

9-18-1991

Avion 1991-09-18 (A)

Embry-Riddle Aeronautical University

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Embry-Riddle's land needs meet compromise

by Greg Naccarato

Human Resource Director

On Thursday, September 13, the Volusia County Council offered to sell Embry-Riddle 35 acres of county land along Clyde Morris Boulevard across from the University's present campus. The administration had offered to purchase a 70-acre tract, which included a county-established buffer zone adjacent to a local community called Highlands.

After a 150-minute discussion, councilmen left open a door through which the University could make use of a portion of the zone in the future, either as a "greenbelt" or park— or to satisfy certain building code requirements.

"We are satisfied with the decision of the council and appreciate their efforts in working out an agreement on this emotional land issue," said Dr. Steven Sliwa, president of Embry-Riddle. "This compromise addresses

our need to expand the University in order to continue to provide quality programs for the students. After the county officially presents us an offer, I will be talking with our Board of Trustees to determine how we might proceed," he added.

The compromises to the original proposal included one in which the University would buy all 70 acres, establishing and maintaining a 50-foot vegetation buffer for noise, light and quality of life protection for the Highlands community. It would also include building a security fence, agreeing to not construct any buildings within 250 feet of the Highlands community. Certain limitations within the 500-foot buffer zone were also named in the compromise.

In the second option the University offered to buy land up to the natural ridge line on the property, consisting of about 50 acres, but no closer than 250 feet to the

Highlands neighborhood. A security fence would be built, and limitations of use would be enforced within the 500-foot buffer zone.

Jeannie Lowe, Vice-chair of the County Council, seemed to be one of ERAU's biggest supporters. She claimed that she brought no preconceptions to the issue. She also thought Embry-Riddle did a much better job on trying to compromise.

Environmental concerns important to the county council members included sightings of gopher tortoise burrows and locations of a rare plant called the East Coast Coody.

Embry-Riddle hopes to expand its facilities to enhance student life on campus and in



Why the University crossed the road...

Embry-Riddle ended up with 35 acres of county-owned land across the street from the Daytona campus, pictured here. The University was hoping for more land.

The board of trustees has set a goal to attain \$50 million by the year 2000 for further expansion and improvements.

Student tells of his military tour in gulf

by Tami Strout

Campus News Editor

Mark Larsen, an Embry-Riddle student, had been active in the Marine Reserves since high school. While he was going through the Fall 1990 semester at ERAU, he was surprised to receive one week's notice to report to active duty in Jacksonville.

According to Larsen, ERAU administration handled his affairs prominently and with great understanding. "I must have had the fastest flight prog in ERAU history," Larsen exclaimed.

From Jacksonville he was sent to train at Camp Lejeune in North Carolina. On December 26, within a month from the start of his active service, he was sent to Saudi Arabia. He arrived in Al Jubail and trained at Camp 15.

About four to five days before the air war began, they began the move north towards the border. Larsen's military operation specialization is an 1833, which is known as an amphibious assault vehicle (AAV) crewman. He is capable of repairing, driving and firing a 26-ton AAV. He is a Corporal.

About halfway to the border, he joined in with the 2-4 Battalion, which is the second battalion, fourth Marine regiment, known as Golf Company. Here he engaged in live fire training for a few days.

About a week in to the air war, the battalion continued their move to the border. When they arrived they played the "waiting game," as Larsen called it. Here, they engaged in additional training, dug trenches, and brought all the gear up to specifications.

While they were waiting the constant hum of the never ending air conflict continued on through the night. Larsen stated that in using the infrared

night vision goggles, "watching the helicopters and jets go by was an awesome light show, the flying was constant."

From that point the infantry moved west and then north. Here they started taking in Iraqi prisoners.

"Almost all of the prisoners we took in surrendered willfully," Larsen said. The United States forces sent out flyers to the enemy stating that if they did not surrender they would die. Larsen mentioned one flyer had a man sitting in a coffin thinking, on it was the statement "If you surrender, you will live" and underneath that it stated that the U.S. would treat the prisoners well and give them food.

Larsen said that most of the prisoners were hungry and dressed in raggedy clothing. They seemed more than happy to give in.

Soon the infantry met its first objective which was to engage the enemy in an attempt to destroy a communications center. According to Larsen, they split the infantry and surrounded the center on two sides and pinched them in. They successfully took the center over.



Road blocking in Kuwait...

Corporal Mark Larsen with a Sargeant Houston in Al Jahra, Kuwait. Far in the background are numerous Marines.

...most of the prisoners were hungry and dressed in raggedy clothing.

From there, they moved further in to Kuwait. By now, the oil wells had been burning for quite some time. Larsen described daytime as "a real foggy twilight with a bluish grey sky," and went on to state that nighttime was complete darkness.

Starlight is the name of the night vision Larsen used when he drove the AAV. This type of vision required a small amount of light to work. The darkness in Kuwait was so complete that Larsen said he

had to use a mini mag light on his goggles to give him a window of vision. He went on to say that a lot of the driving he did was by feel, which was somewhat unnerving.

Now over the border, Larsen described a battle between the infantry and an enemy occupied town. "When we tried to take over this town, we

noticed that it was a well defended area because they had many trenches, an underground hospital and many underground tunnels. They had the capability of really hurting us but the only fire we received was cover fire for when they were running away."

They successfully secured the area with no major casualties. After this they moved to the left of the town where they formed a "wagon wheel" defense and set up for the night. Larsen went on to say that the night proved interesting because they had missile support behind them shooting at Iraqi troops in front of them and during the night the drone of missile fire seemed never ending.

According to Larsen, the threat of chemical warfare was never present. He stated that once they began the ground war the technology of the American troops outweighed the Iraqi technology. "We used radar, they used observers with binoculars; we had an air force and they didn't. They had to try two or three times before they could hit a target. After one shot was fired our radar picked them up and accurate shots were fired."

Larsen said that chemical bombs were known as "the poor man's nuclear bomb" over in the middle east. He also stated that our chemical defense was better than theirs. They had heavy rubber suits that were extremely hot and hard to maneuver in. We had thin suits and were given agent pills to build the troops resistance. Antidotes and mor-

See Gulf, page A10

Grads find work in auto industry

by John Luke

Mechanical Technology Writer

A wide variety of products and services are provided by the automotive industry. Jobs in flight, engineering, computer science, maintenance, sales and management are available in this large industry. And while most students who attend Embry-Riddle Aeronautical University wish to work in the aviation industry, other industries also provide opportunities which pay after graduation.

Gary Callendar, a 1969 graduate of Embry-Riddle and corporate pilot for General Motors, explains, "I started in the Navy for nine and a half years after graduation. I have been with General Motors for thirteen years, flying Citations and King Airls. Of course there are only three [domestic] manufacturers in the country," he continued, "but of the corporate flight jobs, it is one of the better jobs."

When questioned about the hiring practices of the three main domestic manufacturers in the U.S., he responded, "GM keeps about 40 Corporate Pilots, Ford has 25 Corporate Pilots and Chrysler subcontracts Pennistar." When asked about engineering jobs, he said, "Pay is reasonable for new engineers. Engineers should get in with the divisions." The divisions do more of the actual design and manufacturing of components.

Another alumni, Charles H. Golt, a 1971 graduate of Aircraft Maintenance, in a recent interview, explains that he continued his education after graduation at the University of Delaware in Agricultural Engineering. While attending the University of Delaware he worked in a union job with Schmidt Baking Company. "I have been with GM for 8 years," he said. When asked about how much GM would pay new engineers and what qualifications are needed, he answered, "GM

starts around \$30,000. Anyone qualified for plant engineering with Boeing or McDonnell Douglas would be qualified to work at General Motors. One person that works in industrial engineering [at GM] came from Boeing. Those into aircraft design would fit right into automotive design."

Concerning the hiring practices of the automotive manufacturers, he said, "There's an economy slowdown now. Early retirements are being used frequently. The economy will take a while to rebound, but foreign manufacturers seem to continue to expand."

When asked about how Embry-Riddle prepared him for his career, he said, "I used what I learned in Embry-Riddle to be more mechanically inclined than others. Maintenance students could look at jobs in Plant, Facilities or Equipment Maintenance."

A third alumnus, James P. Lotito, a 1989 graduate of Aeronautical Engineering and presently is a Design Engineer at General Motors. He described the automotive industry's career opportunities as follows: "The more stable situations are in Engineering and the most stable are in lab testing. Materials and physical testing, systems validation and testing are the things to do. I got in through engineering."

He continued, "There's also jobs for people in sales, accounting and purchasing. Right now, they're doing a lot of streamlining. Jobs which are superfluous or extra [to the actual production and design work] are being moved back to Flint, Lansing and Detroit, Michigan; if they don't move they quit."

"I'm a Design Engineer," he continued, "New engineers make somewhere in the mid-30's [around \$35,000], and the qualifications usually sought are in testing, manufacturing and training. The most

See Auto Industry, page A10



Wrestling a gun...

A Soviet-made T55 tank, abandoned by Iraqis, was found in Kuwait by Corporal Larsen and his comrades.

