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Embry-Riddle Aeronautical University

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AERONAUTICA

Airport expansion eases noise DAB hopes to solve some noise problems

by Michael S. Stellwag
Aviation Business Writer

Last week, airports like MIA, LAX and SFO were noised as trying to control the use of stage two aircraft at each airport. This week centers on how the federal noise regulations affect DAB (Daytona Beach Regional Airport). We have four major airlines that fly stage three aircraft consistently. DAB has planned for the expansion of the East-West runway in just over a year to not only accommodate international charter flights, but also to help comply with future noise regulations. This will involve a new traffic pattern for air carriers as the main runway is refurbished. What does this mean? More noise. Dennis McGee, Airport Director, discusses the issue of airport noise at Daytona Beach Regional which might make you listen up.

Once the East-West runway is expanded to 10,000 feet (1.89 miles), narrow body jets that take off will be much higher at the end of the runway than they are at present...

Mr. Dennis McGee states that "There are currently 65 homes that lie within the noise sensitive contour. That is one of the primary reasons that 7 Left-25 Right will be extended from 7500 to 10000 feet in just over a year. This expansion of the East-West runway means that the North-South runway will be extended by 500 feet (north of Embury-Riddle) and by 1503 feet (just off of Bellevue Ave.) for a temporary runway of 6000 feet. Mr. McGee mentioned that since the runway will be 1500 shorter than the existing 7L-25R, the repair work will be done in the fall. The cooler temperatures will increase the air density and provide greater lift to the various air carrier jets.

He also noted that airline load factor drops in the fall months so there will be much less weight to deal with. When asked if the airport would be imposing take-off weight limitations on the 6000 foot temporary runway,

he said "weight limits will be entirely up to each airline."

Mr. McGee said, "We've put together an advertising campaign to get ready to do this. Most of the time when people know why it's being done during the duration they won't complain to us or the city council about the noise." Once the East-West runway is expanded to 10000 feet (1.89 miles), narrow body jets that take off will be much higher at the end of the runway than they are at present. This will be better for everyone, including E-RAU classes, which tend to become muffled by the roar of departing jets. This expansion will also decrease the effects of stage two aircraft noise.

The airport director established that he would prefer each locality to determine the noise program. "As far as Daytona Beach, we desperately need additional air service, the airport director established that he would prefer each locality to determine the noise program. "As far as Daytona Beach, we desperately need additional air service, competition." He also went on to say, "We have a noise study that has been done and sent to the FAA for review and approval and it actually shows that because of the stage two phase-out, even with increased activity at this airport, the noise contours will be reduced."

Finally, Dennis McGee stressed the issue of "safety first." He noted that he would never put airport noise problems before airport safety. He went on to say, "I would rather address noise complaints than an investigation by the National Transportation Safety Board (NTSB)."

Students can be prepared for the take-off of a runway project that will benefit the airport, the airlines, Embury-Riddle classrooms and the community at large.



Still in the hot seat...

Continental Airlines Holdings Inc. is being investigated for unjustly underpaying Eastern Airlines for assets by as much as \$403 million.

Grand Jury investigates Continental

HOUSTON (AP) A grand jury in New York City is investigating allegations that Continental Airlines Holdings Inc. drained hundreds of millions of dollars from its Eastern Airlines subsidiary, a newspaper reported Saturday.

The federal grand jury, sitting in Brooklyn, N.Y., has issued subpoenas for the records of Houston-based Continental to examine the transactions, which were challenged in Eastern's bankruptcy case, the Houston Chronicle reported.

David T. Shapiro, a Washington lawyer who compiled a report on the transactions between Eastern and the holding company, said the records pertaining to the investigation have been sealed by court order.

But records in Continental's Chapter 11 bankruptcy case in

Wilmington, Del., show that the airline has paid several attorneys in connection with the investigation.

Shapiro's report, prepared for Eastern's case in U.S. Bankruptcy court in Manhattan, concluded the holding company underpaid Eastern by as much as \$403 million for assets acquired in a dozen transactions beginning in 1987.

The report supports charges by Eastern's unions that the holding company, then known as Texas Air Corp., and its chairman, Frank Lorenzo, weakened Eastern by draining off assets to Continental Airlines and other affiliates.

Continental and federal officials declined comment on the case. A Continental spokesman said he immediately return a call Saturday

from The Associated Press.

Eastern suspended operations in January, and a bankruptcy judge in New York removed Lorenzo's management team in July 1990.

The newspaper said several attorneys involved in Continental and Eastern litigation and company officials confirmed the nature of the grand jury probe, but insisted on anonymity.

Shapiro's report said there was evidence that the holding company transferred assets with a value of between \$285 million and \$403 million without giving Eastern fair value for them.

The report said those assets included planes, gates, landing slots and fees Eastern paid to its parent company.

