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SPACE TECHNOLOGY

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Discovery completes Mission to Planet Earth

by José Luis Vasquez Delgado, Jr.
Space Tech. Writer

Last Thursday space shuttle *Discovery* took to the skies after a short delay. Thousands of crowds congregated along the Titusville shores and the Eastern seaboard to take a look at the ever majestic spacecraft as it lifted a five men crew along with the observatory, known as UARS, one of the most elaborate and expensive environmental research satellite to be launched, and designed to scrutinize the alarming shrinkage of Earth's ozone layer. It weighs 14,500 pounds and costs \$740 million, including operating expenses and data analysis.

Discovery thundered away from its seaside pad at 7:11 p.m. EDT, flames spewing from its twin booster rockets. The 100-ton spaceship pierced a hazy sky as it darted out over the Atlantic Ocean and up the East Coast. People along the Eastern seaboard, especially in the South, had a rare opportunity to see the ascending spaceship. *Discovery's* course upon liftoff was up the East Coast as far as Cape Hatteras, N.C., where the shuttle arched sharply out over the Atlantic on its way to a 336-mile-high orbit.

The shuttle's solid rocket boosters dropped empty into the ocean as planned two minutes into the flight. The ship reached orbit 6 1/2 minutes later on the thrust of three main engines. Scientists watched breathlessly from Kennedy Space Center as *Discovery* sped out of sight with the first craft to be launched in NASA's Mission to Planet Earth, a decades-long probe of the environment from space. "It's the moment we've been waiting for," said Don Wuebbles, an atmospheric scientist who has been working on the project for 13 years. "After 13 years, how can I put it in words?"

"We're at a point in human history where we

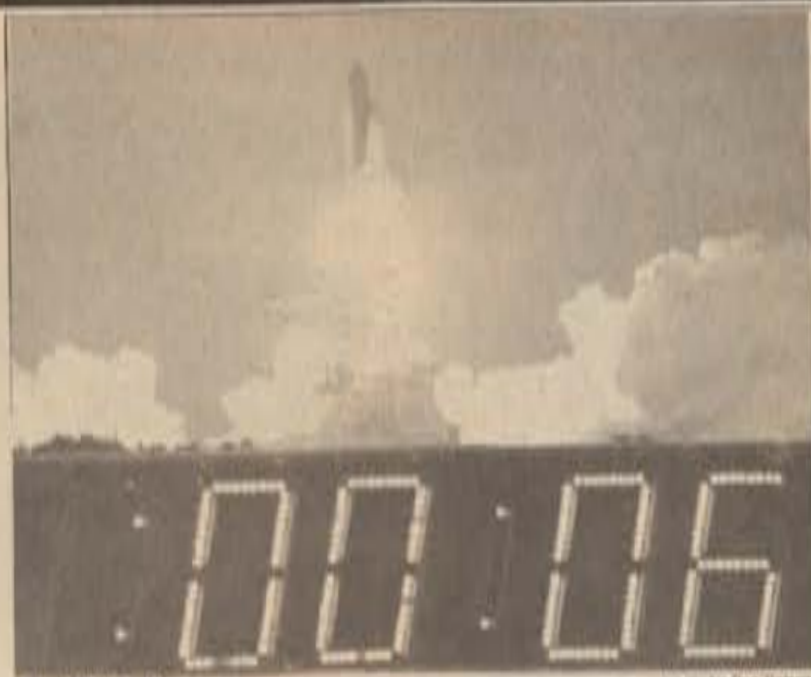
can affect the global environment, and we shouldn't fly blind on that," NASA's chief scientist Lennard Fisk said.

Discovery's launch was delayed 14 minutes because of a brief interruption in communications between the launch site and Mission Control at Johnson Space Center in Houston. Launch director Bob Sieck resumed the countdown after engineers determined the loss did not involve orbiter equipment. The only other snag occurred shortly after liftoff when a flash evaporator system used to dispel heat from the orbiter shut down. A second system was activated, and the astronauts later got the primary one working. Sieck said it was one of the smoothest shuttle countdowns ever. "The hardware glitches were benign, and as you know, the weather cooperated," he said. "It really put the finishing touches on what had been

really a super flow for the team."

In addition to checking the ozone, the observatory will make the first measurement of stratospheric winds and monitor the atmosphere's chemical composition, solar energy and energetic particles. The mission is expected to last at least 1 1/2 years.

The five astronauts focused their attention on several experiments.



T-plus 6...

Space Shuttle *Discovery* lifts off its pad into the blue sky above Kennedy Space Center last Thursday. Its mission was to release a satellite that will watch the ozone layer.

The five astronauts focused their attention on several experiments. Sunday evening, after awaking to flight day four, the crew began work on a second round of tests on fluid-filled cylinders being shaken to see how propellant-like liquids withstand weightlessness. The experiment was temporarily halted later and the crew unexpectedly lowered the shuttle's orbit a little more than a mile.

The maneuver was required after ground controllers determined that the path of a spent Soviet rocket body would pass too close to the shuttle later in the night. NASA flight rules dictate that other spacecraft, or debris, cannot come within 1.6 miles above or beside a shuttle or 4 miles in front of an orbiter.

Discovery return to Kennedy Space Center at 2:09 a.m. EDT this morning, five days and seven hours after blasting off from there. It is the first time a shuttle has landed at Kennedy in the dark.

NASA robot takes first steps toward Mars

PITTSBURGH (AP) - A six-legged walking robot that is the forerunner of machines destined for Mars took another step toward space this weekend.

In its first outdoor test Saturday, the Ambler performed "very, very well," said Carnegie Mellon University researcher Reid Simmons. But the robot experienced computer problems Sunday and "limped back" inside.

The 12-foot-tall robot, a multimillion-dollar joint project of NASA and Carnegie Mellon's Robotics Institute, was unveiled in May 1990. Its movement at the time was operated by controls outside its body.

In an indoor demonstration done last December for NASA, the machine walked in a giant sandbox strewn with boulders. The Ambler was able to sense its surrounding terrain and decided where to place its feet. All controlling software still was outside the robot.

This weekend, researchers took the Ambler outside for the first time and let a computer inside the robot control its movement across a

parking lot.

"It performed better than it has ever really performed indoors. We were extremely pleased with the results," Simmons said. "When we're indoors, we're kind of cramped for space and we don't really get to exercise it."

Saturday, the Ambler got to "roam around" for about five hours.

"We peppered the parking lot with wooden boxes and ramps and things like that to make it more challenging," Simmons said. With computer software making decisions, the robot took about 100 steps and covered about 80 feet, he said.

The robot was left outside Saturday night for another test Sunday. Computer problems prevented the Ambler from repeating its impressive performance and it "limped back" into its quarters in a large garage, Simmons said.

During the weekend experiments, the robot was powered by an external source. Simmons said the next step in its development is to place the power source on board so the robot will be autonomous.

"At that point, we could basically cut the tether completely and have it



Martian robots...

In the future, robots may be the explorers of the Red Planet Mars. The robotic technology needed has already been demonstrated to work.

go on its own," he said. "We think that within the decade, the technology could be brought to the point where a mission would be possible."

