Secretary Carl Ford at a July 12 meeting with families of the three downed fliers.

The families received it from Capt. Eugene McDaniel, head of the American Defense Institute, based in Alexandria, Va. Hartung said the relatives "firmly believe" the photograph "depicts their missing family mem-

bers." "In coordination with the State Department, we are undertaking urgent activities to follow up on this report," he said.

Hartung stopped short of saying the photograph looks authentic. "I wouldn't go that far," he said. "The experts are looking at it and certainly I'm not an expert on this." In Seattle, Dolores Alford, national chairman of a POW-MIA relatives group called the National Alliance of Families, said Tuesday that the photo, if authentic, provides irrefutable evidence that American POWs are still alive and still held hostage.

John Isaf, public information director of the American Defense Institute, said McDaniel obtained the photograph in November. He said McDaniel had declined to name those who provided it to him except as "sources over there," meaning in Southeast Asia. Isaf said there were actually two pictures but that they were essentially the same shot.

McDaniel, a retired Navy captain, was shot down over North Vietnam and held prisoner there for six years until he was repatriated in 1973. Isaf

said, he said McDaniel founded the American Defense Institute and the American Defense Foundation in 1983 to provide information to officials and the public on the need for a strong defense policy.

Isaf said McDaniel identified the three men shown in the picture by showing it to those attending a meeting in Washington of the National Alliance of Families. He said family members, whose names and address he declined to provide, identified the other two men as:

Air Force Maj. Albro Lynn Lundy Jr., 58, of Sherman Oaks, Calif., shot down Sept. 16, 1966, over Laos. Listed as killed. Navy Lt. Larry James Stevens, 50, of Canoga Park, Calif., shot down Feb. 14, 1969, over Laos. Listed as missing in action. Isaf said the three appeared to be holding up a sign with the date: "5-25-90," which McDaniel interpreted to mean May 25, 1990. He said the sign also contained the markings: "NNTK! K.B.E. 19." He said McDaniel speculated that these markings could contain some clue to the location of the three men.

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Delta bids for Pan Am Routes

ATLANTA (AP) Delta Air Lines said it is close to reaching agreement to take over a large part of Pan Am, and said a rival offer from Northwest Airlines would split Pan Am and cause it to lose value.

The statement came late Friday after Northwest Airlines contended it's the best choice to take over the Detroit-London route of Pan Am, which has put its assets up for sale in an effort to avoid a chaotic liquidation in bankruptcy court.

Delta spokesman Bill Berry stressed Delta's offer to Pan Am was a complete package deal and that the management of the two companies had nearly completed a legal

agreement to take to bankruptcy court. Atlanta-based Delta and Pan Am on Thursday said they were talking about an equity investment and coordinating schedules to ease connections between Delta flights and Pan Am's Latin American and Caribbean routes.

Pan Am Chairman Thomas Plaskett, said it would be the best choice because of its existing Detroit hub...

"The package is important to us. When you start breaking it apart, you start losing its value," Berry said. He noted that Delta's offer

includes jobs for 6,000 Pan Am employees. Northwest, headquartered in Eagan, Minn., on Friday offered \$20 million for the Detroit-London Gatwick route or \$35 million for a combination of the Detroit-London route and

a route between Los Angeles and Mexico City.

The airline, which delivered the bid in a letter to Pan Am Chairman Thomas Plaskett, said it would be the best choice because of its existing Detroit hub.

"With our major hub in Detroit, Northwest can immediately connect 90 U.S. cities with London," John Dasburg, Northwest's president and chief executive officer, said in a statement. "No other carrier can so enhance competition and raise the level of service along the route."

Northwest said it would advance its purchase price to Pan Am, subject to bankruptcy court approval. It said it asked Pan Am to respond to the proposal by the close of business Wednesday.



They get you there... Delta recently put in a bid for Pan Am routes along with NorthWest

Taiwan pilots are being trained at University of North Dakota

GRAND FORKS, N.D. (AP) An Iowa-based airline will offer flights next month between Grand Forks and Denver, using pilots from Taiwan who trained at the University of North Dakota.