At the time, company officials responded: "The report... is replete with faulty analyses, hearsay evidence, statements taken out of context and misstatements of fact."

...Frank Lorenzo, weakened Eastern by draining off assets to Continental Airlines...

United buys Air Wisconsin

APPLETON, Wis. (AP) UAL Corp.'s \$73 million purchase of commuter airline Air Wisconsin Inc. ensures customers dependable flights to Chicago and Washington

airports, a spokesman for Air Wisconsin says.

Air Wisconsin had the second largest sales for a regional carrier in the country last year...

Air Wisconsin, flying as United Express, feeds Midwest commuters on to United Airlines flights at O'Hare International Airport in Chicago and Washington's Dulles International Airport.

UAL, the parent company of United Airlines, announced Tuesday

its plan to buy at least 81 percent of Appleton-based Air Wisconsin.

"It's going to help us in our financial planning and help us get better terms for new equipment," Air Wisconsin spokesman Jack Mason said Wednesday.

The commuter airline reported a second-quarter loss this year of \$5 million compared to a 1990 second-quarter earnings of \$699,000. Mason said the airline was "impacted fairly heavily" by rising fuel prices, fare wars, the Persian Gulf War and the lingering recession.

Air Wisconsin President William Andres said the merger allows the airline to avoid route cuts and layoffs.

Founded in 1965 with a used nine-seater bought from a Louisiana pickle factory, Air Wisconsin now serves 33 medium-sized cities in 14 states, United said in a statement Tuesday the airline would continue operating as a separate carrier.

The merger secures United access to 79 "pretty valuable" slots for jet takeoffs and landings during peak periods at O'Hare and another 117 commuter slots, Mason said.

Air Wisconsin became a United Express partner in June 1986 and

See Buyout, page B7

Japan's airlines see new life ahead

by Hiro Takeda
Aeronautics Writer

In Japan, there are five major airlines: Japan Airlines (JAL), All Nippon Airways (ANA), Japan Air System (JAS), Air Nippon (ANK) and Southwest Airlines (SWAL). Among them, JAL, ANA and JAS are the top three in Japan, and the other two, ANK and SWAL are in fact subsidiary companies of ANA and JAL respectively.

Until recently, the Japanese airline industry was strictly controlled by the Government, Japan Civil Aviation Bureau (JCAB) of the Ministry of Transport. They set up categories by routes and assigned them to the airlines.

Japan Airlines was once a state-owned company, and was specialized in international routes and a few main domestic routes. It was also the only airline which had international routes, yet it had only seven domestic airports in service, which were Sapporo, Haneda (Tokyo), Narita (New Tokyo), Osaka, Fukuoka, Kagoshima and Naha (Okinawa).

All Nippon Airways, which is the second biggest, was a domestic-route airline. It was specialized in both main and local domestic routes. Even now, ANA has a fifty percent share of domestic routes, and it made ANA a profitable airline. Its company characteristics in terms of operating routes are similar to that of Delta Air Lines. Also, ANA is the most popular airline for Japanese college graduates who are seeking jobs. This year, ANA was ranked within top five companies among all industries, while JAL was ranked within the top 10. Also, the salaries of ANA pilots are the highest.

Japan Air System, the third biggest airline, services local routes. These routes have been a burden for JAS because local routes have usually a low load factor, and this has been the reason why they can not catch up with the other two biggest airlines.

Receiving a lot of pressure from foreign countries, especially from the U.S., to open the Japanese airways, JCAB began to deregulate. ANA, which is the most aggressive toward international routes, obtained the largest number of international

routes, such as the U.S., China, Soviet Union, Austria and Australia. JAS also expanded overseas. Yet, they obtained less international routes, because they need to obtain more domestic main routes. JAL, on other hand, expanded their local routes while obtaining some international routes. Since they are inferior to the others for domestic routes, they have comparatively enough overseas routes.

In recent years, the Japanese airlines are facing serious pilot shortages. One reason for that is a large number of retiring pilots. Another reason is this rapid expansion of their routes.

In addition, the number of passengers for overseas routes has been increased steeply, which has driven the airlines to more international routes. Because of the serious pilot shortage, the capability of Japanese airlines to expand their routes is almost to the limit. In addition, the size of Japanese airports makes it difficult to increase the number of the aircraft.

Thanks to the continuous growth of the Japanese economy and the increasing of passengers, Japanese airlines are enjoying the biggest profit they have ever seen. However, in their heart, they are seriously concerned about their future.

the number of passengers for overseas routes has been increased steeply...



In the Far East...

All of Japan's airlines have become essentially deregulated recently. The Japan Civil Aviation Bureau used to have strict control over the nation's airlines, which was similar to the United States' Civil Aviation Board.

