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Embry-Riddle Aeronautical University

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Embry-Riddle Aeronautical University

Daytona Beach, Florida Campus

Volume 69, Issue 6

THE AVION

Florida's foremost student newspaper

August 7, 1991

Senate approves combat role for women pilots in the Navy and Air Force

WASHINGTON (AP) Women aviators in the Air Force and Navy scored a major legislative victory in their battle to fly combat missions, but they still have hurdles to overcome before they take to the skies. The Senate voted 69-30 Wednesday to join the House in repealing a 1948 law that barred women from the two services from flying in combat. Both chambers said the military services should have the power to decide if and when women pilots fly. The Army is not covered by that law but has its own regulations preventing women from flying in

combat. "Our military needs pilots who have, in the words of writer Tom Wolfe, the 'right stuff' and many of our women pilots do indeed have the right stuff," said Sen. William Roth, R-Del., who led the drive to open the way for more women pilots. Sen. Edward Kennedy, D-Mass., said: "Barriers based on sex discrimination are coming down in

every part of our society. The armed forces should be no exception." Several women's groups, including the Women's Research and Educational Institute, had lobbied for repeal of the 1948 law. "Women have been flying high-performance aircraft since 1975, meeting the same standards as men," said Carolyn Becraft, a spokeswoman for the group. The Senate measure—like the House's—was part of the 1992

defense budget authorization. Once the overall bill passes the Senate, any differences with the House version must be worked out by a conference committee before it is sent to President Bush. The Pentagon welcomed repeal of the 1948 legislation because it would give uniformed service chiefs more leeway in assigning pilots. But the chiefs have generally expressed reluctance to send women pilots into combat. Despite the lopsided vote, many key senators opposed repealing the law, including Armed Services Chairman Sam Nunn, D-Ga., and Sen. John Glenn, D-Ohio, a former

Marine fighter pilot. They argued, along with the administration, that it was premature to open the way for women combat pilots. Instead, they proposed that a presidential study be issued until November 1992. The panel's recommendations would be sent to Bush for submission to Congress. The Senate agreed to set up the commission on a 96-3 vote. To help the panel gather evidence on how women perform, the secretary of defense could waive combat exclusion rules for 1992, the Senate said. Roth said many issues of women

in combat need the study the commission will perform, but he was glad the Senate rejected the notion of creating a commission as a "delaying tactic." Over the years, women have flown helicopters, transport planes, Navy surveillance planes and advanced AWACS radar planes. In the Persian Gulf War, some women pilots flew ahead of ground assault into Iraq. Kennedy called the Senate vote "a victory for women pilots who demonstrated in the gulf their patriotism, courage and competence."

The performance of women in the war brought the issue to the forefront.

Sun matches ERAU with grants for computers

by Brian Gerk and Mike Mellot
 Managing Editor and Campus News Writer

Within the last six months, Embry-Riddle has made a dramatic turnaround concerning its basic computer purchasing policies. Primary in this change has been the influx of Unix-based Sun System Computers, prompted mostly by large grants from the Sun System company itself. The University has also been actively negotiating with other computer vendors, such as Apple and Silicon Graphics. This contrasts greatly with a campus that was previously dominated by IBM computing systems.

Last year, Sun Systems donated fifteen work stations to the Computer Science department for instructional use, and to gradually work them into the curriculum of the Computer Science majors.

Last spring Sun supplemented this initial donation with another grant that allowed for up to \$80,000 worth of specified Sun merchandise by equally matching any purchases that the University made from Sun Systems. With this, the Academic Computer Lab (ACL) obtained fifteen more work stations and a server last July. Half of the initial \$80,000 provided by

ERAU to purchase these machines came from grants secured by the chairman of the Computer Science department, Dr. Iraj Hirmanpour. The other half of the funding was provided out of the capital budget of the ACL.

Almost all of the computer science curriculum will involve the Sun work stations in some way or another. All FORTRAN will be taught on the machines, as well as List Processing (LISP) for artificial intelligence and modeling computer simulation courses.

"In effect the new system will be a replacement for the IBM 4361 mainframe system... the mainframe will probably be taken off-line sometime in December," said Ron Heasley, manager for the Academic Computing Lab.

There will be courses in engineering physics and engineering technology taught on the Unix based systems. Graphics applications will also soon be taught in the new lab. Ron Heasley expressed his hope to begin integrating these courses soon. "I hope to move some CAD (computer-aided design) systems to the Sun's a little later in the fall of '92," said Heasley.

Last week, a connection utilizing fiber optic cables was completed, linking "C"

Sun ... allowed up to \$80,000 worth of specified Sun merchandise by equally matching any purchases the University made from Sun...



Oldie but a goodie...

This Macintosh Classic may qualify for a substantial discount to students if the Higher Education Purchase Program is completed by the Administration of Embry-Riddle.

building with the Airway Science Simulation Laboratory (ASSL). The ASSL is working towards finishing an Ethernet network system in that building. This will allow the PC/Unix-based machines there to communicate with the Sunserver machines located in "C" building, through the fiber-optic network. This is the first connection made between two campus buildings for

academic purposes. This winter, during Christmas break, the ACL will undergo some construction. The area where the new Sun stations stand (the old IBM area) will be turned into a classroom for PC-based computers classes with sliding partitions separating the classroom from the rest of the lab. The PC- see SUN grant, page 5)

ERAU trustee wins Senate seat

by Jon Osterholm
 Editor-in-Chief

Locke Burt, a local insurance executive, was elected to the Florida Senate last week by the citizens of Volusia County. He is on Embry-Riddle's Board of Trustees.

Burt won a special election that was instigated by the recent resignation of Senator Tom Brown. Brown's resignation was prompted by another job offer.

The election placed Burt up against Tom Visconti and Ed Dunn. Visconti is a local businessman and the publisher of a few local, special topic, tabloid-size newspapers. Ed Dunn was once the senator for the same district, and is presently a partner in a local law firm.

Burt's campaign included a television advertisement in which he was pictured talking with unidentified others on the Embry-Riddle campus. In the clip, the commentator said that Burt has "helped guide a university."

An automatic recount was required because the results of the election were so close. Burt overtook Dunn by a very small margin in the final count. Visconti suffered a distant third place, with only 13% of the total votes.

Whether his election will at all help the students of Embry-Riddle is not yet known. His being in office suggests that Embry-Riddle will at least become more familiar to Florida legislators.

Burt is a resident of Ormond Beach.

Air traffic safety being "pushed to the red line"

WASHINGTON (AP) In airport towers and in darkened radar rooms where blips of light flick nervously across glowing screens, a new generation of air traffic controllers is striving to make aviation safe and secure.

But a decade after President Reagan fired 11,400 striking controllers and moved to rebuild a decimated air traffic system, some believe that system is being pushed "to the red line." Questions and worries persist. Is the system truly safe? Is it fully staffed? Is outdated equipment being replaced quickly enough?

"You can ask, 'Do we have an air traffic control system that is equally capable to the one in place in 1981?' and my answer has got to be a resounding yes," said James B. Bussey, who heads the Federal Aviation Administration. John Thornton, director of legislative affairs for the 3-year-old Air Traffic Controllers Association, sees it this way: "I guess you can say it's safe, but it could be a hell of a lot safer."

Today's controllers are a significantly younger group than the men and women they replaced. And they have new concerns, among them "the push." Airline deregulation brought sharp increases in air travel and saw the creation of the hub and spoke system and

new patterns of aviation traffic.

"They schedule 20 departures so that they all push off from the gates at once," said Jim Barnett, a 31-year-old controller whose career began in November 1981, three months after Reagan fired the strikers, outlawed their union and initiated

prosecutions that led to the jailing of some strike leaders. "Prior to the strike, controllers were pleasantly busy all of the time," Thornton said. "Today, it's an incredible surge - and then it drops off. As a result, controllers feel they are being pushed to the limit; they feel the system is being pushed to the red line," said Thornton, who as a leader of the striking

Professional Airline Controllers Association served a 10-day jail sentence in 1981. "I would say the system today is less flexible than before the strike," he added. "You just need a little something to go wrong to create a bottleneck. It's just a much more fragile system."

The FAA says that after a period of escalating controller errors and near-

collisions in the mid-1980s, recent indicators show a system that is safe and improving all the time. With traffic and passengers increasing, the FAA says operational errors dropped to a low of 877 last year from a high of 1,500 in 1985. They say near-collisions also are down. So are delays.

"...Do we have an air traffic control system that is equally capable to the one in place in 1981? my answer (is) a resounding yes."

James Bussey

At the heart of the debate between the union and FAA management is a dispute over whether the system has been fully rebuilt.

"The only way the FAA can claim that the work force is that much larger is to include supervisors and staff specialists who barely spend more than 10 percent of their time controlling air traffic," the union says. Beyond that, the union says the equipment controllers use is antiquated.



ATC dilemma, or business as usual?

Air traffic controllers from the 1980s strike days claims that the U.S. ATC system is not up to the level it was in 1981 are contested by the FAA.

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Space Technology ...
 Atlantis lifts off after a few delays, crew launches weather satellite. See story, page 7...

News in brief...

President's Memo

ERAU President Steven Sliwa (pictured at right) has streamlined the Administration by combining the CEO and COO (Chief Executive Officer and Chief Operating Officer). The two positions have been placed on the same level in the University's organizational structure. This will accelerate the communication and decision-making process. Sliwa stated in his first "President's Memorandum." The memorandum will be sent to all employees as a communication vehicle.

Depleting Mounds

The often-mentioned dirt mounds found on medians throughout the campus are quickly disappearing. The artistic creation placed on one of them a few weeks

ago (mentioned in *News in brief* and pictured in *Campus News* last issue) went with one of them.

Macintosh/IBM merge?

The above headline is misleading, perhaps, but somewhat true. This publication was created on both IBM and Macintosh computers. Soon, the *Avion* will be giving up its IBMs. This front page was created on both computers. The *Avion* readership can expect some big changes for the first Fall issue.

SGA moving along

The SGA is working on a new Constitution and numerous other positive changes. Vincent Stefano, SGA President, is heading up the move to better communication between student. See story, page 5...