The Ambler itself will not go to Mars, but is a prototype for future machines that will travel into space. The robot's advantage over manned missions to Mars is that it could reach areas inaccessible to wheeled vehicles and too dangerous for humans.

Its internal "thinking" will enable the robot to operate much more independently than previous space vehicles, like the Viking, Simmons said. Scientists will be able to transmit instructions to the Ambler and let it go.

When the Viking was sent to Mars, it had to receive commands from scientists on Earth one at a time, Simmons said. Each message took about 15 minutes to span the distance between the planets.

Meteorite almost hits 13-year-old boy

INDIANAPOLIS (AP) - Excuse 13-year-old Brodie Spaulding if he feels lucky. When a meteorite whistles by your head and lands at your feet, not only has your life been spared but you've got a very unusual piece of outer space in your hands.

The youth was standing in his front yard in Noblesville, about 10 miles north of Indianapolis, when the meteorite plummeted to earth about 5 feet away. The event happened about 7 p.m. on Aug. 31.

"I was amazed," Spaulding said. "It just happened all of a sudden. I heard a real low whistling noise and saw a rock flying there."

"I feel pretty lucky, especially because it didn't hit me."

Purdue chemistry professor Michael Lipschutz, who specializes in meteorite analysis, said Spaulding also can feel lucky for witnessing a rare astronomical event.

"It is an unusual situation," Lipschutz said. "Only about one of these falls on every million square kilometers on the earth's surface each year, and it's very rare to have one fall at someone's feet."

The meteorite weighs 483 grams, or just over a pound, and is the size of the teen-ager's fist. It is the 10th meteorite ever found in Indiana, and only the third to be witnessed falling, the professor said.

"People always ask if anyone's been killed by one of these," Lipschutz said. "As far as I know, nobody has been, but Brodie could have been in danger if it hit him."

An Egyptian dog died when it was struck by a meteorite in 1922, but that was the only casualty Lipschutz said he knew of. Spaulding said the space rock was warm when he reached over and picked it up. It also was "dense and solid and kind of like burnt coal."

Spaulding suspected immediately it had come

from another world, and a neighbor put him in touch with the Purdue physics department, which in turn referred him to Lipschutz.

Scientists are interested in meteorites because they provide a great deal of insight into the workings of the galaxy, Lipschutz said.

Lipschutz said the warmth of the meteorite was unusual and its particles will yield information about the spectrum of solar radiation for the past few months, something usually learned from satellites. Knowing the average flux of solar radiation is useful in planning the path of future spacecraft.

The meteorite will be taken to Johnson Space Center in Houston for analysis, Lipschutz said. He said he hopes Spaulding will agree to give the meteorite to the Smithsonian Institution in Washington, D.C., where it would be available for researchers to study further.

"This is an interesting opportunity for a 13-year-old," Lipschutz said. "The results will be written up in a scientific journal so it's really a unique chance."

Third Orbiter Processing Facility opens at Kennedy Space Center complex

by Roland Houle

Space Technology Editor

Kennedy Space Center's third and newest Orbiter Processing Facility was officially dedicated at a special ribbon-cutting ceremony last week. OPF Bay 3, formerly the Orbiter Modification and Refurbishment Facility, is located just north of the Vehicle Assembly Building in the Launch Complex 39 area.

The new processing facility for Space Shuttle orbiters is the same size as its two counterpart OPF bays - 197 feet long, 150 feet wide and 95 feet high. Adjacent to the high bay is a two-story, 87,000-square-foot support area.

The first floor contains processing shops, logistics areas, flight hardware storage areas, locker rooms and breakrooms. The second floor provides office space for 180 people.

Like Bay 1 and 2, OPF Bay 3 will be used for post-flight deservicing, testing, modifications and preflight processing of space shuttle orbiters. The basic structure, completed in 1987, has been used primarily for off-line orbiter inspection, modification and repair work. In 1988, upgrade to full OPF flight processing status was targeted for early September, 1991, an ambitious goal attained through careful planning and teamwork.

"We had a good team that worked together smoothly and made it happen," said Design Engineer's Jim Bean, Bay 3 project manager.

Equipping an OPF bay costs in the neighborhood of \$170 million, but the total equipment outlays for Bay 3 came in considerably lower. Said Bean, "About \$114 million in portable ground support equipment (GSE) already on hand is shared between all three OPF bays, leaving us about \$16 million worth of GSE we had to purchase outright. The rest came when Shuttle activities were curtailed unexpectedly at Vandenberg Air Force Base in California."

The Air Force gave NASA first crack at any shuttle specific equipment, Bean went on to explain, "and we ended up with \$40

millions worth of GSE equipment that would have cost considerably more if purchased today."

Additional savings of \$6 to \$7 million came in the form of shuttle-unique work platforms also obtained from the California site. These work platforms were cut into 12 pieces, shipped to Florida by barge through the Panama Canal and reconstructed at KSC. "When we welded the pieces back together, they were within an eighth to a quarter inch of their original location, quite an accomplishment," said Bean.

Conversion of the OMRF to OPF status began in 1988, at a cost of \$85 million. Lockheed Space Operations Company at KSC was responsible for relocating and installing the high bay platforms and GSE from Vandenberg Air Force Base. In addition, Lockheed performed checkout of the entire facility and validated and activated all supporting systems.

Bay 3 differs somewhat from the other OPF bays to improve processing activities. It has an expanded low bay for support services, and it is designed for easier flow of ground support equipment in the high bay. Major improvements include a new, built-in, computerized cooling system for the orbiter's environmental control system and new hydraulic pumps that interface with the orbiter.

To increase equipment lifespan, these next generation pumps are located inside a support building instead of outside in the weather as before.

The completion of a third processing bay gives managers more flexibility in planning shuttle processing timeliness. Studies have indicated that the number of processing bays should be one less than the number of orbiters in order to maintain an adequate launch rate and meet agency goals.

Discovery will be the first orbiter to be processed in OPF Bay 3. The shuttle has been towed to Bay 3 for postflight deservicing and processing in preparation for its next flight, STS-42, scheduled for early next year.

Space news..



Spacelab Life Sciences-1 results to be released

Preliminary results from the Spacelab Life Sciences-1 (SLS-1) mission will be presented to the media this Thursday. Speakers will include Drs. Armand Nicogossian and Ronald White. The results will be summarized and brief presentations on the science investigations will be presented.

SLS-1 is the first Space Shuttle mission dedicated to research in the life sciences. The Spacelab module was launched aboard Columbia on June 5, 1991.

President Bush addresses students from NASA

President Bush spoke to students across the United States yesterday from NASA Headquarters in Washington, D.C. "Launching the School Year with President Bush" was broadcast live on NASA Select TV with President Bush and NASA Administrator Richard Truly.

Truly participates in America 2000 teleconference

NASA Administrator Richard H. Truly participated with U.S. Secretary of Education Lamar Alexander in a 5-minute conference call yesterday, focusing on the nation's goal of being first in math and science.