Boeing begins initiative to help the environment through recycling

SEATTLE, WA — The maker of the world's largest commercial passenger airplane recently released a 20-year environment enhancing recycling program with its most ambitious effort to date: recycling almost an entire building.

Nearly 54,000 cubic yards out of a total of 60,000 cubic yards — or more than 85 percent of the building belonging to Boeing Commercial Airplane Group — were recycled in one form or another. About half of the building's debris was melted down and sold and the remainder was broken into gravel for use as fill to support new structures and for landscaping.

While recycling an entire building may be something new at Boeing, the concept of recycling to reduce cost and impact on the environment definitely is not.

Last year, recycling the byproducts of building airplanes and producing information about them generated \$17 million: \$15

million from the sale of 11,000 tons of scrap aluminum, \$1.5 million from paper recycling and another \$500,000 in saved waste-disposal.

During the manufacture and delivery of more than 300 jets a year, the company collects, stores, processes and sells everything from aluminum scraps to paper and plastic in an effort to cut waste, save money and protect the environment.

Product lines

Frank Coverson, leader of Boeing's Recycling Committee, said the company also is working to make people aware of Boeing's other main product besides jetliners: information.

"People recognize our airplanes and our leadership role in the industry," said Coverson, "but they don't generally think of information as a product and they don't realize that in terms of new science, technology and information, Boeing is a leading pro-

ducer of information, most of which is stored and communicated on paper."

Airplanes and information about them generate a tremendous flow of byproducts that contribute to the waste stream. Fortunately for both Boeing and the environment, many of these products are potential targets for recycling, reclamation and cost savings.

In addition to aluminum and paper, the materials recycled at Boeing include asphalt, concrete, gypsum, various common and exotic metals, and jet fuel. One of the most highly visible company and employee recycling activities is collecting aluminum soft-drink cans to benefit the Special Olympics, a program that provides year-round sports training and competition for mentally retarded children and adults. Another prominent effort is the Save-Our-Trees paper collection program begun in 1973.

In 1988 the committee targeted areas for improving recycling efforts, including bond paper and cardboard, and strong papers are now in place in those areas. Last July, the company began recycling the company's weekly newspaper, and local newspapers sold on the company property.

The company is constantly trying to make recycling more cost-effective and to find ways to recycle plastics, polystyrene, wood, finely shredded documents and other substances.

Our efforts are based on a thorough examination of the waste stream to determine precisely what enters it and where it is generated," Coverson said. "It's a scientific approach."

Boeing employees play a key role in the recycling effort. "We get 'phone calls and letters from employees throughout the company," Coverson said. "They want to take action and do something that actually makes

a difference."

There are some tough, practical, positive and negative aspects of recycling Coverson added. "In some instances, it's profitable to recycle, but not practical; in others, it's practical but not profitable. The philosophy of the company is to try to solve both sides of the equation."

Committees

In addition to Coverson, who chairs Boeing's recycling committee, members represent a cross-section of functions within Boeing Support Services and the office of Corporate Safety, Health and Environmental Affairs.


"Recycling is a three-step process of collection, processing and reusing," said committee member Shirlee Wilder. "Simply diverting waste from landfills isn't what recycling is about. If we don't use what we recycle, then all we're actually doing is collecting."




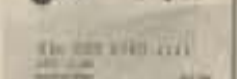
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Arianespace set to launch

by Greg Rezendes
Space Technology Writer

Tomorrow Arianespace has scheduled the launch of their 46th Ariane mission. The mission is to place the Canadian ANIK-E1 telecommunication satellite into a geostationary transfer orbit (GTO) over the Eastern Pacific Ocean.

The Ariane 4 flight will be launched from the Ariane Launch Complex NB 2 (ELA 2) in Kourou, French Guiana. The time of launch will be between 7:43 p.m. and 9:52 p.m. EDT.

This mission will use the three stage Ariane 44P lifting vehicle with its four solid strap on boosters. This vehicle will lift the 2932 kg satellite into position for its five motor stages to achieve its proper position over the Pacific.

The ANIK-E1 is the second of the fifth generation of telecommunication satellites for TELESAT Canada.

SPAR Aerospace, who is the prime contractor, built the satellite using the GE 5000 platform. It will serve the national Canadian telecommunication networks including TV distribution with some extensions to the United States.

After this launch, Arianespace has 33

more satellites which will be launched for an estimated \$2.42 billion. The United States has only three satellites to be launched.

Arianespace is a private corporation entrusted to produce and launch operational lifters. The corporation was created by the European Space Agency (ESA) in January 1980.

Since that time, ESA has designed and constructed prototypes of the entire series of Ariane rockets. After these rockets were qualified for flight, all designs and construction responsibilities have been passed on to Arianespace for commercial use.

ESA has also constructed the Ariane Launch Complex NB 2 for Arianespace.