Communication is the key...
 President Sliwa has created a "President's Memo" to aid in improving communication at ERAU.

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Embry-Riddle Aeronautical University

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Newspaper

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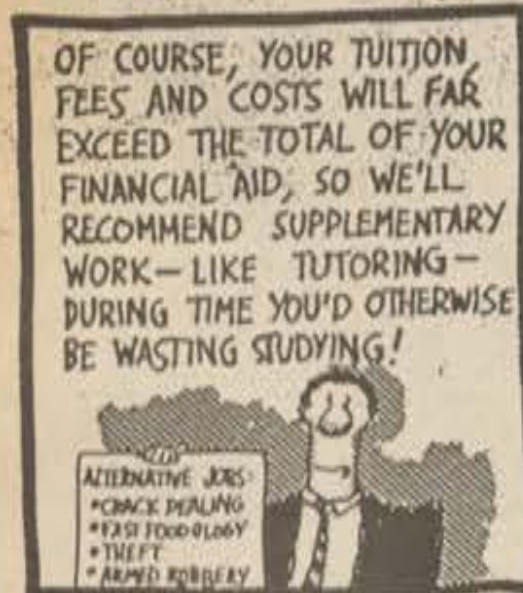
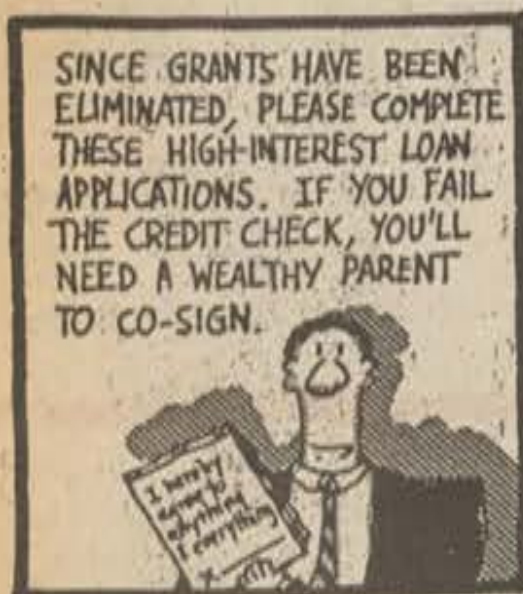
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Editorial

Will the Post Office kill TWA?

The U.S. Postal Service is now planning to undertake a new service that could place it in direct competition with the nation's tetering air carriers. Even more upsetting is that the first costs of this potentially disastrous decision may soon be felt in a one-cent rise in postage prices to 30 cents.

While it is true that in this day and age, 30 cents is not very much to send a letter is far as 7,000 miles, the problem with this rate increase is not the money, but where it is really going. One of the places that it is going is to expand the overnight Express Mail service operated by the post office.

Currently, Express Mail is handled under contract by a number of private package delivery firms (notably, Emery) which provide a small number of dedicated aircraft and the major airlines which provide "belly" space on commercial flights for first class and Express Mail.

This system has worked reasonably well in the past. Airlines gain much needed revenue from the postal service and the postal service receives cheap, bulk mail delivery using a pre-existing network that covers the country like a quilt.

The postal service, however, thinks the quilt has become a crazy quilt since deregulation. Hubs, the



Joseph Cambron
Senior Staff

Postmaster General believes, slow mail delivery and impede sorely needed overnight service. The solution, he says, is to open their own large scale airline with overnight Express Mail and First Class day delivery of mail using dedicated U.S. Postal Service freighters operating from a hub in the Midwest.

Now, it is true that government has a lot to learn from free-enterprise, but this must be the worst ever application of this theorem. First of all, why is the United States Postal Service in the overnight package delivery business in the first place. They are certainly not the most dependable, they definitely are not the most profitable, and they are not even the cheapest.

I always thought that the role of government in the United States was to undertake those jobs that no one else wants. Like patrolling streets, building lighthouses (ala Tom Tacker), and delivering the mail through snow, sleet, and dark of night for less than a 50 cents. After all, when I walk into Albertson's and see United States Government brand paper towels (made from shredder pulp), I'm heading to Nicaragua to let off some steam.

If I remember AS253 (it's not offered anymore, but at least Sophmores should remember that it used to be Aviation History and Regs) correctly, it was mail service that began commercial air service in this country. Now, it may very well be that the lack of those sorely needed dollars may end commercial air service for those carriers that are hanging on a wing and a prayer.

Letters to the Editor

Upward Bound causing a ruckus at ERAU

To the editor:
I have been having a problem with these upward bound students. While it seems that this program may be good for them, it is a pain for many Riddle students.

First of all these "high-school students" act more like animals than students. They are loud, obnoxious and disrupt class. I was sitting in class, listening to a wonderful lecture, when these upward bound students filed into an adjoining classroom. It sounded like the uprising in Yugoslavia had moved next door. There was screaming and pounding on the walls, as if our wonderful University had left these "students" unattended.

In addition, one of these "students" appeared to have access to a motor scooter. He decided to impress the "ladies" by driving them around the library circle at a high speed, jumping speed bumps, without helmets. I would have certainly received a ticket for this infraction, but no one from security saw them do this, only several true Embry-Riddle students.

I would also like to point out that I had also spotted a group of Elementary school students on this campus. Apparently they were being given a tour of the campus. They were quiet, polite and organized. Unlike the Upward Bound students who have trouble speaking proper English unless it is at high decibel level, and even then they can not do it.

I would recommend that the University look at the Upward Bound program and try to keep these "students" away from regularly scheduled classes.

Library in danger

To the editor:
As an Embry-Riddle student and pilot, I recognize the need for timely

departures from Daytona Beach Regional Airport. The Ocean and Gator departures have seemed to help but I am continually concerned about the number of Riddle pilots who decide to make their turn out-bound approximately three feet off the surface of the runway.

This quick outbound turn is unsafe for the pilot and the students of Embry-Riddle. First of all, a quick turn while the aircraft is still trying to gain airspeed can cause the aircraft to stall. This occurs when the vertical component of lift is reduced due to the need to create the lift components necessary for a turn. While it may seem to be "neat" to perform this top gun maneuver in a trainer aircraft, the results can be deadly.

The second problem is that the pilots who perform these maneuvers create an unnecessary hazard for those who are on the ground. Many times I have seen aircraft on climbout passing dangerously close to the library and the heart of campus. One pilot appeared to be no more than fifty to seventy-five feet above third level of the library itself. I ask these pilots, what would happen if you stalled or your engine quit? In a stall, the best pilots might be able to recover, but in an engine out situation over the library there is no place to land. If these pilots would have decided to remain on the runway heading their chances of landing the airplane with minimum damage to persons and property would be much greater. Whereas the best place to land the aircraft over the library is in the president's office.

I hope this letter will open the eyes of some of our pilots and I hope that they will reconsider this rash move in the future.

Name and box withheld by request

The future is promising for Embry-Riddle

It is heartening to see the positive changes that have swept this campus in the past three months.

I can't help but feel that a large part of this turnaround in attitude has been precipitated by the new student government administration, led by Vince Stephano. I also think that the fresh vision of Dr. Stephen Sliwa has also infected the administration of this university with ambitious ideas and large goals for the future.

There are two things that come to mind when I speak of positive change for the campus both of which were brought about by the SGA and the administration of Embry-Riddle. Respectively, I speak of the advances made towards a student radio station, and a broadening of the schools attitudes towards computer purchases.

A radio station has already been tried on this campus many years ago, with disastrous results. The mistakes made during that trial run have plagued the Broadcast Club to no end.

The good news is that in all probability we will be able to learn from those mistakes and begin broadcasting in the near future. This campus deserves its own radio station. College radio is an absolutely integral part of some universities



Brian Gerk
Managing Editor

many of which are smaller than ERAU.

The initial start-up costs for a station are much smaller than most students would think. After reviewing the initial feasibility report put together by a professional consultant specifically

for an ERAU on-campus carrier current AM transmitter, I know how totally realistic the goals of the Broadcast Club are.

Special praise should be extended to Steve Graff and Adam Cerny for their diligent efforts at bringing this tremendous change to the campus. The decision made by the SGA this fall will dictate which direction the radio station is pushed.

Next, I would like to commend the administration of this university for the wise decision of allowing a diverse computer base from which to operate.

Finally the students and faculty of this campus will be allowed to pick the best tool for the job in the various research and teaching applications that are scattered about the university.

This fall students will be able to learn on Sun micro-system computers, research projects on IBM RISC 6000's and type up their homework on Apple Macintosh's.

This is a fantastic change for the campus, and one that I hail as a new era for Embry-Riddle.

Student Forum

The Avion Asks: What do you think about women flying combat missions?



Mark Larsen
Air Science

"I've been in Desert Storm and I'd be a wingman for any woman. Flying skills are what it's about. But I wouldn't want them in infantry."



Robert Tailford
Aero. Stud.

"I think they can handle it."



Richard Lemon
Air Sci.

"I think it's good. Why not? Why else would they train them?"



Melissa Washburn
Air Sci.

"I think it's great. I'd do it."



Roger Sultan
Air Sci.

"It's OK with me."



Ken Adrian
Aero. Eng.

"I'm all for it. If they can do it, fine with me."

NAACP opposes Bush nomination of Thomas for Supreme Court

WASHINGTON (AP) More than any other group, the NAACP's decision to oppose Clarence Thomas for the Supreme Court encourages the emergence of a solid and credible coalition to fight President Bush's nominee.

The NAACP's strong denunciation of Thomas on Wednesday doesn't by itself spell doom for the nomination, but it provides the key ingredient for an effective opposition.

Without the nation's oldest and biggest civil rights group in their corner, opponents had little chance of seriously contesting the nomination of a black judge to replace Justice Thurgood Marshall.

Some black leaders have argued they should support Thomas because if rejected, Bush's second choice would be just as conservative and perhaps not black. And they argued that black leaders should give this black man a chance - that given his background, Thomas might in time prove to be less conservative on the bench than he appears now.

But the NAACP's leaders decided his race alone wasn't a powerful enough

argument. They said his record as chairman of the federal Equal Employment Opportunity Commission revealed a "reactionary philosophical approach" to affirmative action and other racial issues.