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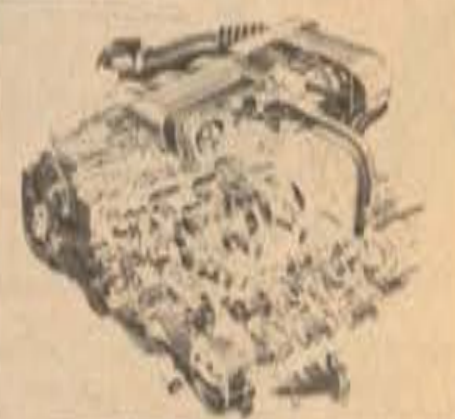
News in brief...

Graduate reception successful
ERAU held a reception at Sweetwater's last Friday for all graduate students and faculty. The reception let students get acquainted with each other and faculty. It was reported that the turnout was better than last year's reception.

Playboy offers a prize
A fiction contest sponsored by Playboy magazine is offering a \$3,000 first prize, \$500 second prize were given away last year. The Playboy College Fiction Contest will be taking writers' works until

January 1. It is open to registered graduate and undergraduate students. For more info, check the contest poster in front of the Avion office.

NTSB reports dip in deaths
The number of people who died in transportation-related accidents last year declined 3 percent from 1989, the National Transportation Safety Board announced recently. The fatalities totaled 46,858, which was the second year the total declined. Total aviation deaths totaled 827 in 1990.



A new section revs up... The Subaru's VVX and advice on how to avoid repair ripoffs are in Mechanical Technology, page B4.

Space Technology...

Shuttle Discovery made the first night landing at Kennedy Space Center this morning.

THE AVION

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Newspaper

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The Avion is an Associated Press member newspaper and subscribes to the Campus News Digest, Associated College Press, and College Press Service. The Avion is printed by a student-run newspaper staff working throughout the academic year and is weekly throughout the summer. The Avion is funded through student government fees and advertising revenue.

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Editorials

United States education lacking severely

The motto of U.S. education decision-makers seems to be: "If it ain't broke, don't fix it. If it is broke, say but don't do anything."

With education, as with most anything controlled by the government, it is the fault of the stringent system that controls it that makes it so dreadful. It is the nature of the system: efficiency breeds shrunken budgets in government. A better job gets a pat on the back, but cuts out money one "no longer needs" from their budget, as my Economics instructor explained. Administrators will say they are busy enough without going and making things work better, anyways. They're most likely right, too.

The President of the United States, apparently in trying to keep his domestic record somewhere near the water line, rather than well below it, stated recently that American education is in a sad state. What's he going to do about it, though? Who would disagree with his statement? Who didn't realize it? It is disconcerting to think that an intelligent man, as George Bush seems to be, has not recognized the sorry state of education in the United States until now. However, his comments at the press conference suggested that he was explaining the state of education as he saw it—bad—like it was big news. Is it his domestic policies or his attention to education that is lacking? I could not say. Maybe both. Certainly, acting like his statement is not an old, popular view was for me discouraging.



Jon Osterholm
Editor in Chief

What details prove that high school education is falling apart? Drop out rates are increasing, suggesting there may not be anything in high schools for keeping students in. Present students are lagging behind past students in measures of intelligence (such as the SAT). The loss in SAT scores wasn't so bad this year, but there's been a long downward trend. This occurs while our instructors are increasingly intellectual, with a larger percentage of them having higher degrees (Masters and Doctorates). Wait a minute: instructors are smarter, but students are getting less educational inspiration? Quite an irony, you

may believe, but one possibility cannot be overlooked.

It has been suggested that the higher a degree an instructor receives, the further he or she gets from being able to see eye to eye with neophyte in any particular discipline. I would tend to agree with that.

But instructors' higher intellects are not the only thing that clouds students' learning and attention spans. Lack of education does as well. Teachers not having degrees in a particular field, yet somehow being allowed to teach it, bewilders me.

I had an Anatomy and Physiology teacher in high school who was afraid of being in front of people, for one thing; for another, he was the swimming coach. He visibly shook in front of the class as he tried to lecture each day. Shook—no exaggeration. He was not a bad guy, but I don't know how he escaped being destroyed by students who intimidated him; his credibility was. The class was a joke, really, though some learning took place. Thank goodness for textbooks.

A possible, partial solution: upper level classes in high schools should be taught by upper level instructors, and lower level courses should be taught by those who have only a Bachelors and a teaching certificate. Rather simple thing to

see Education, page A10

Letters to the Editor

No you can not teach it that way

To the Editor:

Normally, I am not one to voice my personal opinions publicly. However, in this case I feel compelled to speak out.

While attending classes here at Riddle during the summer B term, I heard rumors among a number of students regarding a teacher in the Business Department. I heard that the teacher in question—a teacher I had previously, and elected to take again in the fall, was no longer teaching the course I expected to have him for.

The teacher in question is Mr. Chamberlain, and the course is managerial accounting. The reason, according to the rumors, that he was no longer teaching this course was that a number of students had complained about him and/or his teaching methods. I spoke briefly with Mr. Chamberlain recently, and discovered that many students had indeed complained to the department about him.

Now, whether he was forcibly removed or voluntarily withdrew from teaching this course, I do not know. I just think it is a shame that a quality teacher should have to be subjected to this kind of situation.

Yes, Mr. Chamberlain is a challenging instructor, and yes his tests are indeed thought provoking, but is this not what we as students pay for? Unfortunately, it seems that some students at this University have the twisted assumption that what they are paying for is good grades.

Certainly good grades are important, but it is the body of knowledge and skills that you obtain along the way that will serve you later in life. Good grades may help get you into the job market, but it is performance that counts once you are there.

The Business Department has done the students and the University a great disservice by allowing this to happen. Perhaps those students that complained about Mr. Chamberlain would be better served obtaining their degrees through mail order.

Salvatore Castelli
Box 8352



Although, the United States remains "the leader of the free world," "a technological giant" and "the only remaining superpower," there are several reasons why it continues to fall as an economic power. Many studies show that countries like Japan and Germany either modify our technology or utilize it faster. It is also said that in general Americans may not work as hard. Another contributing factor is the red tape that American companies have to go through for approval of products from government agencies. I believe a major reason is what some call "office politics," "sucking up" or "brown nosing." The fact is that several companies have lost the true meaning of value and work ethics and have moved toward a kind of system which basically "anything goes" as long as the boss is happy.

Office politics can be described as the relationship between employee, line, middle and top management and the external means upon which

one may attempt to ascend upward in this chain of command. It may often involve working outside of the traditional work ethic which states you should be considered for a promotion based on your performance in the workplace. Instead, someone may be considered based on whether or not they accompanied their supervisor to lunch, dinner, or out for a drink after work, how well they laugh at jokes, support ideas even if they are not feasible, and pay for lunch or coffee.

The fact is that several people are being promoted in American industry because of this problem and I



Delannor Mance
Business Manager

who do above and beyond their required duties and may not have time to accompany the supervisors to lunch or "happy hour" at the local pub after work and are constantly being overlooked for promotion. Managers often say that the reason they were not considered was because of their inability to communicate effectively with other workers. In addition, these workers will

feel it is causing the systematic destruction of several companies and a disastrous effect on the nation's GNP. There are several people

not compromise certain values by doing some things which they find degrading or unnecessary just to "gain points" which has nothing to do with the task which they have been given.

An example, without mentioning any names or companies, I know an individual who works for a corporation as an assistant manager and often reveals several stories about the manager who does not perform the basic duties required by the company. The following are some facts viewed directly by several workers. It is said that the manager often sits in the employees' break-room and watches home videos. He does not accomplish the daily tasks that are sent directly from the corporate office on a daily basis unless the regional manager will be visiting that day. Duties that are to be delegated are never explained effectively. Since profits have dropped the regional office has instructed the

see Competition, page A10

Student Forum

The Avion asks: What would you think about having to spend your first two years at Embury-Riddle in Prescott and then transferring to Daytona Beach?



Crystal White
Engineering Physics

"It would bring down school spirit, because you would not be at the same school for four or more years."



Dean Lefebvre
Aeronautical Science

"I think the variety would be great."



Dede Pendley
Aeronautical Studies

"I think it would have been interesting to have seen two different parts of the country."



Spencer Smith
Aviation Technology

"Making Love to a cactus is not my idea of a good time."



Photo Not Available

Jim Miner
Aeronautical Science

"I cannot imagine them making me spend that much money to go to a place that I wish did not exist."



Dee Bodine
Aviation Business Adm.

"If I wanted to go to Prescott I would have chosen to."

Faculty Profile: Marvin L. Smith

by Brett Zockle
Campus News Reporter

Currently at ERAU there is a man of great prestige. A man who carries knowledge above and beyond the call of duty. This man is Marvin L. Smith, the current air traffic control professor at Embry-Riddle.

Smith is accredited with a Bachelors degree in Education received from Oregon State University, a Masters in Education received from Central State University in Oklahoma and is currently working on a Doctorate in Education at Nova University in Ft. Lauderdale.