The majority of satellites placed in orbit by Arianespace are from the European community, however almost as many are from outside Europe.

The next Ariane launch is scheduled for October. An Ariane 44L will lift an INTELSAT VI FT telecommunication satellite into orbit for the International Telecommunications Satellite Organization, a non-profit cooperative of 117 countries.

Space news..



NASA releases Earth observing system report

Last Monday, NASA released a report that recommended restructuring of the Earth Observing System (EOS) component of Mission to Planet Earth. The report provides important technical inputs to the restructuring of the EOS program, and NASA is in the process of redefining the program along the lines recommended by the committee.

Mishap team release findings on rocket misfire

The accidental launch on Aug. 26 of a small rocket used for lightning research at KSC's Rocket Triggered Lightning Site has been traced to an inadvertent electrical contact between the rocket's payload power supply and its booster ignition circuit. The premature firing of the 2.75-inch by 4-foot, 8-inch-long Mighty Mouse rocket resulted in slight injury to a French technician taking part in the international program.

Early results from SLS-1 show new discoveries

Scientists reporting preliminary results from the Spacelab Life Sciences-1 mission, flown last June, say strong scientific discoveries are forthcoming. Already indications are that the 9-day mission has provided new technology, offered first-time direct measurements and validated ground-based models. The findings are relevant to the health of spaceflight crews as well as important clinical problems.

Magellan spacecraft gathering data on itself

Magellan was instructed to gather information on its solar arrays. The data will be used to gain some insight into a solar array slippage problem. The spacecraft is operating nominally, but the solar arrays but not been operating at the optimal level.

Advanced Rocket Motor to be tested tomorrow

NASA engineers are scheduled to test-fire a 17.6-foot-long solid rocket materials test motor for approximately 30 seconds at 8:30 p.m. tomorrow at Marshall Space Flight Center in Huntsville, AL. The solid rocket motor test firing will be the second of evaluation tests of nozzle materials for the Advanced Solid Rocket Motor Project.

Robotic tests on Martian type terrain successful

Scientists and engineers at NASA's Jet Propulsion Laboratory, Pasadena, CA., investigating low cost approaches to exploring Mars, successfully tested a small robotic vehicle in rough terrain nearly identical to the two Viking landing sites on Mars. The test of the mini-rover Rocky III, a 52 pound rover, demonstrated one of the proposed approaches to future Mars exploration.



Continuing success...
Arianespace plans to launch another telecommunication satellite into space tomorrow aboard an Ariane 4 rocket.

Discovery mission successful to the end

EDWARDS AIR FORCE BASE, CA. (AP) - Space Shuttle *Discovery* appeared to be in good condition after a five-day, 2.2 million-mile mission that put an Earth-study satellite in orbit, a NASA official said.

Detailed inspection of the thermal tiles that protect the shuttle from the heat of re-entry remained to be done, but first indications were positive.

"I don't see too many tiles that are going to need to be replaced," Eric Redding, a NASA test director, said Wednesday after *Discovery's* 12:38 a.m. PDT landing in the Mojave Desert.

The tires showed normal tread wear after landing on a paved runway and brakes appeared fine at first glance, Redding said. "Overall it looked very good," he said.

The National Aeronautics and Space Administration hopes to have *Discovery* ready Tuesday for a piggyback jet ride to Kennedy Space Center in Florida.

Clouds and a threat of rain forced the shuttle to divert from a scheduled landing at Kennedy to the California desert.

Discovery crossed the Pacific Coast near

Newport, Ore., and swept down the center of California, startling people with its signature twin sonic booms.

In California's San Joaquin Valley, residents heard the booms and called police.

"They said they heard a loud explosion and ... that it was shaking their house," Fresno police dispatcher Lisa Corda said.

Shuttle sightings were reported as far north as Vancouver, British Columbia, said NASA spokesman Brian Welch of the Johnson Space Center in Houston.

Welch said some people heard sonic booms as the shuttle raced across the sky at about 15,000 mph.

"I glanced up and saw what appeared to be a vapor trail with a real bright point on the end of it, something like a meteor, but it wasn't running with the speed of a meteor," Pacific County Sheriff's Deputy Bob Langendorfer said from Long Beach, Wash.

Langendorfer said he heard the sonic booms moments later.

The shuttle was traveling about 170,000 feet about the ground as it passed over Washington

state, Welch said.

"That was a most excellent adventure," pilot Kenneth Reightler Jr. said after flying to Johnson Space Center in Houston with commander John Creighton and astronauts James F. Buchli, Mark Brown and Charles Gemar.

Discovery was launched in Florida last Thursday night. It successfully put into orbit the \$740 million Upper Atmosphere Research Satellite which will study how pollutants deplete Earth's protective ozone layer.