Great Lakes Aviation Ltd., of Spencer, Iowa, said the daily flights will include stops in Jamestown and Aberdeen, S.D. The route disappointed officials in Bismarck, who had expected the city to be its hub.

Great Lakes has contracted with the UND Aerospace Foundation and China Airlines of Taiwan in the international venture. The university and China Airlines are helping pay for the daily service, beginning Aug. 1, and supplying two new 19-passenger airplanes valued at more than \$7 million.

Jim Frazier, vice president of cus-

tomers service for Great Lakes Aviation, said the Taiwanese co-pilots will be used on most of the flights connecting Grand Forks, Jamestown, Aberdeen and Denver.

The service originated as a way for China Airlines pilots who graduated from the UND training program to gain flight time before they return to the Pacific for service on large jetliners.

Frazier said other North Dakota routes might be added later.

"We are looking at Bismarck and Fargo and a few other cities. But as of right now, this is our only plan," he said.

Great Lakes, which serves 30 cities in 10 states, recently became affiliated with United Airlines through a marketing agreement, Frazier said. That means Great Lakes and the

major airline will jointly work out their fares and destination schedules.

"We've essentially left all the route decisions to the airline," said Rex Hammarback, executive vice president of the nonprofit UND Aerospace Foundation.

"What we're interested in is, more or less, a professional residency program. We want those pilots to get experience, and that's it."

Bismarck Mayor Bill

Sorensen said his city was listed as the hub in an earlier proposal submitted by Great Lakes, but the plan changed.

"I'm somewhat disappointed," the mayor said. "I am in an information

vacuum," said David Miller, the Bismarck Municipal Airport director, "and I don't like it."

Tim Burke, a spokesman for UND's Center for Aerospace Sciences, said Great Lakes decided not to fly into Bismarck because it would compete with Continental Airlines.

Continental changed the departure times for its Bismarck-to-Denver flight from 10:30 a.m. to 7 a.m.

"It just didn't make sense to provide additional service in small airplanes over the same routes Continental is doing with a big jet," Burke said. "There is still every intention to provide additional service

to North Dakota, in particular Fargo, Bismarck and on to Dickinson," he said. "For the most part, that's going to be a decision Great Lakes will have to make based on the markets."

North Dakota Aeronautics Commissioner Gary Ness said he was not bothered by the new route. "As long as we get service, I'm not too concerned," Ness said.

UND started a training program to help meet a shortage of international pilots. Since 1989, it has contracted with airlines from Taiwan and the Persian Gulf region.

Hammarback said the Aerospace Foundation, with financial backing from China Airlines, is subleasing two Beechcraft 1900 turboprop planes to Great Lakes Aviation. He put the value of the two planes at \$7.3 million.

Under the agreement with Great Lakes, UND and China Airlines will cover operational costs of flying passengers when China Airlines pilots are aboard as first officers.

Because of restrictions on foreign investments, Hammarback said, China Airlines is using a West Coast holding company to help finance the new aircraft being leased to the UND foundation. The airline is paying annually \$200,000 per pilot for the advanced training and flight experience. Great Lakes is offering an introductory one-way fare of \$139 for a flight from Grand Forks to Denver.

In addition, the Spencer, Iowa, airline announced it is expanding its service to the east, adding a second flight on weekdays from Grand Forks to Minneapolis-St. Paul. The introductory fare is \$98 for a one-way flight.

Big Sky ruling shows new hope for the small carrier

BILLINGS, Mont. (AP) More than two years after Big Sky Transportation Co. sought protection from creditors, the Billings-based commuter airline's reorganization plan has been approved by U.S. Bankruptcy Court.

Approval of the plan came when the airline's financial situation is improving, despite tough economic times that have forced several other airlines to seek reorganization.

Big Sky filed under Chapter 11 of the federal bankruptcy act in March 1989 after experiencing financial difficulties. Under

Chapter 11, a company obtains a court order that frees it from the threat of creditors' lawsuits until it can develop a plan to put its finances in order.