The call was part of Secretary Alexander's daily effort to link a national network of support for America 2000, the President's education strategy. Truly discussed NASA's education programs and how they support the President's education strategy.

Galileo spacecraft speeding towards asteroid

More than 200 million miles from Earth, the Galileo spacecraft is cruising at roughly 1.5 million miles a day towards an approaching asteroid named Gaspra. Galileo is six weeks and less than 20 million miles away from its encounter with Gaspra.

Ulysses continues on rendezvous with Jupiter

The Ulysses spacecraft returned to normal maneuvering after a week of data acquisition while the spacecraft passed behind the sun as seen from Earth. Today, Ulysses is approximately 750 million kilometers from Earth, traveling at a heliocentric velocity of about 64,800 kilometer per hour. The spacecraft has about 1.9 million kilometers to travel before reaching its final destination of Jupiter.

Magellan working overtime

The Magellan probe orbiting Venus is still photographing the surface of the planet. Its official mission is over, but the probe is still working



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Scandinavian Airlines receives new aircraft

by Dave Boswell
Staff Writer

Scandinavian Airlines System (SAS) took delivery of its 50th McDonnell Douglas MD-80 twin jet transport on August 9, 1991 from McDonnell Douglas in Long Beach, California.

The MD-80 offers greater efficiency, increased capacity, and quieter engines.

The airliner in the SAS red, white, yellow, and blue color scheme was the centerpiece of the latest exchange in the long relationship between SAS and McDonnell Douglas.

The 50th MD-80 is one of the 73 new MD-80s SAS has ordered.

The MD-80 is a twin turbofan airliner developed from the DC-9.

The MD-80 offers greater efficiency, increased capacity and quieter engines.

Fredheim addressing the audience noted that "Douglas Aircraft have been in the SAS fleet ever since our company was formed in 1946."



Up, up and away...

Scandinavian Airlines System has now taken delivery of its 50th MD-80 from McDonnell Douglas.

SAS has been the launching customer for a number of Douglas designs, including the DC-8 Super 63 and the DC Series 21. Over the

past fifty years, SAS and its parent airlines have taken delivery of more than 200 McDonnell Douglas aircraft.

Rockwell awarded contract

by Saskia Visser
Aeronautica Writer

Rockwell International has been awarded a 70% share of JTIDS (Joint Tactical Information Distribution System) terminal production by the Electronic Systems Division of the U.S. Air Force Systems Command.

The JTIDS is a highly sophisticated system which provides real-time, jam-resistant, secure transfer of combat information and relative navigation between widely dispersed battle elements.

The JTIDS terminal is the most sophisticated data link system yet deployed in terms of the amount of data it can handle, the number of functions it performs and the level of anti-jam protection it provides. Via a common communications link participants continuously update information by exchanging voice and digital data.

The Collins Avionics and Communications Division's \$59 million not-to-exceed letter contract involves 70 percent of the Low Rate Initial Production (LRIP) Lot 2,

Class 2 and 2H terminals.

The terminals are to be installed in F-14, E-2 and E-3 aircraft, and on shipboard. Each class 2 terminal consists of three line replaceable units, namely a digital data processor, interface unit, and receiver-transmitter.

The class 2H terminal requires a 1,000 watt high power amplifier group. Terminals will be provided

for the U.S. Navy and Air Force, as well as for the United Kingdom. The United Kingdom terminals will be used to support JTIDS integration into Royal Navy ships and shore stations prior to full production requirements.

The U.S. Government estimates that up to 1,200 JTIDS terminals will ultimately be needed for Air Force, Navy, Marine Corps and Army applications.

Delivery of the first production terminals under this contract are required by March 1993.

This is the largest single JTIDS contract to date for the division, and the company's second JTIDS prime contract for full terminal production.

...1,200 JTIDS terminals will ultimately be needed for Air Force, Navy, Marine Corps and Army...

Delta Air Lines offers new scholarships

by Frances L. Cozza
Aeronautica Editor

Delta Air Lines has donated 452,000 scholarships and internships to students who are attaining a Bachelor of Science in Aviation Technology at Embry-Riddle Aeronautical University.

The scholarship amount donated is twice that of last year. Delta will again offer 12 internship opportunities to students who are eligible.

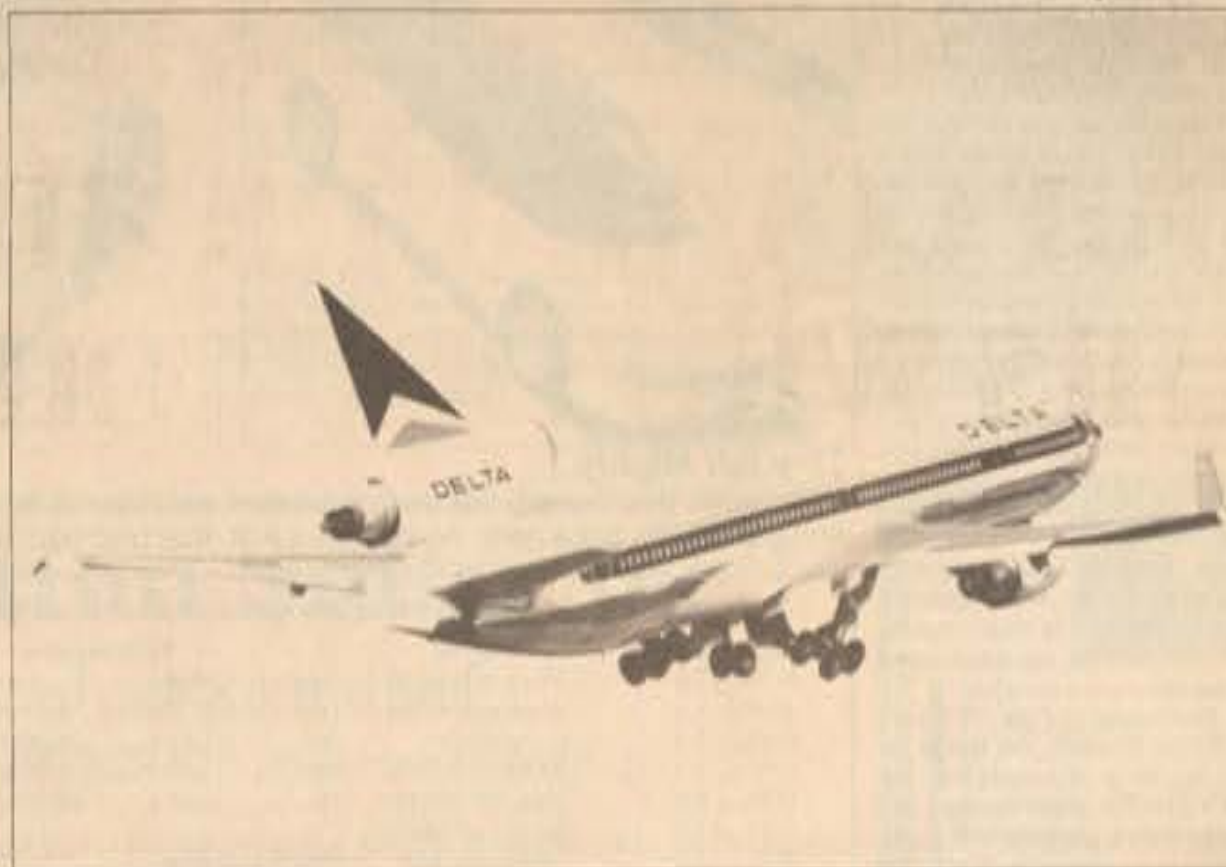
Students applying for scholarships and internships must have completed Airframe and Powerplant training and be enrolled in the avionics technology program.