The satellite was the first launched in the National Aeronautics and Space Administration's Mission to Planet Earth program, in which several dozen environmental spacecraft will study the planet during this decade.

Discovery also carried eight young rats, which will be dissected for a study of how muscles atrophy in weightlessness. Scientists hope to understand cellular changes in muscles of patients who must wear casts or are confined to bed for long periods.

Other activities during the mission included tests of a new electronic camera and of a model of a truss designed for use in a space station.

The next shuttle flight is scheduled for November, when *Atlantis* will launch a military satellite to provide early warning of missile attack.

"That was a most excellent adventure..."

Reightler



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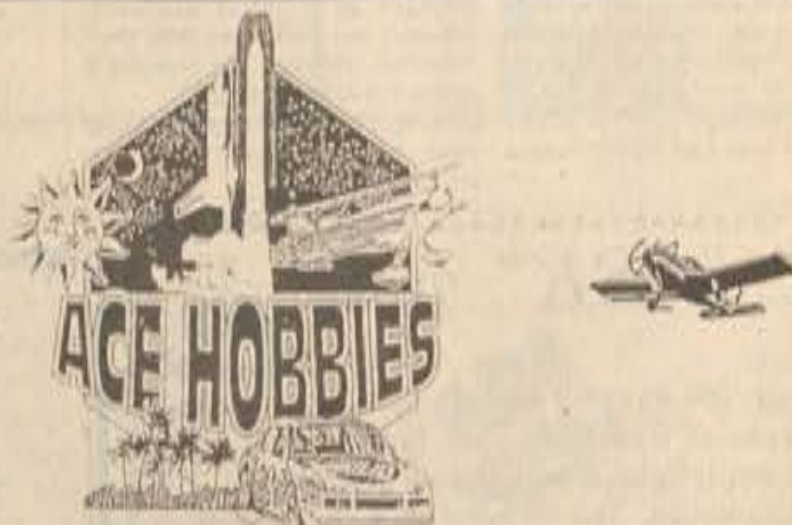
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Sigma Tau Delta

by Robert S. Damsky
President

Our last meeting was held in library room 140 at 7:00 pm. I would like to take this time to say hello to all of our new members and welcome back to all of our current members. This semester will be filled with many activities such as: art shows, jazz festival, Medieval Times trip, humanities presentations by the faculty, and many other exciting activities. Club jerseys are being ordered, so if you want one

then show up at the next meeting to place your order. I would like to thank Negar for her efforts with the sign for the Activities fair last week and Dr. Pratt for his donation of his extension cord. There will be a humanities presentation Thursday, Sept. 26. Flyers and advertisements will provide more information. There will be many more exciting events coming your way, so keep your eyes peeled for more information or call me at 274-2500 for more information.

Flight Team

by Steven Brazao
Club Writer

Hi again, and welcome to our article. I'd like to start off by thanking Scott and Eric for throwing a great party on Saturday night. Everyone who went had a great time, some having a "better" time than others. Also, thanks to Ari Buchanan and Brian Ferguson for going to the Lake Sumter Community College Fair. As usual, we will be attending several others of these fairs in the up and coming semester.

There are also two BBQ's to talk

about. One was this past Saturday, when the Team helped Admissions with a BBQ aimed at introducing some potential ERAU students to the school, and the other one will be coming up on October 12, at Mr. Mason's house. All team members are invited to come to the picnic, which has always been a lot of fun for everyone in the past.

Finally, if you're interested in joining the Team's new softball team(s), come to practice at the school's baseball field, located by the volleyball nets, on Saturday at 4 pm. Bye!

Information Society

by John E. Luke
Club Writer

Stanley Green, Senior Manager, Advanced Automation Technologies at McDonnell Douglas Space Systems Company, was the guest speaker at the Sept. 17, meeting of the Information Society (Data Processing Management Association). Green spoke for over three hours at the first meeting of the semester.

About thirty students and faculty members were present. Green inspirationally spoke about what it takes to make it in the computer design industry today. The main thing he looks for in applicants is a good attitude and a willingness to learn.

Green started by explaining the functions of his firm and his depart-

ment. McDonnell Douglas Space Systems Company processes payloads for the Space Shuttle. He leads a special section of the firm called Advanced Automation Technologies. Much of the work he has done recently is in the realm of expert systems and artificial intelligence.

Presently, he is working on a project to plan for the growth of Federal Express' information systems. The new system needs to be able to accurately report the exact location of a package at any time, anywhere in the world and to efficiently route these deliveries. He also explained other mind boggling systems and ideas which put the professional field into context for the students, much beyond what we presently

Riddle Riders

by Jeff Hall
Club Writer

The ride to St. Augustine this past week had a good turn out and great weather. We toured the Spanish fort and had lunch in America's oldest city. On the ride back, 18 bikes rode in tight formation down I-95. The Riddle Riders are making final preparations for the motorcycle Rodeo to be held this weekend. If you have never been in or seen a biker rodeo you won't want to miss this event. It will take place on Sunday from 10:00 am. to 3:00 pm. in parking lot F (between the flight line and the dorm). There will be ten events that riders will compete against one another in. The rider with the most points at the end wins.