With its history and traditions from the civil rights movement, the NAACP can both encourage broader black opposition to

Thomas and embolden white senators, particularly Southern ones with large black constituencies, to oppose the nominee.

"The NAACP decision will obviously have a significant impact on the confirmation process," said Ralph Neas, head of the Leadership Conference on Civil Rights.

That organization, a coalition of 185 groups, is expected to move swiftly to follow the NAACP's lead. The conference's executive committee, which includes the NAACP, will meet within a week to decide on a position.

The conference successfully led the opposition to President Reagan's nomination of Robert Bork to the Supreme Court in 1987, the struggle that provides a

road map for how opponents hope to defeat Thomas this time. The conference took no position on Bush's previous nominee, David Souter.

Opponents' immediate goal is to provide sufficient cause for Democratic and moderate Republican senators to withhold forming a decision on Thomas until the Senate Judiciary Committee holds confirmation hearings in September.

In the interim, they will use statements of opposition by groups such as the NAACP to dispel the thought that Thomas' confirmation is inevitable, a notion the White House has been working overtime to create.

A conservative black named just a year ago to the U.S. Court of Appeals here, Thomas posed a dilemma for the NAACP and other black organizations.

Although Thomas has been an outspoken critic of such fundamental civil rights tenets as affirmative action programs, his unique position as a black man reared in Southern poverty made his rejection a painful move for black leaders.

"It is particularly disturbing that one who has himself so benefited from affirmative action now denigrates it and would deny these opportunities to other blacks,"

William Gibson, NAACP board chairman, said Wednesday.

NAACP Executive Director Benjamin Hooks said the board of directors voted 49-1 to oppose Thomas. But others said there was more sentiment for taking no position than that lopsided figure would indicate.

And just three weeks ago at the NAACP's annual meeting in Houston, the organization shied away from taking a position until its staff could establish a credible case for opposition.

"Much of the black community is divided, though nobody wants to talk about it much," said Ben Andrews, Connecticut state chairman of the NAACP and vice chairman of the national group. "Maybe when they hear of the NAACP's position they won't be."

That is certainly the hope of Thomas' opponents.

The NAACP's opposition followed a similar move by the Congressional Black Caucus, whose members battled with Thomas over job discrimination issues through much of the Reagan administration.

Other groups have gone on record against Thomas as well, including the AFL-CIO, the Women's Legal Defense Fund, the National Council of Senior Citizens and the National Abortion Rights Action League.

But those are predominantly white groups. Ever since Bush announced his appointment of Thomas, opponents have believed they would face an impossible task in encouraging white senators to vote against Thomas unless they could point to opposition by leading black organizations.

Some leading black organizations have shied away from opposing Thomas, such as the National Urban League and the Southern Christian Leadership Conference.

The Urban League took no position at its annual meeting last month in Atlanta. But its concerns historically have been more with economics than legal issues, and it does not have the history of arguing discrimination cases before the Supreme Court that the NAACP does. It also did not take on earlier nominees, such as Souter.

The NAACP's strong denunciation of Thomas ... provides the key ingredient for an effective opposition...

...his unique position as a black man reared in Southern poverty made his rejection a painful move for black leaders...

NTSB investigators still inspecting Amtrak wreckage for incident's cause

CAMDEN, S.C. (AP) Several trains traveled safely across a railroad switch 24 hours before an Amtrak train derailed killing seven passengers and injured 87, an investigator said Friday.

The National Transportation Safety Board also said all blood tests of train crew members for drugs and alcohol had negative results.

A rusted pin was found out of position and beneath the switch where the 18-car Amtrak train derailed Wednesday, and investigators have said it was probably out of place for more than a day. But, human error or other mechanical problems as a cause of the crash have not been ruled out.

"The pin was not central for the operation of the switch," said Christopher Hart of the National Transportation Safety Board.

CSX Transportation spokesman Norm Going said the track was inspected Tuesday. Inspectors actually worked the switch to see that it operated properly. But, they did not necessarily view all the parts.

Investigators Friday were also checking interaction between the train's wheels and the tracks to determine if that could have been a problem, Hart said.

"We haven't drawn any conclusions about anything," he said.

The investigation may take more than six months, Hart said.

The finger-sized pin was part of a device that activates a rod that moves the track into the proper position, Hart said.

Going said the usual method of inspection is to check how a switch is working.

"The procedure is to throw the switch and make sure it works. That's our primary inspection," he said.

To look at the pin placement, one would have to get down on hands and knees and reach into a dark area, he said.

The switch in question was also checked on July 9 by computerized laser equipment that measures all variances and makes sure everything is at the physical level it should be, Going said.

During the 24 hours before the crash, four trains passed safely over the switch, and the Silver Star's two locomotives and first 11 cars also safely crossed. The last six cars derailed and sideswiped two freight cars parked on a parallel track.

Investigators are also studying the derailed cars to

see whether they could have been made safer, Hart said.

Brent Bahler of the NTSB said investigators are focusing on maintenance and inspections of the CSX track, the Federal Railroad Administration oversight of the inspections and the response by emergency crews.

The NTSB suggests passenger cars have high rails to keep baggage from tumbling off the racks in an accident, restraints for other heavy objects, locked-in seats and conspicuous exit signs, Hart said. The Silver Star had all these safety guards, he said. The Amtrak train jumped the tracks at 77 mph, two miles under the speed limit.

Seven people were killed and 87 injured.

The seventh victim was identified by authorities as Sophia Rubenstein of Florida. No age or hometown were immediately available.

Fifteen people were hospitalized, and some of the 407 passengers complained that rescuers were slow to arrive after the train crashed en route to New York from

Miami Wednesday.

The train's six crew members had blood tests to check for the presence of alcohol or drugs. It is a standard test run on operating crew members following an accident, Amtrak said.

All tests were negative, the NTSB said.

Hart said a radio defect held up the emergency signal the engineer placed for 11 minutes after the 5:01 a.m. crash, and the first emergency personnel began arriving in the isolated woods in central South Carolina 33 minutes later.

Meanwhile, the track has been cleared and is in service again, although a slower speed limit has been temporarily installed, Going said.

The first Amtrak passenger train since the wreck went over the site Friday morning, an Amtrak spokeswoman said.

The six derailed cars have been transported to Hamlet, N.C., along with investigators for further inspection, said Brent Bahler of the NTSB.

The rest of the train was sent to Washington for damage inspection, he said.

It was the worst Amtrak accident since 1987, when 16 people were killed in a wreck in Chase, Md.

The finger-sized pin was part of a device that activates a rod that moves the track into the proper position.

Christopher Hart

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Aviation Express tries to become more than fly-by-night taxi service

MANASSAS, Va. (AP) Want to take a weekend gambling trip to Atlantic City or the fun beach of Ocean City? How about following your favorite Washington Redskins to do battle with the Steelers in Pittsburgh?

Or would you like to send your kid to college without having to drive six or seven hours. All of these trips can be arranged by airplane to suit your schedule by calling Aviation Express, Inc., which opened recently at the Manassas Airport.

O. B. Boykin Jr., president and founder, spent nearly 18 months seeking financing and doing paper work with the U.S. government before getting the operation going.

Boykin believes the flexibility of his operation will allow it to become profitable. A pilot is always on call to handle flights to anywhere in the United States, Canada or the Bahamas.

"We are prepared to go all of the time," said Boykin who started the airline with the idea of getting a government contract to fly freight.

However, while waiting for those contracts to develop the firm picked up a contract with United Parcel Service to help fly their parcels into some of the smaller airports such as Leesburg and Ocean City, Md.

Boykin said he would like to retain about 75 percent of his charter operation for freight and about 25 percent for passenger service. The planes can be adjusted to handle either, depending on the demand.

Boykin presently has four airplanes and is running a daily flight from Manassas to Pittsburgh, Harrisburg, New York City, Boston and Philadelphia.

"I felt there was a real void in the aviation air cargo and I had wanted to start up a business for a long time," said Boykin who applied to the Small Business Administration four times before getting the funding needed to start the business.

Boykin is a major serving in the Air Force Reserve with 19 years service in Tactical Air Command and the Military Airlift Command.

He also has 12 years experience as a manager of a telecommunications company serving in such areas as business relations, regulatory matters, product management and inventory and materials management.

He is also a general aviation pilot but noted that "as much as I like to fly, I'm going to keep my feet on the ground and run the business."

Charles D. Wilson, who commutes daily from Dover, Del., serving as the general manager. He is a master sergeant serving in the Air Force Reserves with 14 years experience in Military Airlift Command and is also a pilot.

Alvin H. Carstensen, who has logged more than 16,500 hours flying, is the flight instructor.

Arch Kaulfuss serves as director of maintenance and the pilots, several of those formerly with bankrupt Eastern Airlines, are Don Morgan, Terry Meyer and Wayne Turner.

The firm has 10 employees and hopes to reach 50 within a few years. His pilots have a total of 125 years of experience.

Boykin, 48, said the firm shopped around the country to come up with the best possible prices on its four airplanes a Cessna 402B and two 402 Cs and a Navajo Chieftain with a fifth to be added shortly. All are fully insured.

"I picked Manassas Airport because I found its facilities to be outstanding with many improvements still to come," he said. Boykin stressed that all his employees wear neat uniforms, with all operations based on U.S. Air Force standards.

The firm also has access to a Lear jet for someone wanting some special transportation. A special freight plane is also available that can handle up to 7,500 pounds.

Boykin noted that while the freight

business was the backbone of the firm, he would like to do as much passenger service as possible.

He is looking at taking beach lovers to Ocean City on Friday night and then picking them up on Sunday night for the return flight to Manassas.

Other spots that vacationers can fly to include Myrtle Beach, S.C., and Nags Head, N.C. Boykin also will arrange to fly to the West Coast or the Caribbean.

Boykin said anyone calling the airport can arrange for a flight to just about any destination often at a price cheaper than the airlines. Flights to Ocean City are about \$99 and to Atlantic City \$165. Many of his and to Atlantic City \$165. Many of his passengers are to the Virginia Beach-Norfolk area, particularly construction workers who find the one-hour flight more to their advantage than spending four or five hours of their valuable time on the highway.