Smith held the position of Lieutenant Colonel in the United States Air Force where he spent 28 years. He was also a squadron commander in March Air Force Base in California. Throughout his years in the military, he specialized in Air Traffic control training.

While in the military, he worked on large masses of simulators and became quite proficient in this field.

Smith has been in Daytona for four years and has worked with Embry-Riddle in the past. He was the Center Director for Embry-Riddle programs at Keesler Air Force Base in Mississippi for three years. He has taught on the side during active duty and while Center Director since 1978.

In 1988 he came to ERAU in Daytona as Project Director for Artificial Intelligence. Currently he teaches Air Traffic Control classes and is the chief problem solver concerning the Air Traffic Control program.

Smith feels that ATC has its faults in that it costs too much to train an Air Traffic Controller without a college education. College education is not a requirement in Air Traffic Control. It cost between \$100,000 - \$160,000 to train just a single person.

According to Smith, ERAU students have a good



The man for ATC on campus...

Marvin L. Smith is the leading expert for Air Traffic Control on campus.

Students that have a background in aviation will cost the system less for training and in time will be better qualified Air Traffic Controllers.

Throughout his career, Smith has encouraged many students and people in the Air Force to pursue careers in Air Traffic Control and to obtain a college education. It makes him a very proud and happy person to know that his influences have worked and that some of these people have become successful.

In his spare time he enjoys tennis. At this time, he humorously showed off the beer mug he won from the Pelican Bay Tennis Club. Although he was born and raised in Oregon, he truly enjoys the climate and atmosphere in Daytona Beach.

Smith's philosophy on life is to have a good career, to be happy and to share this with someone special. His advice for students who are interested in an Air Traffic Control career or co-op is to know as much as you possible can before you make a commitment. They should become aware of how the system works and how Air Traffic Control is an integral part of it. "Air Traffic Control is a great career with great benefits," Smith concluded.

Career Corner: Career Center offers tips for Seniors

The Career Center would like to welcome all new and returning students to the University. Our department is charged with providing career related services to the students and alumni of Embry Riddle Aeronautical University. From career development services such as career counseling, Alumni sharing Knowledge, Career Day and Alumni Company Expo; to cooperative education and job search services like Job Update at 226-6052, Job Search files, campus interviews, mock interviews, resume critiques, job search seminars, Pathfinder, job books, career library and Connexion, the Career

Center stands ready to meet your career related needs. The office is located in room 284 of the John Paul Riddle Student Center, next to the Avion. Office hours are 9am to 4:30 p.m., Monday through Friday.

Seniors are especially urged to get started on their job search. Below we have listed a schedule which seniors should try to follow in their year of graduation. Don't worry if you're behind, just catch up. Make the time to get the job you deserve. At the Career Center, we can help at every step of the way.

For August, first set employ-

ment goals, type of job, type of organization, consider location, size, etc. Be flexible with this goal. Second, make a list of skills and experiences. Third, identify some alumni who can provide information and advice to assist in your search. Fourth, attend a job search seminar offered by the Career Center (Oct. 17 and 31).

For September, first begin your resume. Second, design action plan and set deadlines for job search. Third, visit the Career Center to find out what services are available, and to get help on your resume.

For October, first continue to work on your resume. Second, research and list possible employers using the Employer Research

See Career, page B6

President Sliwa awards innovators

by John E. Luke
Campus News Reporter

A bold and dynamic new program has been started to reward the creativity of individuals and groups of the Embry-Riddle community.

The first Presidential Innovation Review was held at Spruance Hall last Friday. Six innovators presented their winning projects. These projects ranged from computer designs to new training methods and cost-cutting strategies.

President Sliwa's initiative has brought Embry-Riddle to a new frontier, using Management by Objectives and rewarding individual effort on specifics.

Jim Brown was first and presented his Automated Faculty Database and Reporting System. This system records and reports the employment records of all Faculty members in the College of Continuing Education. This system reduces the great costs and time involved in compiling and reporting this information on request by SACS and other agencies.

Dr. Steve Hampton and Bill Kohlruess presented the "FA 418 Crew Training for Undergraduate Pilots" course. This academic course is designed to help flight graduates of Embry-Riddle better adapt to the crew responsibilities they will meet in industry. Student responses to the course were very favorable and a new course is in the works for advanced crew training in high performance aircraft.



Sliwa presents awards...

From left to right, award recipients are: Kathleen Citro, Claudia Geary, Emmert Lowry, Jim Brown, Jim Chumley, Mike Nickell, Bill Kohlruess, and Dr. Steve Hampton. Dr. Stephen Sliwa is at right.

Management Club open to everyone

by Kim Heldt
Special to the Avion

President Sliwa will be the guest speaker at the Management club's first meeting tonight at 6:30 p.m. in room E-613. He will discuss his experiences with NASA, his personal background and his ideas on Embry-Riddle's future. He will also take questions and answers from the audience. All students are invited to attend.

The Management club is trying to portray itself as a club for all Embry-Riddle students. A common misconception about the Management club is that it is exclusively for business/management and maintenance management students. In addition, it was thought that everyone in the Management club had to wear a suit and talk about the stock market.

The officers of the Management club are trying to attract students from all specialties. To achieve this goal, they have put together a schedule of events that would interest stu-

dents in any major. Every graduate will someday find himself or herself in a managerial position.

Participating in the "M" club's activities can give students insight into managerial practices of corporate executives and sharpen their managerial skills. Management club members have opportunities to network with corporate speakers and alumni, meet students in other majors and tour aeronautical facilities.

For the engineers at ERAU, the Management club is proud to host Gerald Oppiger, President of Lockheed Space Operations Company in Titusville, on October 9, 1991. He is a former Executive Vice-President of Lockheed in charge of processing space shuttle hardware. Oppiger succeeded retired President E. Douglas Sargent on August 1, 1991. He will speak on management practices at Lockheed and the future of the aerospace industries.

Two Vice-Presidents from

Douglas Aircraft Company have also accepted the Management club's invitation to speak, although the dates are not yet final. Several other executives from airlines, aerospace companies and airports have also been invited to address the club.

Computer majors can look forward to a tour of Simcom, one of the fastest growing simulator companies in the country. Simcom is an Orlando based company which designs and builds simulators and trains people in the simulators. Aeronautical Science majors should also find this tour interesting.

The Management club has something for everyone. In addition to management based activities, social events are an important part of the club scene. A beach party is being planned at Ponce Inlet on Oct. 5, and a dinner meeting with a corporate speaker will be held near the end of the year. So come get involved.

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A good place to start looking for answers is in the ratings of independent analysts. Three companies, all widely recognized resources for finding out how strong a financial services company really is, gave TIAA their top grade.

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SGA Aerospace/Aeronautical Engineering Representatives are working hard this semester

The new Aerospace/Aeronautical Engineering Student Government Representatives for 1991-92 are Bill Moore and Brian Marchesseault. They would like to introduce themselves to you and inform you as to where, when and why you might want to contact them. The two began their terms as the A.E. Reps. Summer A, 1991.

Moore is a Junior in Aerospace Engineering. His hometown is Middletown, Indiana. Other than being an A.E. Representative, he is also a brother of the Lambda Chi Alpha Fraternity.

Marchesseault is a Junior in Aerospace Engineering from Plainfield, Connecticut. His other activities include Secretary of the Aerospace Society, and memberships in AIAA and the Omicron Delta Kappa.

During Summer A, the representatives introduced themselves to Professor Novy, the Chairman of the AE-A/SP Department. They will periodically be meeting with him to discuss topics of interest between the students and faculty of the department. Professor Novy has already circulated a memo to the AE-A/SP faculty informing them of who the representatives are.

One project in particular that Moore has become interested in developing is that of creating an "Entrepreneur" class for engineering students. The purpose of the class would be to provide future engineers with the knowledge and skills necessary to start their own firms, as opposed to the traditional idea of spending their careers strictly working for major companies.

Moore and Marchesseault will be working with

the Engineering Physics Representative, Joan Henrichs, on the project this year.

A major aspect of the representatives' positions is that of informing the students. One way of doing this is through periodically writing articles in this section of the *Avion*. Another way is by providing times for students to speak with the representatives. Students should feel free to stop by the SGA office at any time to talk to the representatives or leave a message in their boxes.

Moore holds office hours in the SGA office on Friday from 10:30 - 12:30 and 2:00-3:00. Marchesseault's hours are on Mondays, Wednesdays, and Fridays from 11:30 - 12:30. They will also be walking around the Student Center from time to time during these hours, when they may be identified by their nametags and approached on any topic.



Government Representation...

Brian Marchesseault and Bill Moore are the new SGA Representatives for the Aerospace/Aeronautical Engineering program. Students from this program are encouraged to contact their representatives.

Moore and Marchesseault are looking forward to a great year of increased communication between the representatives and the students. They remind you that they are here to serve you, the students, but the only way they can accomplish the goals you have, is by you letting them know what those goals or complaints are.

Commentary by Brian Marchesseault, SRH Engineering Representative.