Trophies and prizes will be awarded to the winners. Some of the events will be: the slow race (where the rider taking the most time to cross the finish line without touching his feet on the ground wins), smallest circle (smallest diameter circle wins), ball toss (throwing a ball through a hoop while riding by), and others along those lines. Chuck Lee will be the rodeo master in charge of judging and scoring the rodeo. Hot dogs and hamburgers will be cooking up at the BBQ pit, so come on out and join in the fun. It will be \$4.00 per bike and if you pre-register you will get a free burger and a coke. Pre-registration will be in the LC on Wednesday, Thursday and Friday.

Clubs Policy

- All articles must be type-written, double spaced or on disk format (unformatted in Word Star or Microsoft Word).
- Deadline for submission of all club material is Wednesday at 5 p.m., one week prior to publication.
- Photos may be submitted with club articles.
- All submitted material becomes property of the Avion with the exception of disks.
- The Avion reserves the right to edit all submitted copy.
- For more information stop by or call the Avion office at (904) 226-6079.

know, therefore we must be ready to learn after college.

Green said he was one of the first Computer Science graduates of Embry-Riddle in 1983. Before graduating, he was the computer lab Manager and helped work on University information systems development.

He said that when he entered the work force, he was overconfident in his abilities and found roadblocks at work.

Only after understanding that what he had learned at college was a small part of what he needed to know, did he begin to grow in his job.

His thoughts were interesting and put into perspective the changes students experience when they get into

the real world. One funny anecdote he told us about is how he had to teach his mother DOS once. He said he almost didn't live through it. The students knew exactly what message he was giving; the axiom, "You can't teach an old dog new tricks," is especially relevant in computer training.

Green advised students to be solution oriented and understand the management aspects of information systems. He said, "I can teach anyone the tools (how to program or connect hardware) by training them or sending them to conferences." He said that the important things to learn are model building and development, problem solving methods, technical and descriptive writing and skills to work in groups.

Alpha Eta Rho

by Dave Garvin
Fraternity Writer

The past two weeks have been very successful as we had several perspective members attend our various rush functions. A special thanks to pledge master Merle Perry and Rush Chairman Craig Hughes for their hard work in making rush a success this fall. Also, a special thanks to all the brothers who spent time working at the table over the past two weeks. Everyone had a great time at Kokomos as it was a good chance for everyone to get acquainted with the new perspective member and to exchange gossip from over the summer. We have several activities planned this fall and hope to see everyone present. Some possible activities include a

road trip to Miami to see a Hurricanes game, a trip to Wet 'N Wild, and a paint ball war day. Our football season is going very well too. Coaches Jeff Jones and Scott Spaulding feel very optimistic this season, so everyone keep showing up for practice. If you don't show up, you won't play. Our meetings are Tuesday night at 7:00 in MOD 3-B and everyone is welcome to attend. For more information about the meetings check the board in the U.C. All perspective members that are interested in pledging: first interviews will be Thursday, Sept. 26, during the meeting bids will be handed out Friday and Saturday, Sept. 27-28. Hope to see everyone at the beach clean-up on Saturday.

Forum Club

by David Panzera
Club Writer

The Forum Club of Embry-Riddle is a new club on campus that just got started this semester. Although it is brand new, it is already off to an exciting start. The club was started in response to a need for a time and place where issues that affect us all can be discussed in an open forum.

This will not be like any other club. The forums will always have invited guests who are very knowledgeable of the subject at issue. These invited speakers will come and present their positions and views from their point of view and how they feel it affects society today.

You the student, faculty or staff member can get involved. After each speaker those attending the forum will be able to get involved and interact with the speakers. Stand up and let your thoughts be known. Ask questions of the speakers. Get involved with being aware. After

all, that's what this club is all about. Make decisions based on facts, and don't let ignorance, bias or emotion make your decisions for you.

Our first forum will be on the subject of gun control. Our invited guests will include a NRA Firearms instructor, Captain O'Brain of the Daytona Beach Police Department, and Circuit Court Judge Gail Graziano. These are people who are very involved with the issue, and are coming to speak to help inform you. The time will be Wednesday, Sept. 25, at 8:30 p.m. on the Flight Deck in the student center.

Our next forum's topic will be on the subject of Affirmative Action vs. Merit. This promises to be quite an interesting subject, and quite a forum. The public will be invited as well.

If you want information on the club and how to join it and help bring issues and speakers to the campus, contact David Panzera at box 8487 or call 676-0220.