"We are here to make specialized charters to anywhere ... just give us a call," Boykin said.

TWA has made plans to file Chapter 11

by Joe Cambron
Senior Staff

Last week Trans World Airlines took a definite step forward in its battle to survive the turbulent early 1990s. This step, ironically, involves filing for Chapter 11 bankruptcy in the first quarter of 1992.

Under the plan, TWA President Carl Icahn plans to cede much of his 80% ownership of the carrier in return for a reduction of the company's debt by \$1 billion to a mere \$450 million. This plan is a compromise between the maverick head of TWA and its many creditors. Many hours of terse negotiations were required to reach this settlement.

Quite obviously, though, all the creditors may not be satisfied with the arrangement, although the majority apparently are. Therefore the company must gain their "approval" by using the bankruptcy process to impose the settlement upon all creditors.

The removing of this albatross from TWA's neck may actually help the company in its bid to acquire already bankrupt Pan Am. That offer, which is backed by powerful American Airlines, could provide TWA with the largest trans-Atlantic network of any U.S.

airline. That designation could be fleeting, however, since TWA plans to sell many routes to American Airlines.

With the addition of TWA, the following airlines are now in bankruptcy:

1. Eastern Airlines-Status: Liquidating-Currently, selling assets and aircraft to pay off creditor claims. A new Eastern Airlines could begin operating this Fall if all goes well.

2. Pan Am-Status: "De facto"

liquidation while operating-President Plasket is feverishly searching for a buyer. Pan Am is rumored to have insufficient cash to meet this week's \$20 million payroll. Obstacles to a reorganization are a high debt load, overstaffing, unprofitable routes, a weak domestic system, \$240 million secured pension liability, and "greedy" creditors.

3. Continental-Status: Reorganizing while operating, likely to emerge by 1992-Continental has sold its Seattle-Tokyo route authority and is reorganizing its route system while refocusing its image toward business travelers.

4. America West-Status: Operating, short of cash-America West has

everything going for it except a positive cash position. Traffic and loads are up, but the company is having trouble staving off aircraft repossessions. America West has the youngest fleet of aircraft among the major American airlines.

5. Midway-Status: Operating while reorganizing-Midway is taking dramatic steps to reduce costs, including a massive change of its aircraft fleet from modern MD-80 jets to older ex-Eastern DC-9-30s. The carrier is emphasizing its first class service and is stripping paint from its planes to cut costs.

6. Braniff-Status: Liquidated-Although liquidated, the name lives on in the form of a struggling carrier operating from New York to as far as Texas using 727s.

Secretary of Transportation Samuel Skinner said in an interview on CNN's Moneyline that he believes another carrier will file for bankruptcy soon. That carrier is believed to be USAir although it could be Northwest. Northwest's finances are primarily secret since the carrier is privately owned. USAir's problems, however, are well known.

TWA President Carl Icahn plans to cede much of his 80% ownership

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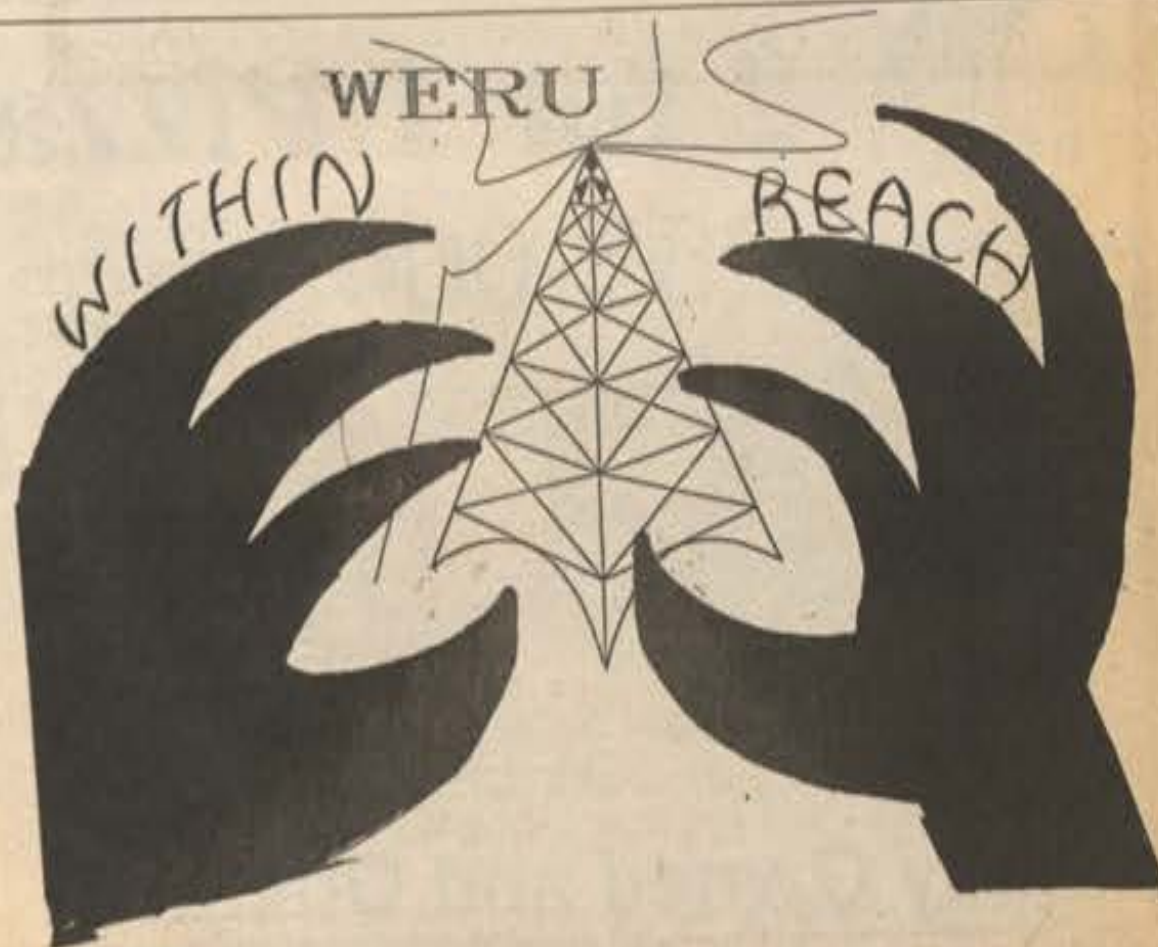
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Many changes to be made in the Fall by new SGA

by Jon Osterholm
Editor-in-Chief

The Student Government Association has been working this summer to make positive changes in many facets of its operations. Items from the rules SGA members must abide by, to the honoring of members and the improvement of publishing capabilities have been touched by change.

The SGA President and Vice-President are reshaping the SGA Constitution in order for it to be more readable, organized, and concise. In addition, a new award has been developed for SGA members by their leaders, honoring one outstanding member each month. Another new award will honor the most outstanding member of each term.

This publication's offices recently attained a new Macintosh computer system with a network that is expected to improve the quality and efficiency of the newspaper. In addition, it is expected that the system will be more user friendly than the previous one.

The advisers of the Avion and the Phoenix yearbook, Dr. Roger Osterholm and Ms. Jean Snyder (respectively), recently drafted the "Institution's Responsibilities Regarding Student Publications." Snyder is also Publications Coordinator. The document details the duties of the Administration, as well as the member students and advisers, involving any student publication's legal responsibilities. It also details the publications' right to free speech. The staff of the Avion reviewed the document with SGA President Vincent Stefano and approved its content last week.

Vincent Stefano is regarded by many SGA members as keeping his promise to improve communication between SGA divisions...

Vincent Stefano is regarded by many SGA members as keeping his promise to improve communication between SGA divisions and branches. He has attended numerous meetings beyond his required duties, and has talked

with the Avion about an informational SGA/Campus News page in the student publication in order to improve every student's understanding of SGA goings-on.

Brian Murphy, the SGA Vice-President, is the chairman of the Student Finance Board and a close partner with Stefano in making changes in the SGA. He too is in contact with the divisions of the SGA on a regular basis. The pair expect to have the new Constitution finished by the Fall. The Avion is re-writing their by-laws in following the spirit of change of the SGA.

The new SGA recognition award is called the "SGA Member of the Month" award. Stefano and Murphy are not eligible for the award, nor are advisers to the government or any of the divisions. Division heads, such as the Avion's Editor-in-Chief and the chairman of the Entertainment Committee can be a nominee for the award. A written nomination by three of his or her staff members is all that is required. Division heads nominate members of their own staff. Stefano and Murphy make the final choice, with the SGA

Secretary/Treasurer, Linda Johnstone, and the SGA Adviser, Becky Robertson.

The award honoring the outstanding SGA member of the semester will be one of the monthly winners, chosen by the same SGA officials.

According to Stefano, the new SGA Constitution will organize the association similar to the U.S. Constitution's design for government. Some unavoidable differences will result, due to the scale of operations of the SGA.

For instance, this newspaper will be completely protected from censorship by the SGA or the Administration while it is still a division of the government association. This is because the paper requires student funds to operate, coming out of SGA student fees, but deserves freedom of speech rights.

In attempting to offer students more information on the aviation industry, a new aviation business news section was added to the Avion two weeks ago. David Fekke, the Avion's Production Manager, edited it for the summer term. The new editorship will be added to the rewritten by-laws.

SUN Grant

(continued from page 1)

based classroom in the lab today (C-411) will be turned into the new Sun lab.

Future use of the fiber optic cable will permit satellite labs in various areas of the campus along with individual connections with nearly every building on campus.

New ERAU president, Dr. Stephen Sliwa, has already expressed his strong commitment to a computer-oriented university, with all types of work stations able to communicate freely with each other.

"I have always been a big fan of network computing," said Sliwa (who has previously used Sun's in other industries) in an interview Monday. "The Suns have a very open system, they are the working mans UNIX system and have a very strong following in the academic world."

Sliwa however is cautious about heading in any single direction too quickly.

"We need to keep our options open to continue competitive bidding... we've got to get the best deal for the students."

International Business Machines will still continue to play an important role within the campus environment, although that role may be somewhat redefined in the coming years.