Scholarship applicants must have a cumulative grade point average of 3.0, an excellent attendance record, and have a U.S. citizenship.

If selected, students will alternate one semester co-op at Delta with two semesters of study at Embry-Riddle for a total of seven semesters work/study.

Upon graduation, students may be provided the opportunity for full employment at Delta.

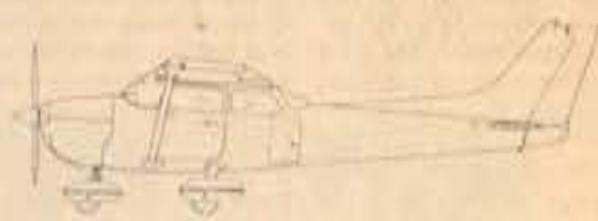
Students who are interested in applying for a scholarship should contact the Office of Financial Aid and the Career Center for further information on the internship.



Delta Gives Back...

Delta Air Lines will offer new scholarships and internships to Embry-Riddle students this year. The amount of the scholarships has been doubled since last year.

Aero Identification



Name: _____
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Aircraft Name: _____

Return this form to the Avion. The Avion will randomly draw a winner from all correct submissions. Winners will be informed on the Friday following the current issue of the Avion. The winner will receive a fine submarine sandwich of their choice, from Holly Hill Subway. The Avion staff, their families and previous winners are not eligible. This week's winner was Mark De Santis who correctly identified the Curtiss JN-4.

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Race track to be built

by Jason Bowers

Mechanical Technology Writer

Daytona Beach has long been known as the "World Center of Racing." The Daytona International Speedway is host to many different types of racing, among them the National Association of Stock Car Racing (NASCAR), the International Motor Sports Association (IMSA), the Sports Car Club of America (SCCA) and the American Motorcycle Association (AMA). FASCAR and mud bog have been staged at New Smyrna Speedway. The Daytona area seems to have it all. However, there is one popular type of racing that has been excluded: drag racing.

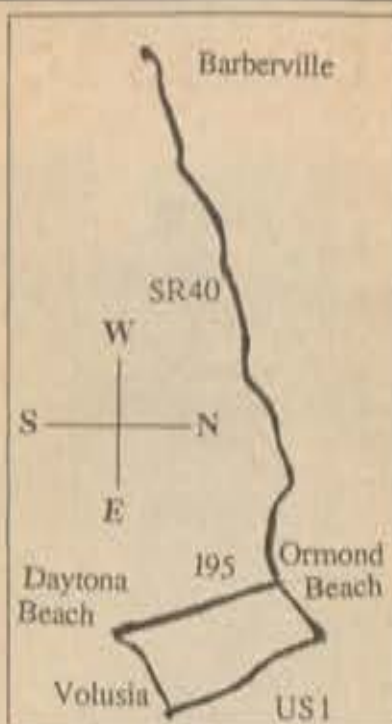
Drag racing is a relatively inexpensive form of racing that anyone can be involved in. The Daytona Beach Drag Racing Association (DBDRA) has pursued the project

of organizing the construction of a drag racing track. The DBDRA has plans for a multi-function racing complex to be located 1-1/2 miles west of Barberville on SR 40. The new complex will include motocross, drag strip, road race course, sand dunes and mud drags.

According to Ray East, President of the DBDRA, it will take four months to build the drag strip. The rest of the complex will take about three years to complete. At this time, geologists are taking core sam-

ples to ensure that the 300-acre complex won't be built on any potential sink-holes. There are also no bids let out on the construction.

While this track is 30 miles away, it is closer than Orlando Speedworld (61 mi) and Gainesville (129 mi). The projected cost of the complex was undisclosed, according to the DBDRA.



Racing hell...

Prepare for the new drag track in 1992.

How to prevent rip-offs on repairs

by James Johnson

Mechanical Technology Writer

Repair rip-offs. Can you avoid letting them take you for a ride?

O.K., you just had a close call, you almost hit that cop car because your alignment is off, so you decide that maybe now would be a good time to have it fixed. You are afraid that some mechanic is going to try to rip you off. You would be safe to assume that they will: a classic scenario is "yeah, we're going to have to replace that too." Although the items in question probably will need to be replaced, they usually will last for quite a while yet. There are two basic ways to insure yourself against getting ripped-off. One good idea is to take the car to a shop that deals exclusively with the type of repair that you need. The other is to take the car to at least two shops; if they agree with one another, then you probably will not have unnecessary repairs leaving a vacuum where

your wallet used to be. Even if you are lucky enough to have a friend that moonlights as a mechanic, it would still be a good idea to get a second opinion from at least one repair shop.

Ask friends who they would recommend. They usually know a few rip-off artists as well as a few reputable shops. If you are totally in the dark as to where to go, or you do not agree with your friends' choices, call around. Once you get on the phone make sure that you know the exact nature of the repair. If you are not sure exactly what the repair is in technical terms be prepared to explain the symptoms in precise terms. Do not say "my car rattles can you fix it, and how much will it cost?" If you are not prepared to answer questions like where the noise comes from, what it sounds like, how long it has been doing it, etc. They will most likely tell you that you will have to bring the car in

for a mechanic to look at it before an estimate can be made. In these cases they are not lying, they can only guess what the problem might be.

While on the phone make a note of who has the best attitude, should a problem arise they will be easier to work with, not to mention more willing to help. In other words go friendly rather than cheap, you'll be grateful for it. Most of the small shops will give you a break on the price as well as discussing alternatives to expensive dealer parts. Many parts are available that last as long as the originals and cost a fraction of what the dealers parts cost. Small shops are usually in business because the guy that is doing the repairs enjoys the work.

In brief, shop around for the best people and prices. Pretend you are knowledgeable when dealing with shops. Remember it doesn't have to be a nightmare.

Subaru debuts luxury car: the SVX

by Jon Eichelberger

Mechanical Technology Writer

That is right, it's a Subaru! The new SVX is Subaru's latest car to hit the streets, intended on breaking its ties from Subaru's old image of boxy four wheel drive cars that were simply built to last. Now Subaru wants to enhance its image by adding style, performance and luxury.

The SVX fits into the sport/luxury class of automobile. The SVX was a concept show car two years ago and Subaru basically changed little between the show and street version. The exterior styling of the Subaru is eye catching with its low hood line, glass-to-glass canopy top, and its window-within-a-window design. The window design is to improve aerodynamics and to give a bigger door opening. It also cuts down on wind buffeting at high speeds. All this gives the SVX an impressive .29 drag coefficient. But there is more to the SVX than good looks.