Student Government Association Fall 1991 Budget

ANTICIPATED REVENUE:	
Student Fees	\$138,000.00
SGA Executive Office	4,395.00
Phoenix	10,000.00
Avion	19,771.00
Entertainment	2,000.00
	174,166.00

ANTICIPATED EXPENSES:	
Reserved Accounts: (Rent, wages, club allocations, leadership, incentive, contingencies, capital equipment)	23,816.40
Entertainment Division	73,705.00
Avion Newspaper	36,842.00
Phoenix Yearbook	20,936.00
SGA Executive Office	10,155.00
	165,454.40

UNALLOCATED: 8,771.60

The Unallocated Fund is used for future projects, in the past, this fund has been used for purchases such as furniture for the flight line, the building of Aeronautilus and computers for the *Avion* Newspaper.



Don't drink and drive...

Call A Ride And Live has started services for the Fall semester. The number for service is 226-6000.

CARAL resumes service

by Joan Henrichs
CARAL Chairman

The Call A Ride And Live Program will be running again beginning Friday, September 20. For those students who are unfamiliar with this program, it is an SGA sponsored service designed to keep the students of ERAU safe from the dangers of drinking and driving.

So, if a student has been out drinking and are unable to drive, or if the person he rode with has had too much to drink, please Call A Ride And Live at 226-6000.

The service runs from 9:30 pm to 3:30 am on Friday and Saturday nights, every weekend except for Thanksgiving and the weekend before exams. I would also like to stress that this is an anonymous service, so do not be afraid to call.

Soon, business size cards will be distributed through on-campus mailboxes. These cards will have the phone number to call and times of operation. I urge each student to slip the card into his wallet because it may be needed in the future. It may save your life or the life of a friend.

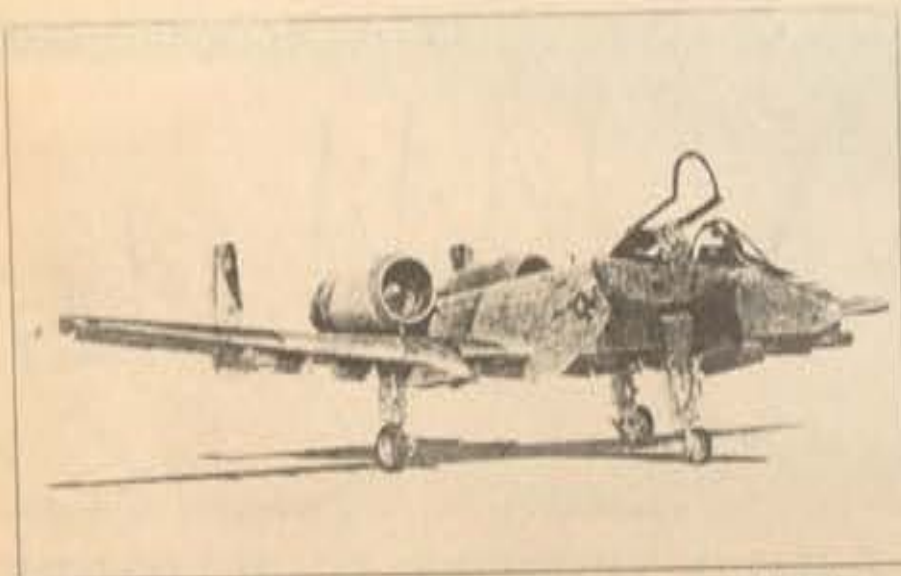
The Call A Ride And Live program relies on volunteers in order to continue service. Currently, we are asking for volunteers to drive or ride one night per semester. All that is required to be a driver is a valid driver's license (it does not have to be a Florida License) and a safe driving record.

All volunteers are welcome and encouraged to contact Joan Henrichs at Box 6751 or through the Student Government Association's office in the Student Center at extension 6043.

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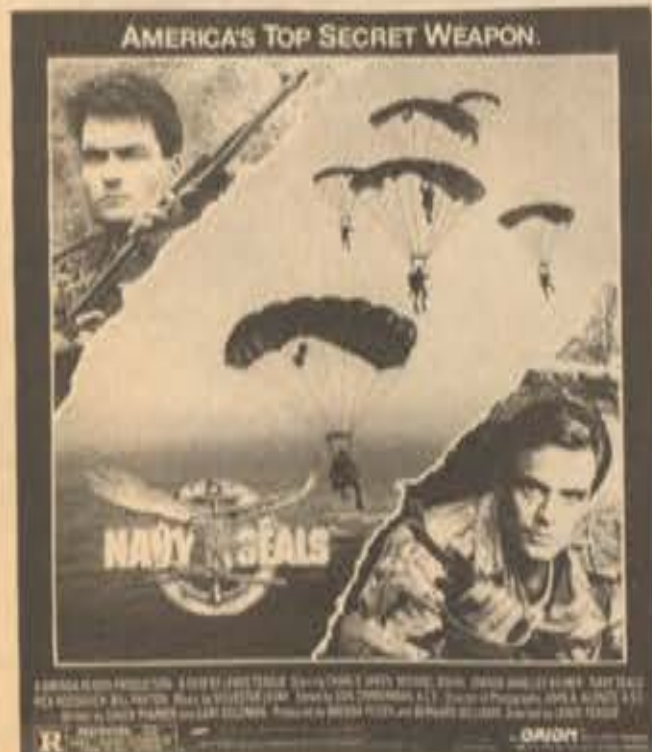
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Clarence Thomas heading toward Senate Confirmation

WASHINGTON (AP) - Senate Democrats concede that Supreme Court nominee Clarence Thomas is heading toward confirmation despite lingering questions about his views, candor and qualifications.

Sen. Paul Simon, D-Ill., a liberal member of the Senate Judiciary Committee who has been critical of Thomas, predicted that the panel would vote to recommend the nominee's confirmation by the full Senate.

"I guess it will go in his favor," Simon said Friday as the panel wound down questioning of Thomas. Simon said Thomas still left him with questions about how he thought about a number of issues.

But in the hearing room, Simon seemed to admit that Thomas would win Senate confirmation, telling the nominee: "You're going to a place where you are going to change the world for a lot of people."

"I think you are very different in your legal philosophy, in your con-

cern for the Constitution, than Judge (Robert) Bork," Thomas was told by Sen. Dennis DeConcini, D-Ariz., a swing Democrat who had voted against Bork in 1987.

With the end of Thomas's testimony in sight, a smiling Sen. Strom Thurmond, R-S.C., said: "We're very pleased the way the hearings went."

Thomas, nominated to be the second black Supreme Court justice, has endured four days of often harsh questioning about his extensive record as a conservative spokesman in the Reagan administration.

Democrats have accused him of giving evasive answers to avoid controversy about the views he expressed when he chaired the Equal Employment Opportunity Commission.

During a discussion Friday about religious freedom cases, Sen. Joseph R. Biden Jr., D-Del., the panel's chairman, expressed frustration at what he termed Thomas's unwillingness to give categorical answers.

Biden noted that Justice David H. Souter set a new standard for responsiveness to the panel's questions at his confirmation hearings.

"My concern is that the next nominee will be talking about the Thomas standard because 'You're answering even less than Souter.'"

The committee is expected to complete its examination of Thomas on Monday. It will then begin hearing testimony from representatives of various interest groups, including civil rights organizations who oppose the nomi-

On Friday, Thomas generally faced milder questions from Democrats, who have failed to pin him down on such topics as abortion.

Sen. Howell Heflin, D-Ala., asked Thomas to trace his life story from a boyhood of poverty in racially segregated Georgia to Yale Law School.

Thomas also was asked about a newspaper article saying he is embarrassed about having been a campus protester after transferring to Holy Cross.

"I would rather have those days of participating in the political process than saying I spent all my college days drinking beer and having a good time," Thomas told Heflin.

Thomas appeared to draw a blank when he was asked by Sen. Patrick Leahy, D-Vt., to name a "handful of

the most important cases" decided by the Supreme Court since he entered Yale Law School in 1971.

"To give you a go back and give it some thought," Thomas said. After a long pause, Thomas mentioned the 1973 decision in Roe v. Wade that upheld abortion and a 1971 job discrimination case.

"Are there some other cases that come to mind during those 20 years?" Leahy said.

"I can't off the top of my head" name any, Thomas said. But Thomas did mention the landmark Brown v. Board of Education decision that outlawed racially segregated schools.

Leahy told reporters he was surprised that Thomas could name so few significant decisions but refused

to say what he meant about his qualifications. "Everyone is going to have to make up his own mind, but I was surprised," Leahy said.

Leahy's questions reflected what Sen. Herb Kohl, D-Wis., said was a concern from some members that Thomas lacked "extensive and profound judicial experience."

The American Bar Association has rated Thomas "qualified" instead of "well-qualified" to sit on the high court. Two members of the ABA judicial screening panel dissented from that rating, saying they found Thomas unqualified.

By contrast, Souter received a unanimous "well qualified" rating before his confirmation last year.

Democrats have accused him of giving evasive answers to avoid controversy about the views he expressed...