Reorganization
While the reorganization proceeds, the activities of management must be approved by the court, and the final reorganization plan must be accepted by the majority of creditors.

Later in 1989, Big Sky cut back its operations, and about 90 employees lost their jobs. According to unaudited financial returns,

Big Sky showed net earnings of about \$200,000 for the fiscal year that ended June 30. That amount could change depending on the outcome of the audit.

But the 1991 fiscal year is only the second profitable year in Big Sky's 13-year history, said Jase Norsworthy, chairman of the airline's board of directors.

Big Sky provides air service to 10 cities in eastern Montana and western North Dakota, and all of the routes are subsidized under the federal Essential Air Service program.

Big Sky was selected again last year as the program's carrier for eastern Montana, which Norsworthy said "gives us a chance to run a stable, predictable operation."

Because the reorganization plan provides a schedule for repaying secured and unsecured creditors, he said the airline's profits are earmarked for several years in the future.

New Opportunities
"Right now, we're in business for the benefit of our creditors," Norsworthy said. Consequently, the airline will pursue only

low-risk opportunities for expansion, he said. Another priority will be to return Big Sky's stock to where it again is publicly traded, Norsworthy said.

The company's stock had been traded on the Pacific Stock Exchange, but trading was suspended last November.

Under the reorganization plan, creditors have the option to take a cash settlement or to take payment in the form of the company's stock. A number of creditors have opted for the stock option, Norsworthy said.

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Fr. Morris named University Chaplain--officially

Embry-Riddle
Public Relations

An additional University Chaplain has been designated at Embry-Riddle Aeronautical University.

Fr. Kenan Morris, o.f.m., a resident of Ormond Beach, Fla., who has served in an unofficial capacity for some time, will now have the official title of University Chaplain. President Dr. Steven M. Silwa said in announcing the designation, Dr. John P. Wheeler was designated University Chaplain by the late President Jack R. Hunt.

Fr. Morris is a member of the

Franciscan (o.f.m.), Holy Name Province in New York. He earned a master's degree in divinity at the Holy Name College in Washington and a doctorate of ministry in Experiential Theology at Berkley. His service has included being chaplain and chairman of the department of theology at Canterbury School, New Milford, Conn., as a missionary in Brazil, and as a chaplain in the U.S. Air Force, retiring as a Lt. Colonel. He has also served in the campus ministry at the University of Florida, and is a member of the Catholic Campus Ministry Association, the Orlando Diocesan Campus Ministry Association and

the Franciscan Campus Ministry Association. Fr. Morris serves as an executive board member of the National Association of University and College Chaplains.

Dr. Wheeler and Fr. Morris will continue to minister to the spiritual needs of the college community through the Campus Ministry office. The Ministry office offers pastoral counseling and educational programs to enhance spiritual growth.

The two clergymen are currently engaged in fund-raising to build a new Interfaith Chapel on Embry-Riddle's Daytona Beach campus.



Welcome aboard... Fr. Morris receives a title long past due.

Eagle problems?

SGA will help

by Delannor Mance
Business Manager

A group of customers who lost money when Eagle Flight Center closed have attained a lawyer to assist them with a class action suit against Eagle's owners. The lawyer is offering his services at no cost to the group.

The SGA is still interested in hearing from ERAU students hurt financially due to the closing. Many have yet to contact either the SGA or the Dean of Students, Bob Rockett.

Vincent Stefano, the SGA's president, stated that "the SGA would be glad to help these students."

"We are here to assist students," Stefano said. "When faced with situations such as these the SGA can aid in getting to an effective solution to students' problems."

If anyone was involved with Eagle or knows someone who was involved with them at the time of their closing, the Student Government has asked that they contact the SGA office at extension 6043.



Transformation...

Workers install new iron support rods in column.

Columns of acadamia rebuilt

by Ron Roberts
Photography Editor

The columns that support the covering over the walkways around the academic complex are being reconstructed. The columns have been under reconstruction for the past two weeks and the work is expected to be finished around the end of the month, according to Dr. Jim Harrison of Facilities Planning.