The SVX is powered by an all aluminum horizontally opposed six cylinder that displaces 203 cu. in. It has a double overhead cam with four valves per cylinder. The

engine produces 230 hp and 224 lb ft of torque. Subaru has two other versions of the engine, one that has 270 hp the other at 300 hp. These are not available, but could be if SVX sales are strong enough and they see a market for it.

Subaru put in its advance four wheel drive to give the SVX great traction and all weather capability. The SVX comes only with a four speed automatic, with a manual for next year's model on the way. The transmission features a computer that controls a hydraulic multi-plate clutch in back of the transmission, which distributes torque between the front and rear wheels. In dry conditions it puts 60% torque to the front wheels, when wheel spin occurs the computer distributes torque to the wheels that aren't spinning. The final drive ratio of the drive train is 3.55:1.

The chassis includes four wheel independent suspension, with four wheel disc brakes with a four channel anti-lock system. A drum with in the rear disc is used for the parking brake. Wheels for the SVX are 16 in. alloy coming with VR225/50 Bridgestones. The front and rear struts are low-pressure gas-charged

units that have low-speed valves that control damping forces.

This adds up to a car that has good power range along with a suspension and drive train that can handle it properly. While driving the SVX the first thing you notice when you get in is the roominess, and the molding going across the middle of the window. I always noticed it but it didn't obstruct my view. The steering is precise but easy to turn. The cornering is excellent with minimum body roll, and the suspension gives a nice comfortable ride. Acceleration with the four speed automatic is quick, but also smooth (although I'd rather be driving a manual). The torque band is broad, making acceleration from any speed strong and quick.

Performance of the SVX isn't super car standard, but this is the mildest form of the engine. The SVX hits its target market, and comes from a company with a reliability as its trademark. It's hard to tell if Subaru can sell this car that goes for \$28,000 (although this includes everything mentioned in this article and more). My impression is it's worth the money.



Tiny but Mighty...

SVX shows that Subaru got their reputation un-Justy. A foreign luxury car that competes with a Cadillac's price (left). An opposed 3.3L that pushes 230 bhp (right).



The bottom line (adapted from Road & Track)

| Acceleration/sec. | Engine | Transmission | Miscellaneous |
|-------------------|-------------------|--|-----------------------|
| 0-30.....2.8 | Flat 6-203 cu. in | Gear.....Ratio.....rpm/speed | turning circle-35.4ft |
| 0-40.....4.0 | Aluminum heads | 1st.....2.79:1.....6400rpm/43mph | skid pad.....0.85g |
| 0-50.....5.3 | and block | 2nd.....1.55:1.....6200rpm/76 mph | slalom.....60.2 mph |
| 0-60.....7.3 | 230bhp/5400rpm | 3rd.....1.00:1.....6200rpm/118mph | weight.....3580lbs |
| 0-70.....9.4 | 224ft-lb/4400rpm | 4th.....0.64:1.....est4890rpm/143mph | Braking |
| 0-80.....11.6 | max rev...7000rpm | Differential gear.....3.55:1 | stopping distance |
| 0-90.....14.2 | electronic port | | 60-0.....134 ft. |
| 0-100.....18.2 | injection | | 80-0.....229ft. |
| 1/4 mi.....15.4 | compression 10:1 | rpm at 60 mph.....2050 in 4th | Price |
| at 92.5 mph | dohc 4 valve/cyl | Type.....4sp Automatic (all-wheel drive) | \$25,000-\$28,000 |
| top end-143mph | bore.....3.81in. | | |
| | stroke.....2.95in | | |

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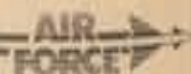
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Software companies make excuses for false advertising

by Joe Cambron
Data Tech Editor

One of the most frustrating recent trends introduced by software manufacturers is the practice of advertising products that are no where near available for sale.

Lucasfilm is one of the worst offenders in this category. Their product, *Secret Weapons of the Luftwaffe*, has been awaited for nearly a year now. The situation seemed to ameliorate itself last November when magazine ads trumpeted the impending arrival of the product. Well, it's now August and the company keeps the delivery date on the software one month away.

Spectrum Holobyte is similarly guilty with the supposed release of *F-16 Falcon 3.0* and *A-10*. These two products have been awaited for as long as *Secret*

Weapons of the Luftwaffe, and ads frequently appear as well. The ultimate tease for *F-16* is now circulating. This tease is a semi-functional demo of the purported masterpiece of flight simulation. Although an impressive demo, the program only whets one's appetite even more for this long overdue game.

Not just game manufacturers are guilty of this conspiracy to confuse. Microsoft led vendors to advertise its *DOS 5.0* product as early as January, even though the product did not appear until much later.

Right now the hottest in nonexistent software is *Wing Commander II*. This product just became widely

known about recently-and hopefully this means it is almost finished. *Computer Shopper* is full of companies offering it "at a rock bottom price" even though a call will reveal that it is not available.

Another hyped product that is sure to at least be much later than expected is *OS/2 2.0*. This program has been discussed at length in this publication, and it still has not hit the presses, so to speak.

The almighty *Windows 3.1* that has been rumored to be ready almost since the first one was released is also in heavy beta testing right now. This program offers questionable additional functionality at least in the beta

copies.

It seems like sequels are the most eagerly awaited programs, and they almost always turn out to be late. Even though, Norton and Central Point (PC Tools) seem to churn out new versions of their popular software faster than people can mail in their upgrade check, some vendors seem mired in the abyss of time.

Speaking of Microsoft and delays, two words commonly used together, what ever happened to *Flight Simulator 3.0*? Once the unequivocal leader in technology and total sales, its archaic EGA graphics and high equipment requirements seem to place it in limbo now.

Shipping delivery dates are likely to grow as computers grow more diverse and programs become more complicated.

Norton and Central Point seem to churn out new versions of their popular software faster than people can mail in their upgrade check...

Modems may subsidize Baby Bells

by Joe Cambron
Data Tech Editor

FCC officials are now preparing to consider a proposal that would boost the fortunes of the so-called "Baby Bells" at the expense of those people who use their phone lines with a computer modem.

Saying they need the money to underwrite the increasing cost of local phone service, phone companies such as Southern Bell are asking the FCC to allow them to add fees of as much as \$5 per hour for the use of public phone lines for data communications.

This "tax" would affect the users of Compuserve, Prodigy, Genie, as well as all modem users who admit to having a modem to the phone company. The reasons for taxing these users is paper thin, however.

Just as Rockwell and Twincom have begun selling 9600 bit per second modems for less than \$299,

the phone companies are wishing to more than offset these savings with increased phone bills. The real issue concerns whether modem users cost the phone companies any more than regular voice conversations. The answer to this question is no.

In fact, there is no difference to the phone company between a voice or data call.

This charge would be purely price discrimination. Why then should modem users be forced to subsidize the entire remainder of the phone system? There seems to be no valid reason.