Parents chained up their 15 year-old daughter, wanting to protect her

NEW YORK (AP) - A 15-year-old girl said her parents kept her chained up for a year in their Bronx apartment. The mother and father told police they did it for her own good.

"They said she was involved in drugs and ran away, and they wanted to protect her," said Sgt. Tina Mohrmann, a police spokeswoman.

Police, acting on a tip, rescued the girl and arrested her parents, Eliezer and Maria Marrero, at 10:45 p.m. Friday at 1387 Grand Concourse. The two officers who went to

the apartment found the teen in the living room, chained at the ankle to an iron room divider.

In addition to the parents, several other family members including a cousin and a grandfather were in the apartment acting "as if there was nothing out of the ordinary in her being chained," Mohrmann said.

"They didn't even unlock her to go to the bathroom," Mohrmann said. "They gave her a bucket."

The 44-year-old father and 42-year-old mother were arrested on charges of reckless

endangerment, unlawful imprisonment and endangering the welfare of a child.

"I didn't see the girl for a while; I thought she was in Puerto Rico," said one resident of the building, who was afraid to have her name made public.

"He's the super; it shocked me to hear what happened," said the resident. "To me, he's a nice man. He's always laughing with people."

His wife, I don't talk to her. She's not as friendly. I don't think he'll harm anybody. But since I heard this, I'm a little shaky."

The woman said that when she moved into the building, the girl, then 12 years old, "used to come home late and be out in the street too late."

"She's like a wild little girl, doesn't listen to her mother or father," said the woman.

"She was always down the block where

they sell drugs. But I can't say she was drugs - that I don't know."

"I guess they couldn't handle her. But I feel they shouldn't have done it that way. They could have found help somewhere," she said.

The girl, who appeared to be in good condition, was taken to Lincoln Hospital.

In addition to the 15-year-old, the Marreros have three older children who live in Puerto Rico.

two officers found the teen ... chained to an iron room divider...

Wright-Patterson program to be moved and merged with Ft. Monmouth program

WASHINGTON (AP) - The Pentagon will kill an \$800 million program planned for Wright-Patterson Air Force Base in Dayton, Ohio, and merge it with a program based at Fort Monmouth, N.J., Rep. Frank Pallone Jr. said Friday.

The Pentagon expects to make a formal announcement Monday, said Pallone, D-N.J.

The new program would computerize military records for the acquisition of weapons systems, including tanks, attack planes, helicopters and missile systems, for all the military services. It would allow industry to communicate directly with the military.

The new program would computerize military records ...

offices at the New Jersey Army

The move has been opposed by Ohio lawmakers, who say it would kill the Air Force's Joint Uniformed Services Technical Information System program, which the Pentagon spent \$28 million to develop.

Rep. Tony Hall, D-Ohio, earlier this week called it "an act of bureaucratic vandalism."

But Pallone, who represents the Jersey Shore district that includes

Fort Monmouth, was pleased.

"The fact that the secretary of defense is prepared to entrust a multi-billion operation to Fort Monmouth is yet another recognition of the fort's high-caliber personnel and high-tech expertise," said Pallone, who fought this past year to avert a closing of the base.

"Fort Monmouth is a vital link in the region's economy. This move by the Department of Defense would be one more compelling argument for maintaining the fort as a vibrant

technology center for the military," he said.

A Pallone aide said a JUSTIS team visited Fort Monmouth on Friday, and reported that the system at Fort Monmouth could accommodate much of the work from the system being eliminated in Ohio.

Under the consolidated program, Fort Monmouth, which now oversees more than 50 Army acquisitions offices would oversee an additional 184 acquisitions offices.

The budget of the Fort

Monmouth office would expand to nearly \$1 billion over 12 to 15 years, according to Fort Monmouth officials.

The base initially would gain 20 new positions, which over time could reach 100, including contract support personnel.

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Soccer team starts out season with a conference win

by Matt Verghese
Sports Writer

On Tuesday, September 10, the Embry-Riddle varsity soccer team entered its third regular season with a bang.

Under the direction of head coach Tom Fisher and assistant coach Louis Camacho, the team won their first game of the season. After a 10-8 season last year, improving tremendously upon a 3-11 season the previous year, the Eagles seem bent on setting an even better record for the 91-92 season.

On Tuesday the Eagles traveled to Babson Park, Florida to play Webber college which is expanding its sports program by adding a soccer team for the first time. Under captains John Osei and Brendan Burnett, the team seemed invincible. Their leadership on the defensive end held solidly, hardly letting Webber penetrate the Eagle's half of the field.

About twenty minutes into the first half, Eagle forward Jay Stout took the ball down the sideline penetrating into Webber's defense and crossed the ball into the center, where freshman midfielder Matt Catalanotto headed it to a well placed David Martinez who beat the goalkeeper scoring ERAU's first regular season goal.

The first half ended with the Eagles leading 1-0.

The second half started with the Eagles never relinquishing their ability to penetrate Webber's defense.

With strong support from Junior Andrew Schmit on defense and first year midfielder Pat Dolf, the Eagles played a well coached, tactical game. Jim Garozzo, Robert Green and Tim Rudin were instrumental in coming off the bench and helping with the Eagle's attack.

The game ended with a score of 1-0 in the Eagle's favor. Third year goalkeeper Rui Pereira recorded his first shutout for the season.

According to Coach Fisher, "The team could have added at least two more goals, but were just unlucky. The new kids need to play together for at least two more games before they get used to each other."

"The game could have been summarized as being uneven. At times we played really well. Then again, at times we found ourselves playing at the level of the other team which we definitely did not want to do."

Upcoming Games:

Friday, September 20. Home against Nova University at 4:00 p.m.

Tuesday, September 24. At Florida Atlantic University at 7:30 p.m. (NCAA Division II)



And a win to boot...

The young ERAU soccer team kicked off their season on a good note with a win over conference rival Webber, 1-0.

Football Pool

Sunday, September 22



Dallas at Phoenix
San Diego at Denver
Detroit at Indianapolis
Washington at Cincinnati
Rams at San Francisco
Green Bay at Miami
Buffalo at Tampa Bay
Houston at New England
Cleveland at N.Y. Giants
Seattle at Kansas City
Pittsburgh at Philadelphia
L. A. Raiders at Atlanta
Minnesota at New Orleans

MORRISON'S
CUSTOM MANAGEMENT

Monday, September 23
Tiebreaker

N.Y. Jets at Chicago

Total Score

Name and Box Number

Last week I went 8 of 14. The winners were Mike Feecey and Brian Miller who picked 11 and 10 of 14 respectively.

Circle each selection. Fill in the total score of the Monday night game as a tiebreaker. Also, don't forget to put your name and box number down. Completed entries should be returned to the Avion office no later than Friday at 5:00 p.m. The first prize is a \$15 dinner certificate from Hooter's, and a \$5 gift certificate or a free pizza from Morrison's to be used only during Monday Night Football.

The Recreation Department kicks off an officiating program

by Keith Towers
Sports Editor

Participating in an officiating class is not restricted to age or experience as it is never too late to teach an old zebra new tricks. The Recreation Department kicked off this Saturday what they hope will be a very successful program to make high school officiating the best it can be in the Volusia County area.

The program which was open to ERAU students, of which a few are taking part, and officials with twenty years under their belts alike will offer instruction from the classroom to the floor.

"We have ranges of experience from zero to twenty years, so a lot of information can be shared here," stated coordinator J.B. Caldwell.

In the first day of activity, two guest speakers were present. They included ERAU Head Basketball Coach Steve Ridder and Tom Sperling, a CFOA Booking Committee official.

Ridder provided a coach's point of view which some of the officials may not have ever heard before. Sperling went over this year's high school rule changes for the

Florida officials.

"I think officials should not concentrate on being the most-liked, but really the most respected," Ridder told the group. "This means they have to work as hard as they can to call a game objectively."

This 'coach eye view' opened some of the referee's eyes as to what not only Ridder would like to see, but also what other coaches like to see. These points are the professionalism, work ethic and good attitude displayed by the referees involved in ERAU's games.

"My number one pet peeve is the bad attitude displayed by referees when they enter Silver Sands Middle School to referee our games," Ridder explained.

"They will come in and say that they were on the tube the night before. Well that's great, but that does not mean that our game means any less, yet the referees will complain about having to be there," he went on.

The program covers every aspect of officiating and should help improve the quality of refereeing in the area.

"We're providing a community service in a quality program," stated Caldwell.



Attention, class...

Tom Sperling, a CFOA Booking Committee official, speaks to the group of referees about this year's major high school basketball rule changes.

Photo by David Chaffin

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Out of the closet...

Transvision Vamp, pictured above, has burst out of the college radio scene with their new album.

Transvision Vamp transfixes fans

by Brian Gerk
Managing Editor

If you've never heard of Transvision Vamp, you might liken them to a cross between Blondie and The Rave-Ups, or better yet, Nico and the Velvet Underground (minus Nico's abrasive accent). If these twisted analogies have sparked up the least bit of interest in your pleasure core, you might want to pick up Transvision Vamp's latest album *Little Magnets vs. the Bubble of Bubble*.