According to Dr. Harrison, the columns were supposed to have at least an inch of concrete around the iron support rods to prevent the rusting of the supports. Apparently, the columns had less than an inch of concrete protection as the concrete has

been spalling and pulling away from the iron supports.

Initially, the spalling concrete was removed, a protective coating was applied to the rusting area of the iron, and then epoxy was applied to build the column out to its original size. This method of repair has been going on for several years.

Recently, a structural engineer, James Monahan, was called in to determine wether or not the spalling was a structural problem. The results showed that at present, there was no structural problem. But if there was nothing done to the columns, there would be a structural problem in the future. Dr. Jim Harrison stressed that

there is not a structural problem at the present time.

The existing iron supports are being coated with a rust inhibitor and extra iron supports are being installed. The concrete will be reshaped into square rather than the present octagonal columns. The square shape offers no significant extra support to the covering, but the shape provides better protection to the iron supports.

The construction is being contracted to Allen Green Construction and is being supervised by James Monahan as well. The total cost is in the area of thirty thousand dollars to rebuild forty-five columns.

Sliwa briefs ERAU's leaders

On July 9, 1991 president Sliwa presented his "Management Approach, Expectations, and First Impressions" to the ERAU Leadership Council. As a brief note on the many pages that went into his presentation this editor would like to offer to the reader Dr. Sliwa's "First Impressions" and "Summary Remarks."

FIRST IMPRESSIONS

Impressive Progress in a short time. Student Products are outstanding. Some Resource and Facility needs are obvious.

Morale problems exist. Administration is perceived as top heavy. Faculty and administration could be more caring.

(University) well poised for future growth. Doing lots of things right, but not well communicated to various constituencies. Some cautious times are ahead as changes in economy, military, aerospace, airlines, (ERAU has) strong management team.

SUMMARY REMARKS

I will only be as successful as each of you and your workers are. I will include as many as I possibly can before making a decision. I will make mistakes and need feedback to take corrective action. I am looking forward to working with each of you.



Mounds mystery resolved... Senior art class presents final exposition.

Intramural flag-football kicks off

by All Lear
Campus News Writer

Intramural football teams consisting of staff, students and faculty have been practicing since the beginning of Summer B. On July 8th the captains met with the Coordinator of Intramural and Recreational Sports, J.B. Caldwell, to discuss the rules and regulations.

The amount of players on one team is unlimited, but they only play 7 on 7. The captains schedule their teams' practice. At the end of the playing season, the most victorious team will receive T-shirts and trophies. Everyone is encouraged to attend and participate in the games. Also any individuals or teams or clubs interested in playing flag football can sign up in the recreation office, or can dial ext. 6530.

Sigma Chi will engage in a double header with The Wrath at 5 pm and the Violators at 7 pm. In between at 6 pm, Honkies of the Breeze will take on the Camel Toes. These games will be played on Mondays and Wednesdays as of Monday, July 29.

See schedule at right >

Schedule for Mon. July 29.

Field #1 (behind library)
5 pm Breakers vs Runarounds
6 pm Down & Dirty vs Wrath
7 pm Graduate Weasels vs Persisters

Field #2 (across from UC)
5 pm Camel Toes vs Violators
6 pm Honkies of the Breeze vs Vets Club
7 pm Camel Toes vs Sigma Chi

SIGN-UPS

Deadline is Friday 7/26 for Wallyball, water basketball, water obstacle, 1/2 mile swim, and softball. 1st aid course...deadline 8/6

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Training taken to new heights...
Ed Hoyt instructs two commercial airline pilots in a 747-400 flight simulator. A computer generates realistic images and full motion to provide pilots with what they would actually undergo in a real life situation.

by Frances L. Cozza
Aeronautica Editor

One of the most exciting things about working up into a major airline is that you get to have extensive training in one of the most realistic simulators designed.

The Boeing Company in Seattle, with one of the most modern flight instruction academies trains in a campus-like setting. Complete with classrooms a library and other academic amenities, the flight simulator teaches some 3,000 airline pilots a year, some of which come from around the world to fly Boeing aircraft.