One thing is certain, using a service like Prodigy for one hour a day could cost in excess of \$1800 per year in addition to its \$240 per year subscription cost.

Although these ludicrous amounts being tossed about in Congress are almost sure to be reduced, they might not be without a little political action, so write those letters protesting this possible action, or else it could happen to you.



Are modems and FAXes equal?

Congress may try to raise modem user fees to a point that would make them prohibitively expensive to use.

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Just \$4 a disc!

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THE AVION & PHOENIX

Staff members needed for all aspects of production of a newspaper and a yearbook. People needed who can write or who can not write (you will learn). Just stop by our office. The office is located on the second floor of the Student Center. Learn photography from a pro.

➔Autos for sale

Must sell: '81 Toyota Tercel. \$600 OBO. Call Omar 274-2209

For sale: '83 Honda Civic 109,000 miles, good condition. \$1000. Must sell fast. Call 258-2848 after six

1987 Dodge Charger. Black sharp car. Runs great, good condition. \$3,000 highway miles. \$3200. Call 254-5086

For sale: 1973 Pontiac LeMant - This car is awesome! 350 V8, power steering, air, AM/FM cassette, super wide Firestone 225's. \$1,900 OBO. Contact Neil, 258-7603 or box 1228

For sale: 1979 Datsun 310 GX. Air, new tires, runs great, no rust. \$500 OBO. Call Greg 257-5050

1984 Ford Thunderbird. Auto, V6, loaded, runs and looks great. Asking \$2,150. Call Rob at 760-4895

1968 VW Bug. Whim, spunky, new freeway transmission, full front tire, alarm, wheels, lots of extra parts. \$1800 call Kirk 767-0289

1986 Renault Alliance. 1.7L, A/C, Radio. \$700 OBO. Call John at 255-7943 after 7 p.m. or weekends

88 Honda Hurricane CBR600. 12,500 miles. Fresh paint, tires, brake pads, etc. Looks and runs excellently. Registration paid until August 92, helmet and gloves included. \$2800 OBO. Leave a message at 672-0669

1986 Kawasaki FZ 750, 14,000 miles. Will do wheels, have ticket to prove. Asking \$2500. Call 258-1538

1988 Ninja 750R. Black, showroom new! Only 6,600 miles, includes tank cover. Asking \$3,600. Call Rob at 760-4895

1986 Kawasaki Ninja 1000R. Must sell. V-twin and 11mm pipe, very fast. Looking for serious buyer. \$2500 OBO. Call Mike at 252-2277

1988 Suzuki GSXR 1100. Extremely clean, no beat on bike. Yosh pipe. \$4,200 OBO. 13K miles. Call Kirk at 767-0289

Innovation

(continued from page A3)

was the development of financing information and options for students who may not necessarily qualify for aid. This allowed the Financial Aid office to no longer have to publish "no-need" letters which inform applicants that they do not need aid according to present requirements; it allows the Financial Aid office to respond positively to those applicants with these financial options.

Emmott Lowry gave a presentation on "Automated Budget Development Process for CCE." This computer project has Center Directors of CCE locations fill out forecast information at their CCE Center on Lotus 1-2-3 and send the spreadsheet information into Daytona Beach for centralized processing. It greatly reduces the time it takes for centers to develop their budgets and for the main offices here at Daytona Beach to compile the budgets.

Finally, Kathleen Citro of the References Services department in the library presented "Bibliographic Instruction Program." This program

instructs students on how to use the library and find the information they need without being frustrated or too shy. Dr. John Williams, Vice-President, Academics, asked, "How do the students like it?" She responded that at first students feel apprehensive and afraid of using the library and listening to the information presented, but once the information becomes useful in actual situations, their attitude changes.

Two courses are targeted by the Bibliographic Instruction Program, HU 122 and HU 221. In HU 122, basic fundamentals of using the card catalogue and where to find information is presented. In HU 221, more advanced techniques along with some detailed referencing requirements are given.

President Sliwa plans to hold eight review sessions a year at the Daytona Beach campus, three at Prescott and at least one at a CCE location. Sliwa said at the conclusion of the presentations that he was very proud and impressed by these accomplishments. Additionally, he stated that in the future he would like to broadcast the presentations around campus and the community using video conferencing.

appointment with the Counseling Center between September 30 and October 3 to talk about the group.

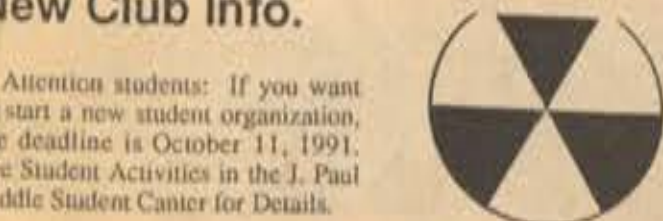
The "Kick-A-Habit" group will be meeting weekly for four 2-hour sessions from October 7 through the 28. Group size is limited.

Kick - A - Habit

The Counseling Center is offering a free four week behavioral change group. If you have a bothersome habit like smoking, procrastination, low motivation, tardiness, anxiousness, overeating or anything along those lines, set up an

New Club Info.

Attention students: If you want to start a new student organization, the deadline is October 11, 1991. See Student Activities in the J. Paul Riddle Student Center for Details.



➔Roomates & Rental

Roommate wanted to share 2 bedroom / 2 bath condo in Pelican Bay. \$292 month plus 1/2 utilities. Call 760-8637

Roommate wanted for 3 br / 1 bath house 2 blocks from beach, near Seabreeze Club.

Fully furnished, loaded kitchen. \$235/month utilities included. Call Brian at 257-2841

Roommate needed for 2 bedroom / 1 1/2 bath townhouse. Fully furnished (except for 2nd bedroom) all security deposits paid, 10 minutes from BRAU, nice area off Dunlawton. Female preferred - references needed. \$250 a month + 1/2 utilities. Call Lori at 760-981

Room for rent. Room in a three bedroom house, Pelican Bay, own spot in 2 car garage, washer, dryer. \$325 month includes everything. Call Ned Gerasd at 756-1916

For rent big clean room, furnished, lots of parking, quiet older beautiful house. All utilities paid by landlord, smoking sober non-smoker clean gentleman, quiet type, ideal for study. \$200 month, \$100 security deposit. Call evenings 258-9501

Female roommate needed - your own bedroom, share bath with one other girl. Washer/dryer, furnished. \$250/month plus 1/2 utilities, non-smoker please. Call Jennifer at 767-852

➔ Misc. for sale

Why rent when you can own? \$10,000 down, 153 White Fawn Drive - owner financing - easy qualify - 56 minutes from campus 1984 new 2 bedroom/2 bath; includes all appliances including washer/dryer; community pool - \$467. Monthly payment; Asking \$53,500

\$10,000 down, 134 Springwood Drive - in fabulous Pine Lake - white brick 3 bedroom/2 bath; Florida room; family room; 2 car garage; assume non-qualifying mortgage - asking \$86,900