Transvision Vamp's incendiary third album possesses every bit as much of the trademark carnality as the first two releases by this sultry quartet from London. The subtly overt sexuality of lead vocalist Wendy James has not been tempered with age, but surprisingly accentuated by the hypnotic melodies generated by guitarist Nick Sayer.

The majority of the cuts off of this album are fresh and upbeat, without any duds to detract

from the thoroughly positive effect generated by Vamp.

I might even say that this a pop band with an attitude, a good attitude. They make no bones about a materialistic sense of music that exists in the industry today. Wendy James has even said "I have fallen for the Hollywood dream, let's make no mistake about it."

You can hardly blame Wendy's self-possessed state of mind in this age of fallen heroes. Even R.E.M. (the last great bastion of integrity) can't escape the MTV awards anymore. Transvision Vamp has simply come out of the college radio closet and admitted something that the alternative industry has desperately tried to disguise, the desire to make it big.

All dreams of success aside, *Little Magnets vs. the Bubble of Bubble* oozes talent, and is a perfect disk to set spinning in any crowd.

One of the most enjoyable cuts is "Twangy Wig-out," a sort of do-wop for the 90's. Though

the lyrics couldn't be billed as terribly new and untouched, James' delivery combined with Sayer's toothy picking style make this a song that can't be beat.

Wendy James' smoldering vitality really shines through as she sings about all the usual love & hate dilemmas found in any relationship. The majority of music off of this album is quite refreshing and stands alone in any situation.

Easily the most radio-acceptable track off of the album is "(I just wanna) B with U," a lush, poppy, anthem to the spirit of infatuation. James makes no bones about resenting the press and their reviews of Vamp's music. Especially in songs like "Don't believe the type."

With lyrics like "All those press head dims with their minds so slim, how could they begin . . . to be more than the joke that amuses us?"

Well, maybe you should take everything I say with a grain of salt, but the fact remains that I think Transvision Vamp is a band of the future.

Blow some ducats on The Commitments

by George Clark
Diversions Writer

Last Friday I took a big chance by seeing a movie I knew absolutely nothing about. It was *The Commitments*, and it turned out to be a well done comedy. Listen to this.

Jimmy Rabbitt has had enough of his mediocre existence in Dublin, Ireland. He gathers a few musically inclined friends together and launches an Irish Star Search from his front porch. His goal: start a soul band. He is looking for some back-up musicians, and hundreds show up looking for work. When Jimmy finds out that one applicant cannot play anything at all, he asks why. "I saw everyone else lining up... I thought you were selling drugs." This reminds me of my roommate, who may never have activated his registration were it not for similar fuzzy logic.

But Jimmy is serious. When he gets his band together, he makes them listen to nothing but soul. Not just any soul, but the classics: songs of James Brown, Aretha Franklin, Smokey Robinson. There is difficulty at first. The saxophone player just cannot get into the groove. He seeks advice from Joey "the lips" Phagan, trumpet player. "Think of the reed as a woman's nipple," Joey says. The saxist never has a problem again. In fact, I don't recall his lips leaving the mouthpiece during

the rest of the film.

I said this was a comedy, and I meant it. It is funny. Jimmy's father - an Elvis fan - is a riot as he constantly rebukes Jimmy for condemning "The King." How the band members interact is a joy. When one is taken to the hospital after an electrical short causes his guitar to detonate on stage, his cohorts engage in a hysterical exchange on how various expired rock legends got that way.

The film is set in Ireland, so much of the allusions and inferences are lost in transit to the United States. But there is something universal about the story itself. The young band is on a quest for pure soul. But there is more to it than that. This is a movie about setting goals and carrying through. *The Commitments* is about commitments. It is an allegory relevant to all of us.

I liked the film. It had a smooth - soulful? - feel to it. The soundtrack is excellent; there are some super songs in the movie. The direction is crisp and professional. The movie does almost as much for soul as *Mo' Better Blues* did for jazz.

Does the band find soul? You will have to see the movie to find out! And although it is worth a repeat performance, you will not see me there. I just blew all my ducats on a new sax.

Rock singer jailed for throwing feces into crowd

MILWAUKEE (AP) A Michigan rock singer was sentenced Friday to 60 days in jail and fined \$1,000 for defecating on stage and throwing the feces into the crowd at a nightclub here two years ago.

Kevin Michael Allin, known as K.G. Allin, lead singer of the defunct group Toilet Rockers, was convicted last month of indecent and abusive conduct and provoking a disturbance in connection with the performance.

"People cannot engage in criminal behavior and call it art," Milwaukee County Circuit

Judge John DiMotto said in sentencing Allin, 34, of Ann Arbor, Mich. The jail term was longer than the term recommended by the prosecutor, but DiMotto said anything less would "unduly depreciate the seriousness of this offense."

He immediately stayed the sentence pending an appeal filed by Allin's attorney, Peter Goldberg.

"How can you punish someone for their lifestyle?" Allin, who remains free on \$500 cash bail, asked. "This isn't going to change anything. I can do anything I want."

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Ninety-Nines

by Laura Krista Brewer

Welcome back to school, everyone! The Ninety-Nines (International Women Pilots' Association) have started the new semester at full throttle. We have a brand new executive board consisting of Laura Krista Brewer as President, Alyssa Sadow as Vice-President, Tara Meikle as Secretary and Evening Dupree as Treasurer. You may have seen us at the Activities Fair. Because we are all very excited about our goals and aspirations for this women's group, we have planned many events for this fall. Within the next four weeks we will be touring the Kennedy

Space Center on 22 Sept., learning about air traffic control at the Daytona tower on 2 Oct., and washing cars to raise more funds on 5 Oct.!

This is just a small taste of what's on the menu, so all of you women who did not come to our first meeting on 11 Sept., and who are interested in becoming a member of the Ninety-Nines, please plan to attend our next meeting on Wednesday, 25 September, at 6:00 p.m. in Library Room 157. We would love for you to be a part of our growing club! Hope to see you there!

SigmaChi

by Michael G. Tomlin

At the time of this writing, we are upon the eve of our huge Rush party and news of the Nutfest is spreading like a social disease on Ridgewood. Instead of being presumptuous about the occasions potential for success, I'll allow the cosmic forces of partydom to take their course. I'm sure the outcome will speak for itself.

All Rush functions have gone beautifully thus far. I'm sure we'd all like to see the success continue, to show everyone a good time at the up-coming events (while still

injecting the essential information concerning what Sigma Chi is all about).

Thanks to all who have dropped by the house, we've been glad to have you and hope to see you again. Swing by the embalming, uh, blood drive on Thursday or Friday (19 & 20 Sept.) and give a drop or two. It's a great contribution, doesn't hurt, and you get a good buzz. A special note to SIGMA PI's: Rush won't be the same without you across the street. Thanks for the good times and good luck. Peace and Guidance.

Air Force ROTC

Welcome back all new and returning cadets and a special welcome to our new commander, Colonel Ted R. Powers, Jr. He graduated from the University of Florida in December 1968 with a Bachelor's degree in Aerospace Engineering and a commission as a 2nd Lieutenant in the United States Air Force. After completing pilot training at Moody AFB, Georgia, he was assigned to McConnell AFB, as an F-105 pilot. After two years at McConnell, Colonel Powers was transferred to Thailand and flew over 180 hours of combat time in Southeast Asia. In 1975 he was assigned as a Flight Safety Officer for the first wing of operational F-15s at Langley AFB, Virginia. He subsequently served tours in

Germany, Virginia and Arizona. His last assignment in Arizona was as an F-15 squadron commander before moving to Naples, Italy as a NATO staff officer. He arrived at Embury-Riddle in August 1991 as the commander of Detachment 157, Air Force ROTC.

Congratulations to all of our new C/A's who made it through camp - Good Job! The times are getting tougher, so it's up to us to stick together and help each other throughout, especially the 100's and 200's. This year's going to be different with some new policies being implemented, but it promises to be twice as fun, so let's get in mind what we're going to do and get it done.

Omicron Delta Kappa

by Greg Naccarato

Chapter President
Now that you are hopefully down to some sort of a routine, we are going to have our first meeting on Sept. 23 at 6:00 p.m. in E-607. Current members are strongly urged to attend this meeting.

Many projects are in the works, culminating in the National Convention next March in Atlanta. All ODK circles will be represented at the convention and I would like a strong Icarus Circle presence there. In order to do this ODK needs a little effort from everyone to make this year successful. So come on

out! Also, applications for induction are currently available in the Student Activities ODK mailbox. If any current member knows someone who you think is ODK material, encourage them to apply. The deadline is Oct. 21. Finally, ODK faculty members, the Icarus Circle appreciates your support for our continued success. If there is a University related concern or issue we would be glad to help you in giving informed student feedback. If you have any questions contact Greg Naccarato at 756-1494 or box 8265.