The IBM product with the most impact to arrive at Embry-Riddle and other campuses nation-wide is the RISC System/6000. The RISC is a high-end research computer capable of amazingly fast number crunching. The RISC would be used almost exclusively as a research tool for the math and physics department. One RISC is already being used by physics professor

Dr. Katool for research purposes.

This fall, the University along with the Academic Computer Lab will evaluate various 386SX-based computers to decide which computer the university will purchase for staff and academic needs, as a possible replacement for the current IBMs. Twelve IBM 386SX machines have already been purchased by the university and will be used this fall for lower level CAD (Computer-aided design) applications.

The University is also actively pursuing the possibility of a Higher Education Purchase program with Apple computers. The program, designated HEP II, is a state-wide purchasing program designed to allow both faculty and students to buy Macintosh computers at substantial discounts. ERAU has also officially agreed to allow faculty and staff to purchase Apple computers out of their individual budgets.

The engineering department has already taken delivery of four Macintosh IIs, an occurrence which would have been almost impossible with last year's official purchasing policies.



Computer Talk...

With the new Unix system, all people on campus with a computer will be able to communicate with others...

Avion adopts computers

by Delannor Mance
Business Manager

The Avion Newspaper. Over the years this award winning collegiate newspaper has taken great steps to becoming a great source of information not only for the entire campus community but throughout the Daytona Beach area on aviation related

Under the leadership of Jon Osterholm (editor-in-chief) and the

fast foot work of the Managing Editor, Brian Gerk, the Avion has just completed the process of installing a brand new computer network using "top of the line", Macintosh Computers. In an interview, Osterholm stated that "The new system which is very user friendly is going to be a large improvement and make it easy to train new staff".

Osterholm has many ideas for this coming Fall semester which includes the addition of at least one new section for the readers enjoyment. It will include the Aviation Business section which is currently in its trial stage. A main concern of the current editorial

board is fulfilling the need for additional staff. Here is how Osterholm responded to the question, "Is the work satisfying even though you don't get paid?". "ERAU has only one journalism course per year, yet we win 1st and or 2nd place at nearly all the conventions we attend. This is accomplished while competing against schools that offer degrees in journalism". He also mentioned that

last semester 6 staff members attended a convention that was held in Los Angeles, California. Also, since the Avion is a division of the Student Government Association each member of the editorial board receives an incentive stipend at the end of each semester.

Although everyone may not possess the ability to write there are several positions that involve no writing whatsoever. If a student is interested in Aerospace Technology or photography then he/she can attend NASA shuttle launches and attend the special photo opportunities available to only those with press credentials.

Although everyone may not possess the ability to write there are several positions that involve no writing whatsoever...

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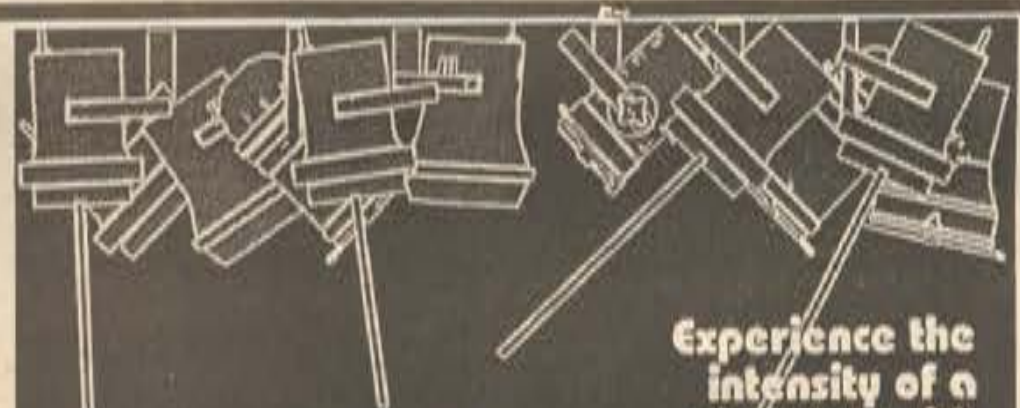


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Beechcraft offers Air Force new training aircraft for transport pilots

by Frances L. Cozza
Aeronautica Editor

Last month the Air Force tested the T-1A Jayhawk. It is to be the training aircraft for its next generation of tanker and transport pilots. The aircraft is a military version of the Beechjet 400A business jet.

The aircraft lifted off from Beech Field at 10:40 a.m. CDT, climbed to 14,000 feet, and performed routine first flight procedures.

Experimental Test Pilots Mike Preston and Bud Francis described the first flight as uneventful. "We've got a good airplane," Preston said. Total time of this first flight was approximately an hour.

The T-1A Jayhawk is powered by Pratt & Whitney JT-15D-5 turbofan engines developing 2,900 pounds of thrust each. These give the aircraft a top speed of 467 knots (538 mph) and a certified ceiling of 41,000 feet.

The flight deck of a T-1A includes special seating to

accommodate an instructor/observer and two student crew members. The seats are mounted on extended rails to facilitate easy in-flight position changes by crew members.

Other modifications incorporated into the Beechjet to meet the T-1A mission requirement include single-point refueling capability, increased bird strike protection in the wing leading edges and windshield for sustained low-level high-speed operation, and reinforced landing gear to accommodate the high number of landings per flight hour typical in training operations.

Pilots trained in the T-1A Jayhawk will go on to crew Air Force equipment such as the KC-10 and KC-135 aerial refueling tankers, and C-130, C-141, C-5A, and C-17 transport aircraft.

The Air Force has ordered 43 T-1As to date, with a value to Beech Aircraft of \$226.4 million. Delivery of the first aircraft is scheduled for later this year.

The aircraft is a military version of the Beechjet 400A business jet.



The T-1A Mission...
T-1A powered by Pratt & Whitney turbofan engines, single point refueling capability and has a top speed of 467 knots.

Age discrimination suspended at McDonnell Douglas

by Frances L. Cozza
Aeronautica Editor

The long awaited decision for pilots to keep their flight status at McDonnell Douglas at the age of 65 will be announced through the federal court in Los Angeles.

An age discrimination settlement had been filed in order to raise the age from 60 to 65. In January, the U.S. Equal Employment Opportunity Commission (EEOC) filed a lawsuit against McDonnell Douglas over its age policy, however under the accord, Douglas will only suspend its age-60 policy for the next five years, during which time pilots age 57 and older will undergo increased medical and neuropsychological testing to ascertain their fitness to fly. A similar agreement has been set up for the McDonnell Douglas in St. Louis, Mo.

Any pilot removed from flight status either because of the enhanced medical testing or because of reaching 65 will be offered a suitable non-flying job with the company at no loss of pay.

Nine pilots who had been removed from flight status when they had turned 60 will be eligible to return to the cockpit. Under the agreement as well, it will provide

payments totalling \$152,366 for seven current and former pilots and increased pension benefits for some past and present Douglas pilots.

This settlement is similar to others that EEOC has encountered in the past year with other aircraft manufacturers, which also call for the collection of closely monitored health and performance data on pilots over 57.

EEOC Chairman Evan J. Kemp, Jr. said, "The Commission has had much success in the past year resolving issues of age restrictions for pilots under the Age Discrimination in Employment Act (ADEA). I am

hopeful that other employers in the aerospace industry will join in raising or eliminating their pilot age limits in favor of nondiscriminatory methods of determining an individual's fitness to fly aircraft safely."

A hearing on the EEOC-McDonnell Douglas joint motion to approve the agreement covering Douglas is set for August 12 in the Los Angeles federal court.

In the agreement, McDonnell Douglas specifically denies that its policy violated federal age discrimination laws and declares that the policy was justified by exceptions written into the law.

"I am hopeful that other employers in the aerospace industry will join in raising or eliminating their pilot age limits...."

Evan Kemp, EEOC chmn.

NASA astronaut candidates chosen

by Frances L. Cozza
Aeronautica Editor

On July 29th the Astronaut Candidate Class of 1990 became full-fledged astronauts. After one year of training and having an evaluation period, the chief of the Astronaut Office, Dan

Brandenstein presented letters to 23 new astronauts.

"This outstanding group of men and women will be key figures in NASA's space programs. With their enthusiasm and technical expertise they will be a significant asset to the success of future

missions," Brandenstein said.

Of the 23 astronauts, 7 are pilots and 16 are mission specialists, 11 of them civilians and 12 are military officers. Among the 5 women in the group, 3 are military officers, including the first women pilot.

Quonset Airshow attendance reaches 100,000

NORTH KINGSTOWN, R.I. (AP) Organizers at the Quonset International Charity Airshow estimated a total of almost 100,000 people attended the weekend exhibition at Quonset State Airport. Organizers said sunny skies and the Navy's Blue Angels flying team combined to draw 80,000 people to the show Sunday.

The final numbers were not in yet, but organizers said the show was a tremendous success. That was a sharp contrast to last

year's show, which was hampered by bad weather and the loss of military pilots called to duty in the Persian Gulf.

On Sunday, the Blue Angels lured Jeanne Moore of Warwick and her family.

"I like all the things they do - and I like the noise," said Moore. "It was great and scary, having them come so close together, and exciting. It was exciting and scary."

On Saturday, rain kept attendance down. That was a sharp contrast to last

fighter jets nearly grazed the runway, performed rolls and barreled toward each other at 600 miles per hour.

"Thumbs up. This is good stuff," said David Rodriguez, a technical sergeant in the Air Force Reserve. Lloyd Gardiner, 67, of East Greenwich jumped back, raised his eyebrows and smiled broadly as the blue jets raced above him.

"The way I'm seeing this, I'd like to reenlist today," he said.

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Space news... 

NASA beach closes for lightning research... The northern portion of NASA-owned Playalinda Beach on Canaveral National Seashore will be closed on weekdays from August 5 through August 30. This will permit the safe conduct of a research program designed to enhance the accuracy of lightning forecast systems.

Three-foot-long folding fin rockets trailing hair-thin strands of copper wire into the thunderstorms to trigger lightning strokes will be launched. While the primary aim of the research is the enhancement of forecasting for space shuttle launches, landings and work scheduling, the data could be used to improve lightning warning systems.