"The realism you can achieve in simulation today is incredible," states Captain Edward T. Hoyt, assistant chief pilot for simulator support. "Advances in the last ten years makes a world of difference."

Costing up to \$17 million to buy and \$600 per hour to "fly," full-flight simulators are still a bargain compared to real jetliners costing thousands of dollars per hour to operate. Since the demand for commercial aircraft exceeds supply, airlines would have to sacrifice revenue if they had to pull their planes out of service for training. Boeing has a half-dozen full-flight simulators which are flown as much as

20 hours a day, every day of the week.

"You wouldn't want to train in actual aircraft even if you could," Director of Flight Crew Operations Chet Ekstrand. "Modern simulators match the real-life experience with tremendous fidelity, including convincing visual displays and a host of environmental effects. You could do things in them you could not or would not do in a real plane."

Students experience their adrenalin pumping, perspiration and having a dry throat when they are "flying" in the simulator as they would in a real time.

"The realism you can achieve in simulation today is incredible,"
Captain Hoyt

flight. Engine failures at takeoff on moonless nights, torrential downpours, lightning strikes, impending collisions or windshear—all occurring at the worst possible times—are among the simulated emergencies Customer Training instructors throw at students.

In addition to the sudden or not so sudden emergencies, the computer is set up to generate a realistic sense of depth to the cockpit windows. Creating terrain features, cloud layers, roads, cities, airports, aircraft and other integrated images provide trainees with the visual cues of flight. Eventually, computer memory and visual-simulation will have a better capacity enabling people to be fooled that they are truly aloft. Hydraulic jacks give this top-of-the-

line training device the freedom to pitch, yaw, roll, and surge up and down or back and forth. Pilots feel the turns as the simulated horizon tips and begins to rotate. Jolts announce hard landings, thrust reversers bellow and tug in deceleration, and too-hard application of toe brakes throws crews against their seatbelts.

True Boeing generally chooses among airline or military transport pilots—male and female—with flight instructor qualifications, however they all start out with the 737 family, the smallest Boeing commercial jet series.

Boeing full-flight simulators are so sophisticated that the Federal Aviation Administration permits pilots to log simulator time just like actual flight time.

The Customer Training is so effective, that it allows the graduates not only to be fully type-rated in proficiency, but in some cases legally command airline flights the very first time they ever set foot in the real airplane. In practice, of course, this does not happen.

The FAA mandates for most senior captains return as students to this facility at least every six months for proficiency checks and recurrent training.

"Simulators make us all better pilots," says Ed Hoyt, a 23-year company veteran, "and that's their biggest value to the customers who put their trust in Boeing."

AOPA and FAA battle out medical certificate revisions

by Frances L. Cozza
Aeronautica Editor

Those of you who have just come into Embry-Riddle either in Summer A or Summer B, may not be aware of the new changes in obtaining your medical and student certificates. You're probably wondering, "What's the big deal about getting one or the cost or for that matter the need in having one?"

Those of you who are just entering into the aviation field may be thinking just that. Those of you who have some related experience or a history of living on the edge even to the extent of having possibly some medical problems that may or may not be waived, these types of details may effect you. To get a medical should not be a major day at the doctors office, however it is your license to fly, and should be renewed and taken seriously. The revision of some of the forms and examination processes has been handled in order to protect students and update old

policies. One of the most powerful organizations to revise the process is AOPA.

"The Federal Aviation Administration announced more than one year ago the impending revision of the medical application form (Form 8500-8) used by all pilots," said AOPA President Phil Boyer during his speech before the American Bonanza Society.

"Many of the original proposed revisions were unfair, unworkable and unacceptable to the pilot community, and through lengthy dialogue with the FAA, the Office of Management and Budget, the Experimental Aircraft Association, and other aviation organizations, AOPA was able to secure revisions that are beneficial to pilots. However, AOPA is continuing to seek acceptance of an amnesty program that will help ease the

transition to the new medical form."