Lambda Chi Alpha

by Nick
Club Writers

Well, yet another Fall semester. We are glad to see those that made it through the summer and for those not returning, let's all try to keep in touch with them.

Yes! This semester we've had the privilege of having a visit from our friendly neighborhood chapter consultant. Enough said.

As usual, we've had another great rush and Luke Calhoun with his Delta team deserve a pat on the back for all their hard work. All events went well, especially Monte Carlo Night with a special thanks to Steve Paik for setting it up with the Theta Chi's and to everyone running the tables. At the Wild West Party, Jason Ambrosia stole the chew spitting contest with his inspiring style and technique. Almost forgot to thank Craig Brooks for his Harley rides, thanks Craig. We all appreci-

ate the spirit shown by Eric Quinn, Brett Pelligrini, Wade Ivento for dressing up in some outstanding attire. Steve Paik came out victorious in the Limbo contest at the Reggae party.

This past week Rodwy Howdy celebrated his 21st B-day in which he spent the latter part of the night hanging out in the bathroom. Get Some Howdy!

Monday was the Associate Member vote. Congratulations to all the prospects that made it through. If by some chance you didn't make it through, hope you will stay in touch with us.

It's what we've all been waiting for you crazy guys, FOOTBALL SEASON. We've got a new coach, his year and he's one mean son of a ———. Yes, it's Chip Fritz. So get into shape and shoot for number one this year. Two words to the Theta Phi's: You're afraid!

Aerospace Society

by Brian D. Marchesseault
ERAS Secretary

We at the Embry-Riddle Aerospace Society welcome back returning members and extend an invitation to any interested non-members to join. We've already had two meetings this fall in which we highlighted the activities planned for this semester. Our regular meeting time is every Wednesday at 7 pm in room E-609. Anyone who is curious as to what ERAS is about is welcome to drop by and sit in on a

meeting.

Aside from our usual activities such as space-related movies and discussions on space topics, we have a guest speaker scheduled for September 25. Other special events include a trip to Wet & Wild, a Halloween party, an astronomy camp out, and our semester trip to Kennedy Space Center. More trips to the causeway at the Cape to view Shuttle launches are also anticipated. Stay tuned to the Avion for latest details.

Delta Chi

by Boyd Kelly
Club Writer

Rush is finally over with many good results. We would like to thank the Caribbean Assoc., WERU and Dominos Pizza on Beville for all their help. We would also like to thank brothers McCarragher, Stoffler, Turner, Rist, Tallman and

all the brothers who put in an extra special hand with Rush. Greek Week is coming up, remember to stay in shape. Good luck Roger, Mike and Don. You just don't know. Keep showing up at the house and don't forget the cleaning roster.

International Day

The offices of International Student Services at Embry-Riddle Aeronautical University invites you to attend the annual "International Day" hosted by international students representing 85 countries around the world on Saturday, October 19th, from 1:00 p.m. - 5:00 p.m. in the John Paul Riddle Student Center.

International students will share the traditions and customs of their cultures with a sale of ethnic foods, displays of cultural artifacts, costumes and craft items from their respective countries, and provides a program of entertainment. Don't miss an opportunity to broaden your horizons and enjoy an International Day.

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Emotions climbs near the top ten

by Tami Strout
Campus News Editor

Mariah Carey makes the charts with another grand slam album. The latest release, *Emotions*, has begun its climb into the top 40 and is currently at number 12.

Carey is one of the rare successful artists that has the talent to write the songs she sings. Every song on the album *Emotions* was written by her. She also wrote the music for every song on her album, except the new revision of the song titled "The Wind."

Songs on the album include: "Emotions," "And you don't remember," "Can't let go," "Make it happen," "If it's over," "You're so cold," "So blessed," "To be around you," "Till the end of time," and "The Wind."

The album starts out with the recent release "Emotions." If you haven't already heard it on the radio, you do not know what you are missing. Carey's talented voice carries the octaves in this fast paced song to extremely high pitch, which oddly sounds excellent. In each song Carey sings so that the listener can actually believe that the singer is actually feeling that emotion of the song. In my opinion, that is talent only some are gifted with.

The rest of the songs on the album are mainly slow paced, slow beat love songs. The song "And you don't remember," fits well in to this category. It is about broken love and the loneliness left afterward.

"Can't let go" is one of those tear jerking songs about losing someone you love to someone else. Carey sings this slow paced song so well that you can feel the emotion of the song.

The song titled "Make it Happen" is a song

about a person who has gone through some hard times and now that person has finally found their way. It is an inspirational song to listen to if you are going through some tough times yourself and need a little push to let you know that there is that proverbial light at the end of the tunnel.

"You're so cold" describes a relationship about a man who has no emotion and is cruel to his woman; yet she can not break away. She does not know why and that is sort of this what this song is about, her exclaiming her emotions to him and asking why he is a "heartless man."