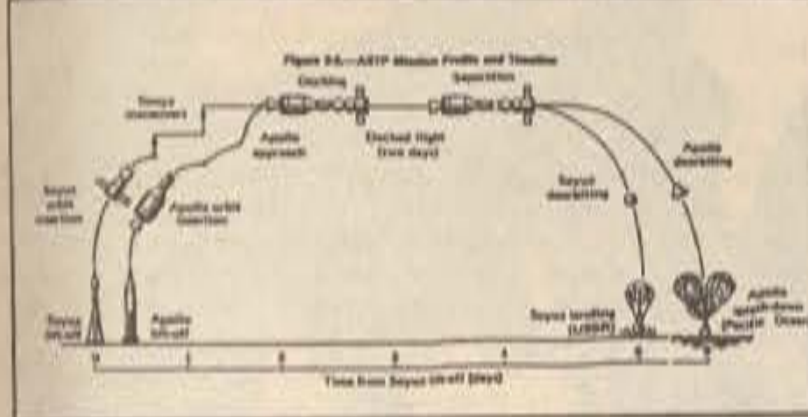
Arianespace flies again... Arianespace, the world's first commercial space transportation company, will be launching the ARIANE 44L. The 44L is the most powerful version of the ARIANE 4 rocket family.

When it goes into space next August 14, it will be carrying the INTEL-SAT VI F5, the second out of three INTEL-SAT VI to be launched by Arianespace for the international communication INTEL-SAT. The satellite will be delivered into a geostationary transfer orbit.

Arianespace launches all its rockets from the Guiana Space Center near Kourou, French Guiana.

Manifest for space shuttle flights during 1991-92

Date	Mison	Vehicle	Payload
September 91	STS-48	Discovery	UARS
December 91	STS-44	Atlantis	DSP
February 92	STS-42	Discovery	IML-1
April 92	STS-45	Atlantis	Atlas-1
May 92	STS-49	Endeavour	INTEL-SAT-R
June 92	STS-50	Columbia	USML-1
August 92	STS-46	Atlantis	TSS-1/EURECA
September 92	STS-47	Endeavour	Spacelab-J
September 92	STS-52	Columbia	USMP/LAGEOS/CANEX



New friends meet in space...

The joint Apollo-Soyuz Test Project (ASTP) of July 1975 was the high point of U.S.-Soviet cooperation in space back in the 1970's. The nine day mission is the only joint crewed project ever overtaken by the two countries. This may soon be part of the past as new agreements are in the make.

"We have lift-off of the space shuttle Atlantis..."



Field trip to the firing room... Space shuttle Atlantis is seen here as it passes in front of the Kennedy Space Center firing room on its way to Launch Pad Complex 39-A. Pad 39-B will not be open until next year after it has been refurbished.

by Jose Luis Vazquez-Deigado Jr.
Space Technology Editor

After three weeks of its original launch date and three launch scrubs, Atlantis mission STS-43 finally took to the skies on a weather perfect morning last Friday. The shuttle took off with no problems and is reportedly doing great. The five-member crew has so far activated all planned experiments and NASA is calling it an almost perfect mission.

Atlantis deployed the fourth Tracking and Data Relay Satellite, TDRS-E, that will provide a high-capacity communication and data link with the shuttle as well as other spacecraft and launch vehicles.

The five-member crew sat in the cabin on Thursday and helped controllers reconfigure the shuttle after a cabin pressure indicator failed to function. After running a pressurizing test the problem was solved, but the weather conditions violated launch commit criteria and the launch was scrubbed. So, once again the astronauts got inside Atlantis on Friday and the controllers ticked away to a perfect countdown.

Atlantis is scheduled to land at the Kennedy Space Center (KSC) on Sunday at 8:09 am. Floridians will get a great backyard show as the shuttle breaks through the atmosphere and plunges down towards the landing site, but only after two sonic booms awaken the peacefully sleeping natives. The NASA team has announced that the primary landing site from now on for all shuttle flights will be the KSC landing strip. But as Shuttle Director said "The KSC landing is going to be approached in a conservative manner using very restrictive flight rules to ensure the safety of the vehicle and crew." The last space shuttle to land at the KSC was space shuttle Discovery on May of this year after an eight day mission.

U.S. and U.S.S.R. agree on exchanging astronauts

by Jose Luis Vazquez-Deigado Jr.
Space Technology Editor

The United States and the Soviet Union have agreed to expand civil space cooperation by flying a U.S. astronaut on a Long-duration Soviet space station Mir mission and in return flying a cosmonaut on an American Space Shuttle mission. Besides the interchange of astronauts aboard the international flights, cooperation in monitoring the global environment from space will increase as well as the initiation of annual consultations on civil space issues and cooperative activities between the two governments.

The initiatives not only follow a forming trend of the development and improvement on the political and science forum, but to improve Earth science research and environmental monitoring on a global scale. This will facilitate the free and open international exchange of data from such newly developed programs between the two nations. Also, both sides will exchange information on their respective plans for Earth observation programs.

Development of these initiatives for the U.S. side were under the guidance of the National Space Council, chaired by Vice President Dan Quayle. The purpose of the exchange of flights is to conduct Life Sciences research of mutual interest. It would advance current efforts to standardize in-flight medical procedures which would improve comparability of data taken by each side.

Among the activities involved in the exchange is the training of the crew members at appropriate

U.S. and Soviet facilities. It would also include exchange of medical equipment for flight on the space missions and establishment of a telecommunications link between appropriate facilities of both nations.

Prior space information exchange was handled by a U.S./U.S.S.R. space science agreement in 1987. A new joint working group (JWG) on manned space flight will be established as an annex to the already existing agreement. The manned space flight JWG will work with the existing JWG on Space Biology and Medicine, which will be responsible for implementing the life sciences research.

In order to keep improving cooperative activities both governments have agreed to hold annual meetings on such issues as civil space issues and other joint activities. The JWG's are coordinated on the U.S. side by NASA and the Department of State-led "Interagency Working Group on U.S./Soviet Space Cooperation" under the guidance of the National Space Council.

There is no doubt that the venture to be undertaken by this two nations is not only challenging but a test to see how well the United States and the Soviet Union can really work on the still controversial issue of space exploration. Besides learning to work with each other and opening the doors on filed secret information, the final payoff from this endeavor might only be assessed if the long talked about "trip to the red planet" is accomplished. In small talk, both nations are looking into the future and getting ready for what might be the only way to



Say "Hi" in Russian... Astronaut Donald Slayton and Cosmonaut Aleksei Leonov in the orbital module in space.

reach Mars, a joint trip of both nations.

A date has not yet been set nor specific details, but the most important step has been taken. Many countries have joined the United States on the effort of conquering space and it can be expected that this new addition to the international floor on space exploration will with no doubt be very beneficial to our generation and future generations, not to mention the new political world order.

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Twister with the Reaper... Bill and Ted challenge the Grim Reaper to Twister in *Bill and Ted's Bogus Journey*.

Bill and Ted go to Hell in new movie

by Jason Simon
Diversions Editor

Whoa, the dudes are back and they are most triumphant in *Bill and Ted's Bogus Journey*. This movie is the sequel to their hit film *Bill and Ted's Excellent Adventure*. This movie brings the watcher back to San Dimas California where Bill and Ted are slowing maturing into the band that would save the world, Wyld Stallyns. However, Bill and Ted do not know what the future has in store for them.

In the future Rufus, Bill and Ted's guide to changing the past in the first movie, is teaching a class at Bill and Ted's Excellent University. Unfortunately for Rufus a old nemesis of his turns up and attempts, through the use of Rufus' phonebooth/time travel device, to change the past by ridding it of Bill and Ted. How does he do it? By creating Bill and Ted duplicate robots to kill the real Bill and Ted in the past.

Needless to say the plan works to an extent, Bill and Ted are murdered, but this is where the fun starts. Bill and Ted meet the Grim Reaper who tells them to come with him. Bill and Ted ask him if there is a way back to the future. The Reaper responds by telling them they must challenge him to a game; so far no one has won against him. Instead of playing the game, Bill and Ted Melvin the Grim Reaper. What is a Melvin? You had better see the movie to find

out.

After Melvining the Reaper, Bill and Ted end up going to hell; they relive some of their personal most non-triumphant experiences and finally realize the only way back to the real world is to play the Reaper's game.

Of course the Reaper is expecting a strategy game like chess, but Bill and Ted choose Battleship. Needless to say the Reaper loses and Bill and Ted are escorted back to the real world, but they first do some work to ensure their success in the real world.

As far as the content of this movie is concerned, it borders on the same caliber as the original *Bill and Ted* movie. This is not a movie to go see if your expecting an intellectual dialogue; it is a movie to see if you want to have a good time and like exploring some of the paradoxes of time travel and the wonders of the afterlife.

Although this movie was very slow in the beginning, the speed and the laughs picked up at the end of the movie helped make up for the slow start. However I was saddened by the lack of physical time travel in this movie; the circuits of time, created in the first movie, are not featured at all. *Bogus Journey* is not as funny as the *Excellent Adventure*, but it does have potential. See it with a friend, you will enjoy disproving Einstein and perhaps ease your fears of death.

Kevn Kinney and D'N'C' hit again

by Keith Gordon
College Press Service

With the success of his group's fourth album, *Drivin' 'N' Cryin'* Kevn Kinney officially is a budding rock star who almost wasn't.

"I've been into rock and roll my whole life," Kinney says, but not always as a participant.

"I started out being a critic, writing about it," he recalls. "Then I became a roadie. I worked in a record store, became a buyer and eventually joined a punk band."

In 1983, however, "I quit. I got into the car with my girlfriend and drove down South," ending up in Atlanta.

"I gave up and became a carpenter. A lot of my friends had gotten signed (by record companies) and I thought, 'well, maybe this just isn't for me. I've had my fun and now I'm moving on.'"

All that changed when Kinney met bassist Tim Nielson.

"Tim and I met each other in the streets of Atlanta just tooling around. He was in a real popular band. I played him a tape I made, and he really dug it," Kinney explained.

"He drove me around town trying to find, so he quit his band and we started a band on the side, kind of a

secret band, called *Drivin' 'N' Cryin'*."