According to Boyer, The FAA had initially proposed that: ALL traffic convictions including ALL moving violations be reported during EACH medical application visit to an Aviation Medical Examiner (AME); ALL visits to ALL types of health professionals must be reported for the last five years; AMEs should conduct certain pelvic, rectal, and breast examinations; and elimination of the "no charge" provisions which alleviates the need for reporting the same information given on the past applications.

"Many of the original proposed revisions were unfair, unworkable and unacceptable to the pilot community..."

The final form which has gone into effect on July 1, 1991 directly reflects most, but not all, of the changes urged by AOPA. The changes pilots will see are: only traffic convictions that were a result of drug or alcohol violations will have to be reported as well as suspen-

sions/revocations, and education/rehabilitation courses attended; reporting of visits to health professionals was changed from five to three years and the definition of "health professionals" is more narrowly defined; AMEs would only perform pelvic, rectal, and breast examinations if requested or if there is an indicated need; and the "no charge" provision will be retained on future medical applications as it had been in the past.

The medical form revision is another example of where the FAA modified its own proposals based on input from the pilot community, and they should the amnesty program should not prevent the FAA from taking enforcement action against the pilot discloses disqualifying drug-related convictions.

However long the process of getting the FAA and AOPA in complete agreement with what the guidelines and revisions take, the FAA will always be the parent of aviation and AOPA will be the catalyst of change.



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Space news...



Mom and children satellite fly into space... An ARIANE 40 launch vehicle, Flight 44, lifted off from the ELA 2 launch complex in Kourou, French Guiana last July 16 at 9:46:31 p.m. local time. The heavy lift vehicle carried the European Space Agency (ESA) ERS 1 satellite along with four other microsats.

ERS 1 is the first European remote sensing satellite developed by ESA and built in Germany. Its main mission consists in remote sensing and environmental monitoring of oceans, ice and land. SARA, one of the four smaller satellites is a radioastronomy satellite. ORBCOMM-X will prove technologies which will be used in the future 20 satellite ORBCOMM network in the USA. TUBSAT will monitor migrations of animals and the last microsatsatellite, UOSAT F, will carry communication and technology demonstrations payloads.

As of July 17th and after Flight 44, the Arianspace backlog stands at 35 satellites to be launched worth about 2.6 billion dollars and a four year workload.

Shuttle launch pad gets a face lift... Kennedy Space Center (KSC) launch pad 39-B will not be available for the rest of the year as workers will perform needed modifications to the structure and associated payload handling facilities. The time to give pad 39-B, one of the two shuttle launch pads, its face lift, was conveniently scheduled for the same time that orbiter Columbia will be sent away to the Rockwell facility in Palmdale, Calif., for modifications in August. Meanwhile, pad 39-A will remain fully operational and support the next five scheduled launches of the Space Shuttle. Pad 39-B is expected to be in service for Endeavour's first launch in April 1992. The pad would have to be ready by rollout of the newest shuttle in February.

The cost of the repairs is estimated at about \$3.3 million.

Spain and United States sign agreement... Officials from Spain and the United States signed an 8-year agreement which increases space cooperation between the two countries. The agreement support cooperation in space science and technology and also provides for the use of Spanish installations as alternative landing sites for the U.S. space shuttle. The availability of this installations in case of any contingencies is essential for the shuttle program.

NASA celebrates 25th anniversary... On July 22, NASA's visitor center, Spaceport USA, celebrated its twenty-five years of service to the public. The center opened in July 22, 1966 and began offering tours from a small office trailer. Today, the \$40 million complex is Florida's fourth most popular attraction featuring exhibits, IMAX films, bus tours, The Astronaut Memorial and the Ambassador, a full-scale replica of a space shuttle orbiter. Happy birthday Spaceport USA!

Space Telescope delights astronomers... After one year of roaming in space, NASA's Hubble Space Telescope surprises and delights astronomers with its on-going discoveries and the quality of its scientific data, despite the flaw in its 94.5-inch primary mirror.