\$10,000 down, 1006 Calle Grande - assume non-qualifying mortgage - 3 bedroom, 2 bath; 2 car garage; possible 4 bedroom; asking \$68,000

\$10,000 down, 144 S. Halifax Drive, Unit 39, owner financing - easy qualify - vacant - quick occupancy. 2 bedroom partially furnished; beachside; Riverfront pool. For appointment to see or for more information, please call listing agent Jo Ann Matthews at 788-8250, or please ask at Hudson Realty, 788-1700

For sale: RCA VHS CamCorder \$1200. Value for \$600. Call Omar at 274-2209 or leave message in box 2246

Bike for sale: 10 spd Schwinn Varsity Deluxe. Good shape, it's the most economical train around and there's always plenty of parking on campus! Comes with a U-lock. \$75 takes it OBO. Must sell immediately! Call Brad at 255-5962

Furniture for sale: full sized bed - 1 year old, still under warranty, mattress, boxspring and frame for \$210 OBO. Must sell immediately! Also 2 new wooden bar stools w/loth seats - beige \$20 takes both. Call Brad at 255-5962

CLASSIFIED AD POLICY

- ➔ Non-commercial classified advertising and personals are **free** to the student body, faculty and staff of Embry-Riddle with 35 word limit.
- ➔ All other non-commercial advertising is \$10 with a 35 word limit. Each additional word is 10 cents.
- ➔ Commercial advertising is available through the Avion advertising department, at 226-6051.
- ➔ Classified advertising is carried out by filling out a classified ad card in the Avion office.
- ➔ Only one classified ad per card. Name and address of advertiser must be included for the ad to run.
- ➔ Only paid ads will run for two issues and may be renewed by filling out another classified ad card.
- ➔ No classified ads will be accepted over the phone
- ➔ For more information, stop by or call the Avion office at (904)226-6049

For sale: Sanyo single cassette player for entertainment center or stereo. Good condition \$50. Must sell. Call 258-2848 after 6pm.

For sale: 2 single mattresses / box springs sets, excellent condition, \$50 each. Rust colored queen headboard, \$75. Call Tom at extension 6601 or 1-738-9731 after 5pm.

For sale: king size water bed. Very good shape. Asking \$150. Dinette set: glass table, 4 chairs. Excellent condition. Must see to appreciate. Contact Kevin at 756-1957 or 756-1494. Leave message.

Calculator, HP 12C Financial - Excellent condition. \$50 OBO. Call 904-789-3888

Single bed for sale. New mattress, good frame and box spring. Headboard with two small cabinets. \$100. Call 253-7683

Career

(continued from page A3)

files, CPC Annuals, and Peterson's Guides. Third, attend both job search seminars.

For November, have your resume completed by Thanksgiving. Second, continue to research and list potential employers. Fourth, open your Job Search File of your credentials at the Career Center. Fifth, attend Alumni Company Expo during homecoming on November 9.

For December, have 20 potential employers listed with name, title, address, and phone number. Second, identify entry level position with each employer. Third, establish a network of people who know you are looking for a job. Do not forget to use the help of ERAU alumni. Fourth, find a resume service or learn word processing in the computer lab. Fifth, assemble interview wardrobe (include needs on Christmas list).

For January, write a draft of cover letter and review with the Career Center. Second, send letters and resumes to top five employers. Third, begin regular visits to the Career Center to review vacancy notices. Fourth, attend Career Day on January 23.

For February, send 10 more letters and resumes. Second, make phone calls to be sure resumes are received. Third, keep resume and transcript updated. Fourth, read newspapers and journals for vacancies.

SAA TALENT SHOW

What would you do to win a reserved parking spot on campus? Enter the SAA Talent Show. Pick up applications at Student Activities. Drop off applications to Student Activities by Sept. 23.

For sale: Tonoise shell Ray Ban Wayfare. Perfect condition - rarely worn. \$40 non-neg. Call Cheryl at extension 6939

19" Black and white TV - \$29. Call Rob 760-4895

Matching sofa and loveseat for sale. Good condition. \$230. Call 257-3905

Bar for sale: solid wood bar, cedar finish with solid oak background \$100. Kitchen table and

4 chairs: glass and wood soup \$100. Marble coffee table and end tables: make offer. Call 248-4551 and leave message.

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- ➔ For more information, stop by or call the Avion office at (904)226-6049

➔ Miscellaneous

Home weight set: Gym Pac 2000, wall mounted weights. In good condition. Asking \$125. Call Kirk at 767-0289

For sale: Technics CD player and double deck, \$200 for both. Also David Clark H1040 headset. Original paid \$285. Asking \$200. Owned for only 21 year. Call Jose at 238-3303

Sincere SWM, 20, seeks friendship/relationship with mature yet fun woman. I'm not desperate, just looking for "special someone". Leave message at Box 8008

Multi time! \$90 per hour, includes dual time and fuel. Airplane based at Daytona Beach Airport. Whether you are looking for an additional rating, want to build time or sightsee. Fly in a 1980, IFR equipped, low-time Beechcraft Duchess. Best rates anywhere! Call John at 253-9607, write box 2102

Speaker box and amp for auto. Jensen 12" speakers and horns. Pyramid amplifier (400 watts), speakers (5325 new) and amp mounted on rack (\$225 new) for \$350 OBO. Call 756-2165

USAIR round trip airline ticket - \$129, this side of the Mississippi or \$189, across the Mississippi. Call 239-5156 and leave your name and most importantly your fax #

Learn to fly! Get your pilots license or continue with your flighttraining. Quality instruction at low rates. aircraft rental \$36.5 per hour "block time". Train at a local airport. Contact Jack "CFII" at 756-494 or leave message

Found - Black wallet in room G-105, on 9-9-91. Contact Roland Viegara, U#004 at ext. 6800

French lessons: Able to converse in six months. No book needed! Taught by native French speaker. Special price: \$7.00 per hour. At least 2 hours/week needed. Call Ms. Nagy at 258-5901, evenings

I'm looking for a ride to Pittsburgh over the Thanksgiving break. Can leave on the day before if needed. Will split cost of gas and driving. Contact Rob at Box 85238

SCUBA DIVE, quality instruction for beginning and advanced divers. See Jan at the SCUBA Club meetings or call 761-2021

Wanted: lead vocalist for rock band. Have shows set up in Orlando for UCF Fraternity parties.

Wanted: rear main splines valve for Volkswagen bug radiator also one set of header bearings for Waudel engine. Contact Box 6977

I buy cars and trucks. Impact fee no problem. Call Rob 760-4895

Do you need help with some AS courses? I can help. Call Jose at 238-3303

For Christmas break - student looking for ride to Maine, New Hampshire, or Massachusetts. Will pay 1/2 gas and drive. Call Brian at 760-6872

➔Personals

YO-MARTY
I used to like AC/DC, but now I'm not so sure.

AC/ET
Who's gonna take it in E7404 - will it be the Blue team or the Gold team?
STAY TUNED

BUNNY BUNNY
Keep your head up and don't go looking for any gnomer carrot patches. I love you.
HONEY BUNNY

PICARD AND RIKER
This is Snaggletooth of the Cation Vessel Quickclaw. Starfleet officers do it on impulse! Is this Federation Policy?