Describing their early sound, Kinney says, "It was a hard rock-psychedelic-country thing. Violent Femmes meet Black Sabbath meet the Chocolate Watchband."

"It wasn't long until we got our first gig," Kinney says.

Happily, the popularity of Nielson's previous band and the local notoriety of some of its members helped the fledgling D'N'C make the most of the opportunity.

"Tim, having been a member of this really big local band, (made) our first gig a pretty big success. We just started playing, and all of the money we made we put back into the band."

It was 1985, and D'N'C began playing the southeastern circuit in places like Nashville, Birmingham and Chapel Hill.

The group recorded its first album, *"Scared But Smarter,"* in three days for Atlanta nightclub 688's independent label. Soon, D'N'C graduated to Island Records, where the band members recorded their three subsequent albums.

But in a lot of ways, Kinney points out, the group's new album *"Fly Me*

Courageous," is the first "real" D'N'C album.

"We had these three albums out that had all this weird stuff on them," he elaborated. "Country, folk, stuff like that. And we weren't playing those songs live anymore."

The band recruited producer Geoff Workman to work on *"Fly Me Courageous."* Workman, a 25-year veteran of the industry, had worked with some of the biggest names in the business, from The Cars and Queen to Journey and Motley Crue.

"We flew him down to Statesboro, Ga., to see us play in a little, tiny bar," Kinney says. "We really socked it to him without the light show or anything; just us, in a bar." The resulting collaboration may well turn out to be a career-making album for the band.

A hard-rocking mixture of street-level music with just a hint of country and folk influences, D'N'C has matured into one of America's premiere rock and roll bands.

The record has got a real rock and roll edge," Kinney says, "but it's still got my poetic stream-of-consciousness in the lyrics. They're not really story songs, just short bursts; reflections of the world around me."



Fourth is the charm... *Drivin' 'N' Cryin'*'s latest album has made the group's members into budding rock stars.

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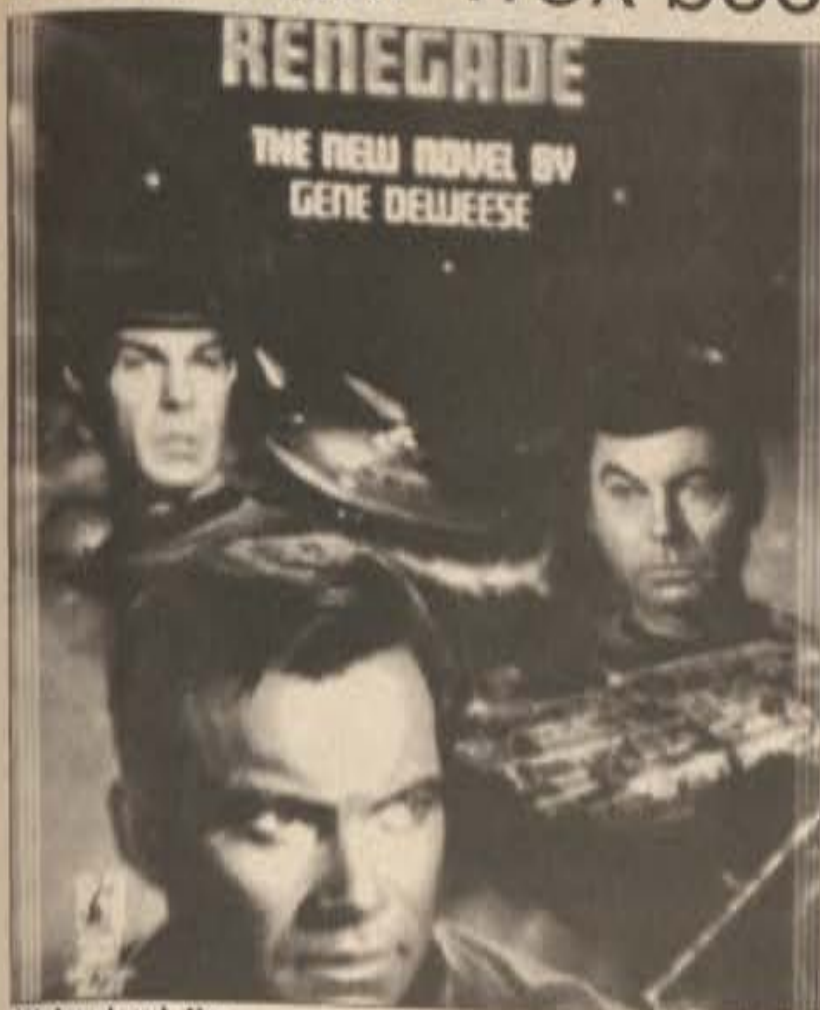
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New Star Trek book ties in with series



We're dead Jim...

Renegade, the new Star Trek book, kills off Spock and McCoy.

by Jason Simon
Divisions Editor

Gene Dewese has hit with his latest Star Trek book, titled Renegade. Renegade is, by far, one of the best books Gene Dewese has written.

Renegade is about Captain Kirk's attempt to promote peaceful relations between two planets that occupy the same solar system. The planet Chrellkan IV has been under Federation support for many years. However, Chrellkan III, which is inhabited by colonists of Chrellkan IV is not.

Chrellkan IV originally ruled over Chrellkan III and was planning to grant independence to Chrellkan III until rebels took over the government and planned to attack Chrellkan IV.

It is a Klingon plot, but of course! It is up to Captain Kirk and his super diplomatic abilities to create the peace that is needed between the two planets.

Kirk is a little befuddled. He wonders why the Klingons want a backwater planet like this one. He is also wondering why there was a computer glitch aboard the Enterprise which, by the computer

record, never happened at all.

Despite these problems Kirk sends Spock and Doctor McCoy down to the planet as diplomatic envoys. The second he sends down the landing party a scuffle takes place on the planet. It sounds like Spock and McCoy have been killed. He is also wondering why the third planet seems to have technology, like a planetary shield, which is beyond even the Federation's technology.

Meanwhile on the planet, Spock and McCoy have not died. Rather they are locked in a struggle to escape persecution and get off the planet. Do they escape, of course! Otherwise there would not be another Star Trek book.

Kirk soon learns why this planet has a shield and why his computer glitched. He also learns that the Klingons control his ship and are ready to destroy it by remote control. What does Kirk do? Read the book to find out!

Overall, Renegade is a fine piece of fiction which will keep you in suspense and tie in some mysteries from the original series. It is well written and you will not be disappointed.



Religious name...

Jesus Jones can expect good results from his Doubt.

Jesus Jones does not doubt new CD

by Brian Gerk
Managing Editor

Jesus Jones has released his new album, titled Doubt. This album proves that he does have some musical talent.

The album features his biggest hit so far, "Right Here, Right Now." The song is very upbeat and is pleasant to listen to, although I would not call it progressive.

Actually there are very few faults in this album, most of the songs are very well written and played. I would not say that all of the songs will become hits, but there is great potential for a few of these songs to be it into the top ten.

The first song on this album, titled "Trust Me," is an example of such a song. This extremely fast-paced progressive song does not

have much to say as far as lyrics go. However the music makes up for the lyrics.

One of the songs I did not like was "Nothing to Hold Me." I found it to be lacking spirit. As if Jesus Jones had run out of ideas and needed to slap some music down to fill space.

It was a drag to have to listen to this song immediately after Right Here Right Now, the song previous to this one.

Overall, Jesus Jones did do a good job with Doubt. There is, without a doubt, a good chance that this disc will produce some more top ten hits for this talented musician.

Doubt is currently available at record stores in the local area. It is almost a bargain at fifteen dollars.

EMF's album, Shubert Dip, is unbelievable

by Brian Gerk
Managing Editor

EMF, the group that has clogged the airwaves with their smash hit, titled "Unbelievable," have released their album, titled Shubert Dip. Unfortunately Shubert Dip has absolutely no musical worth at all.

It is a shame that the only song on this disc worth listening to is the "Unbelievable" track. The rest of the numerous songs on this disk are not worth the plastic they are etched on. It would have been better if they would have just released a single, instead of forcing listeners to spend a ten-spot and a fin for this loser.

The only part of the disk I even liked was a digitized sample from

Sesame Street, starring Ernie and Bert.

I even had problems dealing with the cover of the album, it looks like someone threw a mass of ink on a page and miraculously a tortured figure appears, a figure which I will not even attempt to describe.

Overall, Shubert Dip, by EMF, lives up to the last part of its title. I would rather listen to the tortured sounds of my clothes washer attempting to spin dry my laundry than play this disk again for fear that I would be permanently damaged by the bad music that would spew forth from my stereo speakers. This is not a disc to listen to, it is a disc for lying down and avoiding.



What is this...

Even the cover of EMF's album is hard to understand.