Hubble and its other five instruments were flown into space April last year aboard space shuttle Discovery. Scientists and astronomers who had reserved viewing times had great expectations which disappeared all too soon once it was discovered that the delayed, over budget telescope was defective.

Nevertheless, computer enhancement techniques have been used to restore and make observations look the way they were supposed to look and it seems everybody is happy now a days. Hubble will be fixed in space before the decade is out, but a date has not yet been set, even though NASA is focusing on fixing it in the summer of 1993.

Electrical circuit delays shuttle launch

by Jose Luis Vazquez-Delgado Jr. Space Technology Editor

NASA managers announced on July 12 that the target launch date for Atlantis's STS-43 mission would be July 23. Well, everything was flowing smoothly until Friday, July 19 when the start of the launch countdown was postponed 24 hours. The delay was necessary to permit the repair of an electrical circuit that controls the orbiter/external tank separation at about

The STS-43 mission which is expected to last just under nine days, is Atlantis's ninth flight into space and its second one this year. Shuttle Director Robert Crippen announced on July 11 that the KSC would be the primary landing site for STS-43 upon completion of its voyage. "This decision has been briefed to, and concurred with, by management officials at all levels within NASA", said Crippen. "The KSC landing is going to be approached in a conservative manner using very restrictive flight safety of the vehicle and crew. Consequently, there is a high probability that the landing could be at Edwards Air Force Base and the program is prepared to handle a landing at either site."



photo by NASA

KSC landing is going to be approached in a conservative manner using very restrictive flight safety of the vehicle and crew...

Robert Crippen Shuttle Director

The astronauts arrived at the Kennedy Space Center (KSC) on Sunday instead of Saturday and the countdown clock has started.

Atlantis is scheduled to go up today at 10:55 a.m.

Once in orbit, the five-member crew will deploy the fourth Tracking and Data Relay Satellite, TDRS-E. Even though this is the fourth TDRS satellite that will go into orbit, five have been constructed already. One was lost in the Challenger accident.

While in space, STS-43 will feature a demonstration of a spaceborne and heat pipe design and measurements of solar backscatter to quantify ozone effects and to calibrate weather satellites. In addition, a variety of tests, experiments, and evaluations will contribute to the development of Extended Duration Orbiter capabilities and Space Station Freedom applications.

The UARS mission, STS-48, also has a primary landing site at the KSC during night hours. More shuttle flights will be landing at the KSC from now on, not only to cut down the turn-around time in preparing the orbiters for these new flights, but to cut down on expenses and get accustomed to having all shuttles land at the KSC in the future.

If everything goes well, Atlantis will be landing at the KSC on August 2. So get ready to here the sonic booms as the shuttle makes its path through the fiery and scorching atmosphere and heads toward a speedy return home.

It came from within...

The TDRS-E satellite is off-loaded from a C-5 aircraft when it arrived at the KSC from the manufacturer's plant in California.



photo by NASA

TDRS-E gets final checkout...

The TDRS-E gets a final checkout before it left TRW Inc. and headed towards the east coast where it was mounted aboard Atlantis.



photo by NASA

Wind beneath my wing...

The Pegasus air-launched space booster is carried out into the Pacific Ocean under the wing of a B-52 where it will be dropped. The booster motors kick in after it has been dropped and then makes its way into space.

Pegasus goes for a ride a second time

by Jose L. Vazquez-Delgado Space Technology Editor

The Defence Advanced Research Projects Agency (DARPA) conducted the second flight of the Pegasus air-launched space booster on July 17, 1991. The payload consisted of seven small communication satellites which are known as Microsats.

DARPA has managed the Pegasus program for the Department of Defence (DOD) for the past three years. Flight-2 represents the milestone at which DARPA will transition this successful program to the

U.S. Air Force Space Systems Division, which will assume management responsibilities for DOD Pegasus missions.

The Microsat satellites will provide regenerative transponder capabilities for both analog signals and digital communication, as well as long-haul message relay via store-and-forward memory as well as global "electronic mail". Each Microsat weighs 49 pounds and are nonetheless sophisticated spacecraft featuring the first all, fully autonomous attitude control systems to fly into space.