JEROME
Intelligence socks! We need to get an Alan so we can make big ships kill small blinking ships.
SLEEPY THE SHACKER

THUMPER
You may think you're bad pulling 8 C's and all, but we all still know that a twenty five push-up leg like yourself is nothing all that great! Get your bloodwings!
SLEEPY THE PATATROOPER

SNAGGLETOOTH
This is a priority one channel and non-authorized transmissions by non Starfleet officers is strictly prohibited.
PICARD

PICARD TO RIKER
Stop playing with the computer on the holodeck and resume your position on the bridge.
PICARD OUT

Looking for female any age race or marital status. I am an equal opportunity employer. For a meaningless love affair with no strings attached. Willing to marry a faculty member for free tuition.
Contact Keith at Box D-228

RICK
I still want you.
YOUR TIDY BOWL FRIEND

LIMA CHAILLIE
Thank you for allowing me to meet the most incredible woman in Daytona. This I.D. is for you. (Have you found her signature?)
SIERRA ROMEO

University Institutional Self-Study

The Final Draft of the Self-Study is now available for internal review by Embry-Riddle students, faculty, and staff. Later this year, the Steering Committee will proceed with editing and printing of the Final Report which will be sent to the Southern Association of Colleges and Schools(SACS) in January 1992.

The foundation for the Self-Study Final Draft Report is the *Criteria For Accreditation* approved by the College Delegate Assembly of the Southern Association of Colleges and Schools. For every *must* statement in the *Criteria*, the University is required to assess and document compliance or non-compliance. When non-compliant, a recommendation is required to bring

the situation into compliance. *Should* statements in the *Criteria* are advisory and not intended to be prescriptive. A *suggestion* is appropriate to advise action corresponding with a *should* statement. The Self-Study Committee have gone a step further by offering *proposals* which are suggestions concerning situations SACS hasn't directly addressed in the *Criteria*. A copy of the *Criteria of Accreditation* will be provided with each draft report for reference.

Your assistance in this crucial internal review of the Self-Study Steering Committee, Room 287, Student Center Daytona Beach, must be completed by October 15. Your contribution is appreciated and considered vital to the Self-Study

Blood Drive

There will be a blood drive sponsored by Sigma Chi on Thursday and Friday, the 19th and 20th of September.

DONATE BLOOD.

by Bill Waterson



Mister Boffo

by Joe Martin



Far Side

by Gary Larson



In its typical defensive behavior, the arctic clown remained motionless and concealed — betrayed only by its nose.

The Farmers' Mafia sends Henry a message



"OK, let's see . . . That's a curse on you, a curse on you, and a curse on you."

Roommates Elvis and Salman Rushdie sneak a quick look at the outside world.



Special commuter lanes

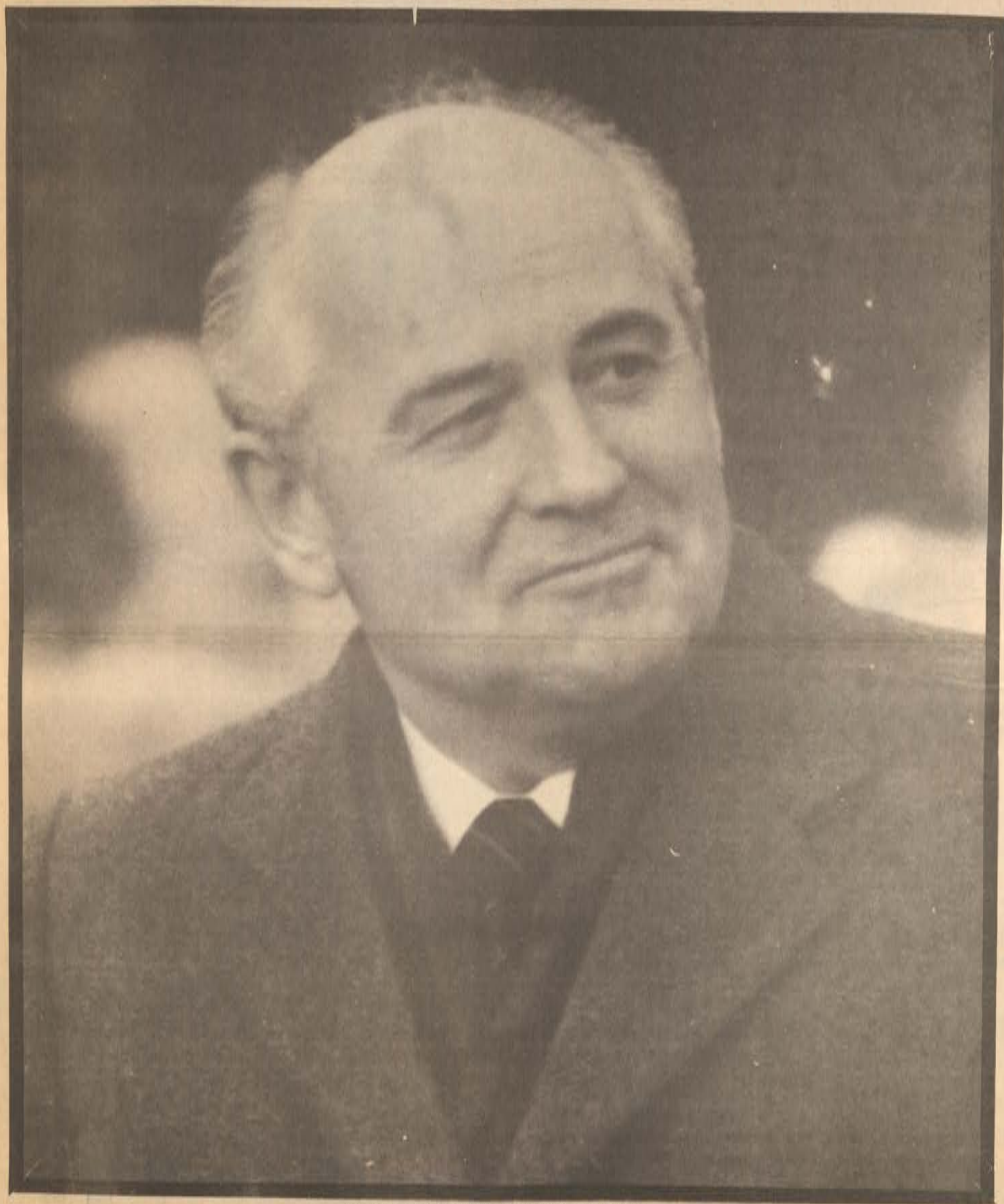
At Mount Stoppard

Mother Goose and Grim

by Mike Peters



Certain things
make
the difference...



Sharpen your focus and get in touch with Reality

COLISEUM

DANCE CLUB

176
NORTH
BEACH
STREET
DAYTONA
BEACH

TOMORROW'S MUSIC HERE TODAY