Delta Chi

by Dan Stottler

This past weekend left the brothers with more than a hangover: after a successful Rush retreat they were more than ready to introduce Rushees to the Bond of Brotherhood. Dan Turner, Rush Chairman, has been working hard to insure a successful and eventful Rush schedule which can be picked up at the table in the Student Center.

We of Delta Chi would also like to extend an open invitation to all non-members who would be interested in viewing a fraternity in action. We can be reached for questions at our house at 588 S Ridgewood next to the old Sun Bank, or our table in the Student Center. If you need a ride or just have questions, call us at 255-4767. Come by and experience the brotherhood of Delta Chi.

Riddle Riders

by Jeff Hall

The ERAU motorcycle club already has two rides under their belts this semester. The first was to Flagler beach, where we cooked some hamburgers, went swimming and enjoyed the Florida sunshine. The second trip, we rode to Blue Spring and all took a dip in the crystal clear (cold) spring water. Both rides were 75 to 80 miles long and we had 14 to 17 bikes riding with us. St. Augustine and Alexander Springs are the next destinations this month.

The activity fair was a success for the Riddle Riders, attracting many new riders to the club. The display

was a hit with Jerry Ski's race bike and Chuck Lee's classic 1942 WWII HARLEY DAVIDSON.

September 29 is a date to remember. That is when the Riddle Riders will be holding the BIKE RODEO. There will be 10 events like the slow ride, an obstacle course, smallest circle and the barrel roll. The rodeo will be for E-RAU students and faculty, and will be a lot of fun to watch. It will be held in parking lot F (between the flight line and the racquet ball courts). Prizes will be awarded and hamburgers will be cooking! See you there.

Sigma Pi

I would like to take this chance to welcome back my fellow brethren. I hope that you who took a summer break enjoyed it. Now that we are in the new house, things are going to be a little different. The first two weeks were overly spacious, I particularly enjoyed my room...NOT!

This semester's E.C. hopes to be rather productive. 'Let's have fun,' quoth our leader, Delta Chew Stick.

should be commended for his outstanding attendance - 2 for 2.

Our Toga Party with KAO turned out to be quite a hit. We were even considerate enough to invite 'Daytona Beach's finest.' Rush has been going pretty well so far. Let's keep it up, guys! Remember: Dollar Movie Night on Friday, volleyball on Saturday, and the formal dinner on Sunday. Call 257-4376 for info.

Theta Phi Alpha

by Erica Watt

Public Relations

We are having a very successful Rush, and would like to encourage all females to attend the remaining Rush parties. 'Wanted A-live Theta Phi' is tonight at 7:30pm at the Groves Apartments, No. 802. Also, on Friday, 20 September, we have a 'Let's Play Doctor' party with Delta Chi. So come out, ladies, and see what Greek life is all about!

This past weekend we went on a mini-retreat which proved to be

prosperous and rather entertaining. Coppertone wants some feedback on the toothpaste thing! Seriously, girls, we all worked hard and accomplished a bunch. Great Job!

Murph, Nick, Mark and 'The Machine' — way to challenge us and fall flat on your faces! Let us know when you're over your terror.

Reminder: Watch the board for up-coming events. Don't forget the beach clean-up this weekend - some sun and fun!

Information Society

by Gwen Hurt

There is a new club on campus at ERAU. It's called the Information Society Student Chapter of the Data Processing Management Association. The purpose of this club is to foster a better understanding of the vital role of Information Technology in the business world. We will have professionals come in from various

companies to help us to understand what to expect in the business world. We will also promote the use of computers in the business world, and update members on changes in the managerial use of business technology through events and conventions. The chapter will also discuss aviation management and general business administration issues.

Precision Flight Team

by Steven Brana

The Eagles Flight Team has once again begun a new competition season. Practices for November's National Intercollegiate Flying Association Competition have also started. If you're interested in possibly competing with the team in November, all practice schedules are posted in 'D' building, second floor, on the Flight Team board. Miscellaneous team information is also located on this board for all members.

At last week's meeting several committees were started, including a

Safety Committee and a Public Relations Committee. If you have any ideas or contributions to make to either of these groups feel free to make them known, or even better, join the committees. Dues were also discussed at this past meeting. They will be \$25 for new members and \$20 for continuing members. Also, if you have any fund-raising ideas, be sure to make them known to Eric since the ones suggested at the last meeting were a little too, shall we say, 'creative.' Good luck to all members who are trying out for the competition team!

Christian Fellowship

by Jeffrey L. Canterbury

That's right, the Christian Fellowship Club at Embury-Riddle is back and better than ever. This semester our meetings are held in the S.C. Conference room on Saturday at 6:30 p.m. All students are invited to attend for an evening of fellowship, singing, prayer and worshipping our Lord.

Our newly elected officers are Jon Braun, President; Steve Austell, Vice-President; and Katie Blizard, Secretary/Treasurer. On Saturday, Sept. 14, we will elect our Activities Director.

Some of our activities this year, besides meetings, will include concerts, trips to local attractions, as well as several retreats. One of these retreats is to be held at the home of Dr. John Wheeler, our faculty advisor. A special thanks is in order to Dr. Wheeler for all that he has so generously offered.

We have also organized an intramural volleyball team, coached by Jeff Canterbury. We are anticipating your support. There are also plans for a flag-football team. If you are interested, please contact Steve Austell at 238-3321. We need all names by Sept. 17.

This semester we are planning to purchase T-shirts for the club. The designs will be on display at our meetings on Sept. 7 and 14. We encourage all members to show support and purchase one.

On Friday, Sept. 6, several members of our group went to Walt Disney World to attend several concerts by contemporary Christian artists. These included Margret Becker, DC Talk, Mylon & Broken Heart, Petra, White Heart and Bebe and Cece Winans. We are looking forward to more times of fellowship like this throughout the year.

On the morning of Sept. 11, 28 students and

faculty gathered at the flag pole near Spruance Hall for a time of prayer. They were taking part in a state-wide project called 'See you at the pole.' The project was designed to bring Christians together at their high-school and college campuses across Florida. They met to pray for fellow students, that they might come to know the Lord; and also to win over the campuses for the Lord.

Our prayers of that morning were partially answered at the activities day which followed. Club members were pleasantly surprised at the interest of almost 40 new people. We are hoping to see record attendance at our meetings this semester. We are looking forward to an exciting year, and a time to grow in the Lord. We hope to see you there. If you have any questions, contact Jon or Steve at 238-3321.

Education

(continued from page A2)

you end up living.

Perhaps that same situation doesn't happen in colleges, but it sure seems to. I've had instructors that were more casual about education than most students right here at ERAU. Not only the instructors seem hidden in the clutter of the system, though.

Even the heads of public schools admit that the system is ruining the reason for its very existence. A California public schools administrator, whose name escapes me, suggested that the system was too big for change. He admitted at a televised "national town meeting" that he was at the head of an inflexible system. If the head of the system suggests he cannot bring changes into it, who can? Only government big wigs, I imagine, who do not have anything to do with education in a hands-on sense. They only make policy. How comforting

that is.

If that's the case, then education is in a bad way. If activists could just get kicking on education like they are now on abortion (to a nagging extent, I feel) and the environment, I can see it now: some obscure activist leader brings children to lie in front of the County School Board building, not letting anyone into the building, bringing the issue to the forefront. Par-fetched maybe, but people would recognize the ills of hapless sex and environmental abuses through initially using their heads, and a tide of change could happen productively. And by education, here I mean from home to high school to college to industry education.

It has to be an internal change for people, or it won't happen. The system is too choppy to do it without a push.

Kuwait City and down the coast an Army barge. He arrived back North Carolina on May 18, 19 From there he went home to Los Angeles for a while, and came back to Embury-Riddle for the rec Summer B session.

He said he was surprised at changes in fashions, hair styles, and that took place over six months.

Larken is currently a Junior Aeronautical Science.

Competition

(continued from page A2)

manager to lay off a couple of employees. A direct contributing factor may be that the daily tasks sent to him included special advertising techniques, discounts and additional merchandise.

If the United States does not want to continue its transformation into a service-based economy it needs to return to the concepts of its industrial organization, which includes the family work ethic and values now possessed by many other countries. It is a fact that Japan, now an economic superpower, dominates a large percentage of several American markets ranging from

automobiles to televisions and may own 70% of all property in the state of Hawaii. The European Economic Community is the second united economic power to come on the scene and promises to be successful. Now with the drastic changes in the Soviet Union taking place they may be next since they can produce as much if not more than any country if they were to get their logistics problems figured out. If the Soviet Union leans toward a capitalistic economy, you can be sure that America will have to play catch up and kiss her dominance goodbye.

To listen you only need ears.
To hear you need
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Auto industry

(continued from page A1)

useful courses from Embury Riddle were the core engineering courses like Physics, Dynamics and Structures of Materials. The least applicable [to the automotive industry] were Aircraft Performance and Stability & Control.