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Calvin and Hobbes

by Bill Waterson

Far Side

by Gary Larson

DO YOU LOVE ME, DAD?
OF COURSE I DO, CALVIN.
WOULD YOU STILL LOVE ME IF I DID SOMETHING BAD?
WELL, OF COURSE... I... WOULD...
I MEAN SOMETHING REALLY REALLY.
CALVIN, WHAT DID YOU DO?!

WELL, DAD, YOUR POLLS ARE REAL HIGH THIS WEEK.
I'M GLAD TO HEAR THAT.
YEP, THOSE POLLS THOUGHT YOU'RE DOING A FINE JOB AS DAD.
IN FACT, WITH A LITTLE PUSH TODAY, YOUR POLITICAL STOCK COULD REACH A RECORD HIGH.
NICE TRY. GO HELP YOUR MOM WITH THE DISHES.
OOH DAD! SUICIDE! OOH! OOH!

SHOES

"Well, I'm not sure... You don't carry any other styles?"

"Hey, Bob wants in — does anyone know how to work this thing?"

HERE COMES MOE, THE CLASS BULLY.
HE'S NOT SMART, BUT HE'S STREETWISE.
THAT MEANS HE KNOWS WHAT STREET HE LIVES ON.
TOLL BOOTH, DAD! YOU CAN'T PUT THE CAR IN UNTIL YOU PAY ME A QUARTER!
WHY SHOULD I PAY YOU TO PUT MY CAR IN MY GARAGE?
BECAUSE IF YOU DON'T, I'LL PULL THE DOOR DOWN ON THE HOOD AS YOU DRIVE IN!
WHAT A CHEAPSKATE.

"Dang, that gives me the creeps... I wish she'd hurry up and scoop that guy out."

Eventually, the chickens were able to drive a wedge between Farmer Bob and Lulu.

THANKS FOR HELPING ME PUT UP THIS SHING.
WHERE DID YOU EVER FIND THIS GREAT TIRE?
CALVIN! I'VE GOT TO GO TO WORK!!
A LITTLE LOWER, OK, FINE?
WHAT'S THAT CEREAL YOU'RE EATING?
IT'S MY NEW FAVORITE, CHOCOLATE FROSTED SUGAR BOMBS.
HAVE A TASTE.
THANK YOU.
MFFPBTH!! SWEET!!
ACTUALLY THEY'RE KINDA BLAND TILL YOU SCOOP SUGAR ON 'EM.

Not that hand, the other hand... And if you've got another woman in it, you're dogmeat!

The Kongs at home

Mother Goose and Grimm

by Mike Peters

Mister Boffo

by Joe Martin

OKAY, LET'S TRY A SIMPLE LITTLE DOG TRICK...
STAY... STAY THERE, GRIMMY... YOU STAY.
DON'T MOVE, STAY RIGHT THERE... STAY... STAY...
WHY DO I SUDDENLY FEEL LIKE JOHN SUNUNU?
THIS BOOK SAYS KEEP RE-REPEATING THE COMMAND UNTIL YOUR DOG UNDERSTANDS.
DOWN, GRIMMY!
DOWN, DOWN, DOWN, DOWN.
DO BE, DO BE, DOWN, DOWN, DOWN, DOWN, DOWN...
DO BE, DO BE, DOWN, DOWN, DOWN, DOWN...
THIS ISN'T COVERED IN THE BOOK.
STAY, GRIMMY.
STAY...
AW COMON, STAY!!
ACTUALLY, I WASN'T PLANNING TO LEAVE UNTIL YOU STARTED THIS.

DOGS IN HELL

I LOVE YOU... YOU LOVE ME... WHAT ELSE MATTERS?

REMED AND JULIET THE HARD WAY

IS IT GOOD LUCK OR BAD LUCK TO HAVE THE FAT TRIMMED?

THE WORLD AND THE WAY IT WOULD BE IF SUPERSTITION WAS RAMPANT

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