"So blessed" is one of those corny love songs about the perfect love affair and how everything is so wonderful. Carey really sounds good in this song if you are the type of person that likes these type of songs.

Carey does a wonderful job describing how



Hitting high notes...
Mariah Carey and her falsetto seem capable of breaking glass.

finding that person who lights your inner fire is like for the first time in the song titled "To be around you." It closes out with some weird cooling sounds and snapping of the fingers.

"Till the end of time" describes the ultimate situation in unrequited love. Carey pours her heart out in this song to the point where you may even feel sorry for someone in that situation.

Every song on the album carries the talent and striving efforts of someone who is unique. The album is worth buying and if you are the type of person who likes talented love songs, I recommend you consider this album.

New movie *Late for Dinner* is out to lunch

by George Clarke
Diversions Writer

I looked forward to seeing *Late For Dinner*, which is a time-travel movie. I enjoy time-travel movies, like *The Philadelphia Experiment*, *Back To The Future*, and *The Final Countdown*, where the aircraft carrier went back to 1941 and started to take out the Japanese air force with Sidewinder missiles.

I get a kick out of how many imaginative ways a guy can notice how the world around him has changed; to be suddenly transported to another time or place has a certain appeal to me. I feel that way every weekday.

But this film had none of that. What it did have was two innocent young men - Willie and Frank - running from the cops in 1962 New Mexico. Frank is shot during the escape, and the two go to a country doctor for help. Little do they realize, though, that this particular country doctor dabbles in cryogenics. Yes! He freeze-dries the two fugitives, like astronaut ice cream. They awake in 1991 and begin to deal with their new reality. And there are some loose ends. Willie has a wife and young daughter who by now is as old as he is, or should I say was. Of course the wife is now in her fifties.

Frank, by the way, acts like the

Benny character from *L.A. Law* or Raymond from *Rain Man* who also has rotting kidneys and a penchant for causing whatever scene he is in to last longer than a drive to school after consuming two bran muffins and a cup of coffee.

Does Willie go back to his wife or engage in naughty relations with his daughter? Does Frank get those kidneys they couldn't replace in 1962? I tell you, I did not care.

This movie was so drawn out that nothing ever seemed very relevant. There was no meat to this flick. Frank's character added nothing to the plot.

The entire soundtrack sounded like the theme to *Green Acres* played over and over again. The pacing was horribly slow. And to top it off, these 1962 guys did not seem to care that they were in 1991. There were no imaginative ways in which Frank and Willie noticed that the world had changed around them.

The man who sat next to me in the theater looked well enough when he came in. But by the time the ending credits rolled, he had degenerated into spasms of dozing off and violent flatulation. We both agreed that this one should have been taken out with a Phoenix missile.

KLF tries to complete *The White Room*

by Jason Simon
Diversions Editor

KLF, the band that has rocked the dance clubs in England and in the United States, has released *The White Room* their only album.

The first track on this album, titled "What time is love?", is a blast from the past. At first I had thought that Arista Records, who produces this compact disc, had accidentally put the wrong disc in the KLF package. I was pleasantly surprised that I was dreadfully wrong. This song has been a single release for several years. I have heard this song played many times

at the Coliseum and it only gets better each time I listen to it.

Hopefully, KLF's next release will be "The last train to transcendental." The heavy beat in this song will undoubtedly propel this song to the tops of the charts, if not number one.

Other songs on this disc include "Make it rain," "Church of the KLF," "Build a fire," "The white room," "No more tears" and "Justified and ancient."

Unfortunately, there are more losers on this disc than winners. "Build a fire," I surmise, was to be a love song of sorts. In reality it is

about as inspiring as day old toast. Unless you are the type who likes day old toast I would recommend passing this one over.

"To put it bluntly, "No more tears" should remain the Johnson & Johnson baby shampoo slogan and not a song. This one sounds like the day the United States pulled out of Iraq. What I mean is that there is this strange wailing sound in the background of the song; not to mention the unintelligible lyrics sung by the male vocalist in the forefront.

To put a wrap on this album, KLF decided to use the song called "Justified and Ancient." I was

enraged, nearly to the point of jumping out of my shoes. It is nothing more than a rehash of "What time is love?" In reality there are only eight songs on this, not the nine that an average buyer of fine music would think were on the album. In addition, I was confused by some of the slogans on the disc. KLF considers themselves to be "The Justified Ancients of Mu Mu, furthermore known as The Jams..." What is a Mu Mu, I just do not know.

If you want to pick up this disc, so be it. I really have been split down the middle on this review.



I just do not know why...
KLF ponders the need for sheep.

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Mister Boffo by Joe Martin

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Mother Goose and Grim by Mike Peters

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