He continued with some advice, saying, "Geometric Dimensioning and Tolerances would be a great addition [to the academic training] at Riddle. It makes you more able to fit parts together, for example it helps identify the true position of a hole and the allowable tolerances on the hole. Lab experience at Riddle is pretty good, students shouldn't take them too lightly. Research techniques and report writing are very important. Design Engineers have a lot of paperwork to do and have to make decisions without sitting around, some intuitive decisions are needed, I think back to Structures, Physics, Dynamics, etc. when thinking intuitively."

Concerning job duties he said, "Communications is very important, along with technical knowledge. I now deal internationally, most often with the Germans and Soviets. This is very stressful because there are cultural differences and it's hard to understand [each other] because we come from and work in very different situations. The stress is very different from that at school. At school, they hammer you all the time. At work, a lot of consolidation is happening, we're getting more and more work but it all has to be com-

pleted within the same time period. At school you're consuming knowledge all the time. Out here, knowledge is applied and more learned."

He concluded, "At school, I learn peanuts compared to what I learn at work [as a design engineer]. People realize that you're just out of school, so they are very helpful - understanding. You'll be educated when you get here [into industry]. Don't get worried sick about so things that you miss in school, they'll understand and check your work [when you start]. Of course they won't hold your hand, you have to take the initiative to make decisions and ask questions. If you know what questions to ask and you ask, there are never too many questions you can ask."

The 1991/92 CPC Annual gives the academic disciplines which automotive companies are seeking in new employees. The most sought after discipline listed is Engineering, electrical, industrial, mechanical, chemical, metallurgical, materials, computer, manufacturing and electrical control systems. The Power Products and Defense Group General Motors specifically lists Aeronautical Engineering as a discipline for hiring.

More information about the automotive industry's hiring practices and history can be found by checking the CPC Annual and Moody's Industrial Index in a library. The varied and large automotive industry has many jobs for one to leave college and have a job that pays.

Gulf

(continued from page A1)

phine were readily available in case of an attack.

From there they moved to Al Jahra where they set up a roadblock. The war ended about 12 hours after they got there. They stayed there and maintained peace and continued the road block to disarm citizens.

Larken stayed until early May. When he left, he passed through

Cities could lose hubs because of airline problems

Many cities might lose airline service due to economic impacts of the recession

by Joe Cambron
Data Tech Editor

Even as USAir's Dayton hub fades into the sunset, other hubs are in danger of withering like flowers in the desert of fickle traveler tastes.

Dayton
USAir claims their Dayton hub is costing them millions of dollars to keep open. Officials of the airline say the downturn in the economy has severely affected the markets the Dayton hub serves. This case has little foundation, however, since these cities are not to be closed, rather their flights will be moved to Indianapolis and Pittsburgh.

The Dayton hub experienced severe flight cut-backs over a year ago and it had been rumored that either Indianapolis or Dayton would be closed. Clearly the surviving airline of the USAir/Piedmont merger chose the hub they had built, rather than the newly fashioned one that Piedmont built to profitability almost instantly during the 1980s.

The Dayton hub is expected to close in January 1992. Ironically, it was the opening of the Piedmont hub in Dayton that forced USAir to cut back its operations there severely in the mid-1980s.

Baltimore/Philadelphia
USAir's Midwest troubles are also reflected on the Atlantic coast where the company faces an almost identical problem. USAir's Baltimore and Philadelphia hubs serve virtually the same market and even compete with each other for passengers on many routes. Though attempts have been made to differentiate the two hub's route networks, these changes have essentially been failures.

Recently the company implemented a major shift of flights from Baltimore (BWI) to Philadelphia (PHL). The shift was seen by many as a prelude to the dropping of Baltimore from USAir's list of hubs. Plans for the Fall, however, show these flights returning to Baltimore.

Employees for the company say an outcry from businessmen gave the hub a new lease on life, and that changes in scheduling this Fall are being made to suit them. Whatever the case, either BWI or PHL is in danger as long as USAir continues to lose money at a break-neck pace. Geographically, at least, BWI is definitely a better location. Leaving a PHL hub in place would effectively destroy BWI southbound service, a market that Piedmont proved is very strong. Competitively, however, PHL is the better hub. BWI shares Washington with Dulles and United as well as Northwest and Continental's newly expanded service from National Airport.

It is now an open question as to whether it would have been USAir who would have left PHL if Midway had been marginally successful there.

For the future, BWI is still in danger more than PHL simply because the management that established PHL and not BWI is essentially still in place.

Cleveland
USAir's hub in Cleveland was recently dismantled as the result of a cost cutting campaign at that carrier. To add insult to injury it now seems likely that Continental will also withdraw its hub from Cleveland.

These two moves could together leave Cleveland in a unique position. Cleveland's large population and geographical location make it an ideal hub, but it seems, however, that the city's merits have been outweighed by the level of competition emanating from nearby Detroit and Chicago.

If Continental does indeed remove its hub from Cleveland it will be interesting to watch if other carriers choose to expand their service in the market. Atlanta, for instance, has gained a great deal of service since the Eastern closing even though it remains a major hub. Atlanta has recently gained flights to

Phoenix on America West as well as flights to Washington on Northwest.

Memphis

Northwest's animosity toward the city of Memphis seems to be growing. Northwest has decided not to open a new hub in Atlanta, a death knell for Memphis, but NW's plans look almost as frightening for Memphis.

Although Memphis Airport derives a great deal of its revenue from Federal Express and is therefore buffered against a catastrophic drop in scheduled service, the city still would be virtually unserved without NW.

A great deal has changed since the 1970s when Southern, Delta, and United controlled vast chunks of Memphis market share.

Delta's presence gradually was whittled away and United's virtually disappeared. These days, Memphis's 80 gate terminal is stained with the crimson blood of a fight between the city and Northwest.

The real fight stems from economic conditions in the city of Memphis. Memphis has always suffered from relatively low income levels, despite surpassing Nashville as the largest city in the state of Tennessee.

This accomplishment aside, Memphis has lagged behind Nashville's industrial growth and this situation has led to a relatively poor airline market.

Northwest employees are now scrambling over the announcement of the closure of Huntsville, Chattanooga, Gulfport, Greenville, Houston, and probably Mobile, Knoxville, Birmingham, and Little

Rock are also rumored to be dropped from jet service.

These changes signal a severe cut-back in the Southeast for Northwest just as the carrier buys into America West in the Southwest.

More than likely the Memphis hub will fall to as little as 75 daily jet flights in the next twelve months if it is not closed entirely. Northwest could use the closure to eliminate a virtual horde of aging DC-9 jets.

Las Vegas

With the Chapter 11 filing of America West, Las Vegas has been facing the possible loss of a great deal of its air service.

America West could very likely refocus its efforts on its Phoenix hub, leaving Las Vegas out in the cold. In the last two months alone AmWest has announced termination of Las Vegas for Bakersfield, Long Beach, San Jose, Grand Junction, Calgary, Fresno, Grand Canyon, and Santa Barbara.

Many of these flights were on America West's Dash 8 aircraft which have virtually been grounded to save money.

Las Vegas is a seasonal market with flights at odd times making the most money.

Even so, America West might be better off in Las Vegas than fighting off Southwest in Phoenix.

Happily, if America West should abandon Las Vegas, Southwest would likely expand dramatically to fill the void. With at least five major U.S. cities facing the loss of a major amount of their air service, it seems like the perfect time for a new carrier to pick up the remnants of the past and forge a new future.



A loud issue...

This Southwest 737 has engines that meet the stage three noise requirements.

Cities complain about noise level near community airports

By Michael S. Stellwag
Aviation Business Writer

There is an increasing problem facing the airport industry called "noise control." Department of Transportation studies indicate that over 3 million people live in areas of extreme airport noise. Certain

cities that attempt to make their own rules on noise restrictions. On the opposite end of the spectrum, take a look at Miami International Airport. Many airlines from Third World countries will be acquiring the noisier stage two aircraft from airlines in the United States that are dumping them. Miami is an important destination for many of these Third World carriers including those in Central and South America. The mandatory FAA rules to phase out 85% of the U.S. stage two fleet by the turn of the century could be very unfavorable for Miami's international traffic capacity.

Should airports have the authority to create their own noise regulations concerning the use of stage two aircraft? Should the FAA noise regulations be put on a case by case basis? Some airports could be hurt, while others would gain. Coming up in part two of this report: How do the regulations affect Daytona Beach Regional Airport.

The FAA argues that these added restrictions by airports could create havoc in the skies...

airports are in a sense, creating their own noise policies, while others, like Miami International, want to ease the federal restrictions. One of the questions ahead is whether the

Federal Aviation Administration should be setting a mandatory airport noise policy or if it should be left to each airport or community.

The Airport Safety and Capacity Expansion Act of 1990 requires the phasing out of noisy stage two aircraft, such as 727s, early 737s and 747s, DC-9s, and of course the 707 and DC-8, just to name a few. Several airports have placed further mandatory restrictions on these stage two aircraft such as SFO (San Francisco International) and LAX (Los Angeles International).

The SFO Port Authority has already banned the use of Boeing 707s, the first commercial jetliner by Boeing, while LAX has placed full restrictions on nighttime flying of stage two planes by 1996.

The FAA argues that these added restrictions by airports could create



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