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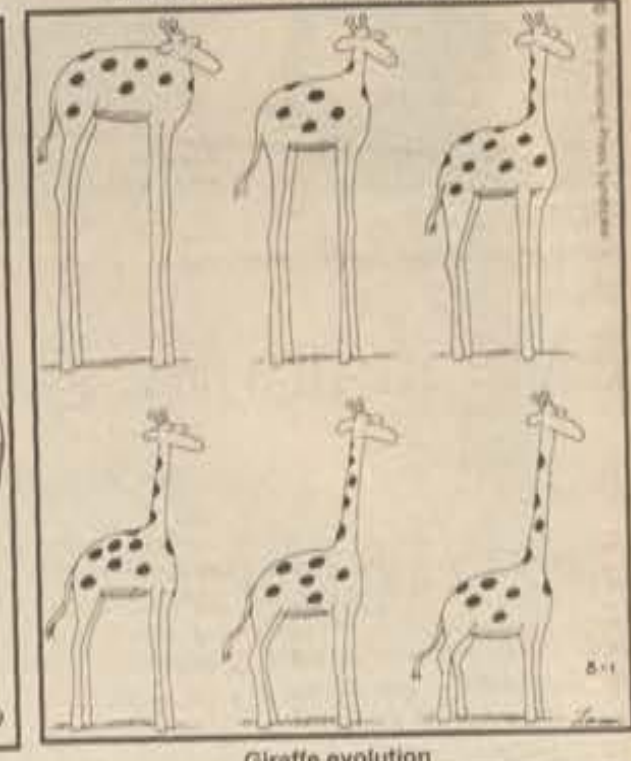
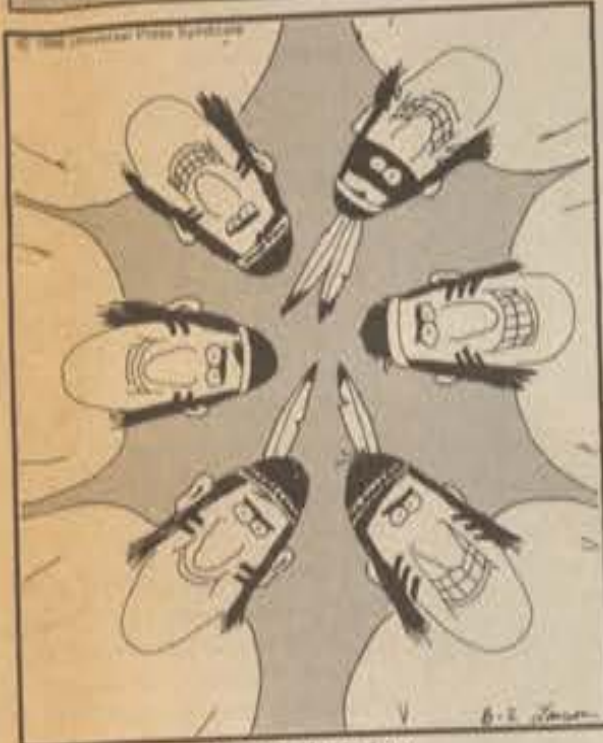
Calvin and Hobbes

by Bill Waterson



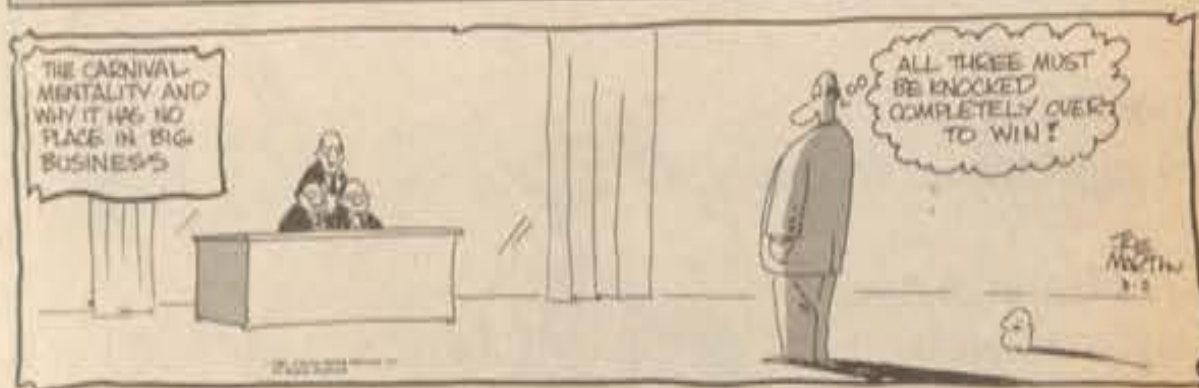
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SUPERPETE! We love you Dad!
Munchkin
Hooper & Phat

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having a blast. Fly like an eagle.
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IN MEMORY OF THE POW/MIAs

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gas! I haven't touched the ground since I met
you (except in St. Augustine, when we weren't
supposed to - oops!). I'm absolutely crazy
about you, Navy Giff I'll see you in port in
Italy. We'll go get something to eat and top a
nap! You're stuck with me, princess!
LOVE, LT CDR.

HEY KID,
Its been a great month and a half. I think TI
stuck around.
LOVE GUMBI

PAPA WHISKEY, PAL!!
Know what I mean Vern?
FERGI

HEAD GEEK
Go get a real life.
SENIOR BUTTKISSER

PINCUSHION
Up for a re-match?
SISHKABAB
P.S. I'm training.

Mary Kathleen,
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C. BY

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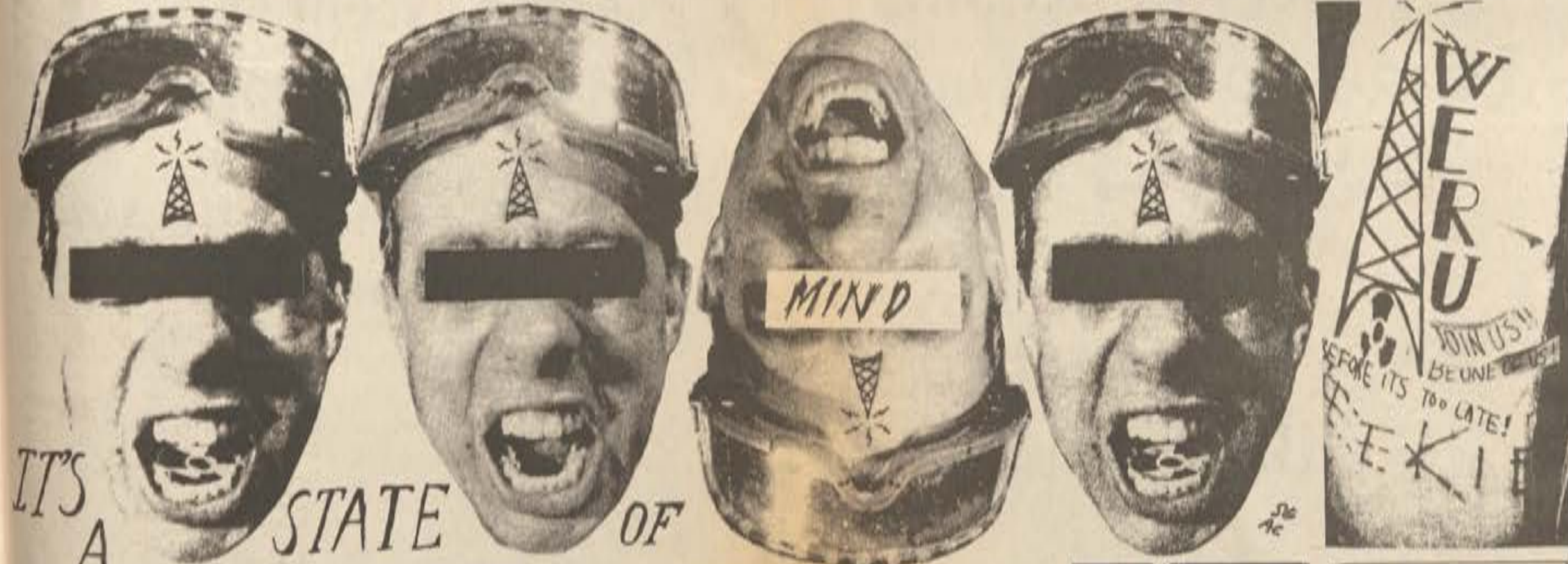
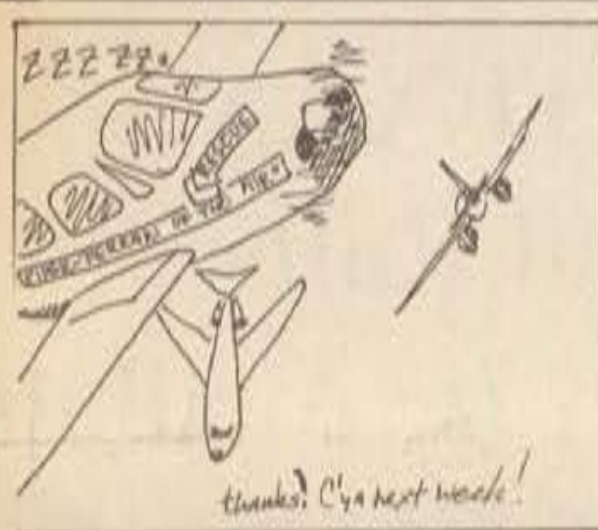
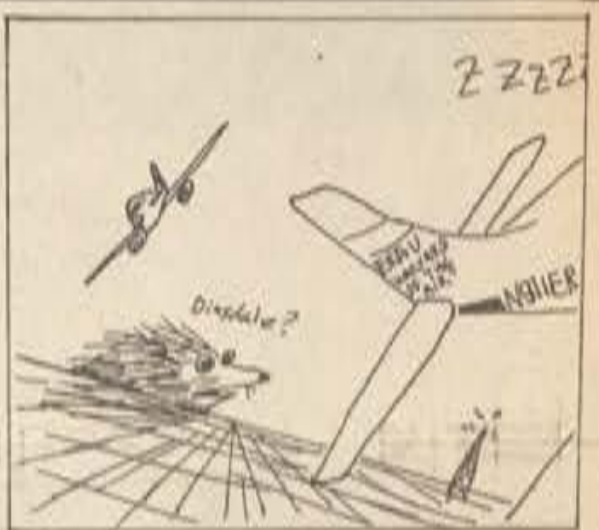
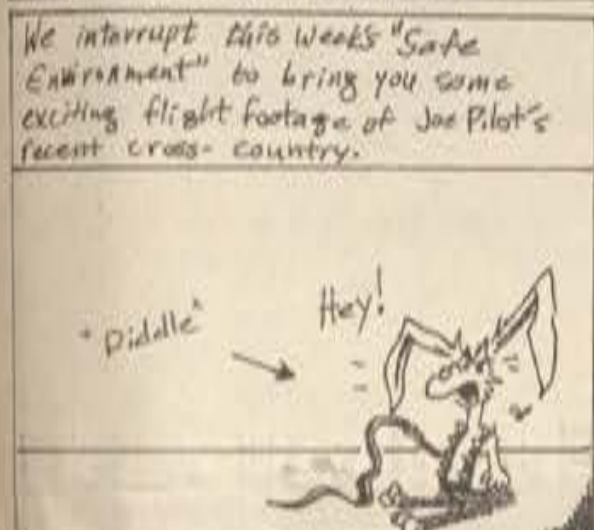
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One Step Beyond . . .

SUNDAY

Bloody

SUNDAY

2-4-1 Import & Domestic
 Beer Specials

PROGRESSIVE MUSIC !