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Embry-Riddle Aeronautical University

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SPORTS

ERAU Basketball team gets back on track

by Todd Hughes
Sports Reporter

The Eagles got back in the swing of things again winning three in a row this past week and keeping their home game winning streak alive. The Eagles are now 3-2 and tied for second in the conference. The team now has a 22 game home winning streak.

Savannah College of Art & Design

The Eagles made a trip to Savannah to and blew Savannah College out 111-55. Jeff Moore led three other Eagles in double figures with 17 points. The Eagles for the first time every had every player on the team score at least three points. Kris Shanahan scored 14 points and Rodney King and Carlos Rodriguez scored 10 points each.

The Eagles set a new team record with 29 steals in the game and Sean Hester set a player record having made nine steals in the game.

Dustin Wall scored 27 points, almost have of Savannah

Colleges 55 points showing once again that one player dose not make a team. Dustin also shot 50 percent from the field but as a team they only shot 31 percent.

Palm Beach Atlantic

The Eagles had another laugh of a game Friday night bequating Palm Beach Atlantic easily 112-87. Coach Ridder played his first team only about have the time and used reserves the rest of the way.

Jeff Moore and Owen Busch led the team in scoring with 19 points. Tom Fagley and Andy McWilliams scored 13 points each. Rodney King and Sean Hester scored 12 and 11 points respectively.

The Eagles tied a team record dishing out 32 assists with some fancy passing. Highlighted by Owen Busch's beautiful no look behind the back pass to Tom Fagley on a fast break.

Nova University

Nova game into Saturday nights game riding high after upsetting Flagler in Flagler the night before.

The Eagles were up to the test and outlasted Nova 91-72.

Nova kept the game close but they could not run with the Eagles the whole way.

Owen Busch and Andy McWilliams led the team in scoring with 17 points. Sean Hester Scored 15 points and had a team high 13 rebounds. Kris Shanahan scored twelve points and Tom Fagley and Jeff Moore each scored 10 points.

Owen Busch hit his 78th three-pointer of the season to break the old individual season record of 77.

Next Game

The Eagles will be at home this Friday to face off again Warner Southern University at Silver Sands Middle School at 7:30 P.M. The will then play Saturday away at Webber College in Babson Park Florida. The Warriors always have a large, loud crowd and the Eagles could use all the support you can give.

If you need directions to the game contact the recreation office.



Tower of power...

Sean Hester hits a free throw and has helped pace the Eagles this season. The Embry-Riddle Eagles are now ranked seventh in the NAIA division two.



Going for the ball...

Will Langmann had an exceptional game last weekend against the University of Florida.

Lacrosse team wins big against University of Florida

by Grant Bever
Sports Editor

Last weekend the ERAU lacrosse team travelled up to Gainesville to face the University of Florida. Although ERAU won a considerable amount, 13-5, it was a game that proved to be unique.

The Eagles played very sloppy in the first quarter. A lot of this can be attributed to the field size. The Gator field was much smaller than a regulation field, and even smaller than the Eagles practice field. The Eagles lost a number of possessions because of this factor. They also had less field to use to chase down overthrown balls. The job of backing up played an even bigger role in this game.

The Gators took advantage of the Eagles adaptation problems and scored within the first four minutes. It took the Eagles about eight minutes of play to finally slip into their groove and begin dominating play.

The Gators played a very rough and dirty game in the first and second quarter, and the Eagles began to get frustrated. The Eagles tempers were on the rise, but the team held themselves together and kept their cool.

Scott Clark scored the first Eagles goal of the game on an assist from Jason Whitaker. Scott managed to make two more goals and led the team with five assists for the game. Jason scored two for the game and gave three assists.

Mike Juenger and Craig Bently both scored one goal and one assist. Bill Riter, defense, scored on a fast break. I guess now he's off to Disneyland?

But by far the outstanding player of the game, in my mind, was Will Langmann. Will sustained a minor injury early in the game, so he didn't play the entire game.

However, he did continue to play in the man up situations. He scored four for the game, and his last goal

came as the clock ticked down below four seconds remaining.

Injuries were another area that gave ERAU some problems. As mentioned earlier, Will Langmann was hurt early on but was able to continue to play when needed. The fourth quarter brought on two other more serious injuries: Craig Bently and Joe Wellis. Fortunately, next weekend no games are scheduled, so hopefully it will give them enough time to recover. The next scheduled game is for February 15 against Jacksonville.

Currently, ERAU is tied with Jacksonville for second place, so this will prove to be an important match. If ERAU wins this game, they will not have to face a tough team until the final rounds of the tournament in April.

If Jacksonville wins, then ERAU will more than likely have to face Florida State in the first round of competition, a situation that would ensure a tough tournament.

Riddle Sailing club tries out JY's boats

by Ed Kohinke
Sportswriter

If for only a short while, the ERAU sailing club could enjoy sailing fleet of crisp, clean new dinghies instead of their aging Coronado 15s, thanks to the willingness of the Connecticut-based Johnstone Yacht Company. From January 20th to the 30th, five demonstration JY-15s were on loan to the Halifax Sailing Center for the unlimited use of Embry Riddle sailors and other members of the HSC. The sailing team enjoyed four practices and two clinics with the fifteen foot dinghies, and also were able to race them in the local Prostate Regatta on January 26th.

Among those who sailed them, the consensus is that the JYs are solid, well designed, "friendly"

boats that sail equally well single- or double-handed. They are a newly introduced design from the same company that makes the larger J-boats, which are very highly regarded within the sailing community. Mark Severson of the team claimed, "These JYs are really sweet; they're easy to rig and weigh much less than the dinghies we are used to sailing in. Most of us on the team dream about buying a fleet of these JY's by taking out a huge loan, like another school team did for their equipment, but it won't happen this semester."

Club advisor Jim Cunningham has been communicating with David Eck, the president of Johnstone Yachts, on the idea of procuring a new fleet of boats for the use of the sailing club and intercollegiate racing team. Together they have

come up with a package of eight boats and carrying dollies that would best fit the needs of the club and would enable ERAU to host intercollegiate regattas here in Daytona.

About the possible purchase, Jim reasons, "Besides being great for the enthusiastic sailors at school, this move would increase the exposure of Embry Riddle's name across the board, both in the intercollegiate scene and in the statewide sailing community."

The president of the Windsurfing and Sailing Club agrees, saying, "Having good, sound boats available for the use of the student body would be a great benefit for the school."

Furthermore, having an active sailing team travelling to different events in the state really spreads the

word about Embry Riddle. We often come across people very interested in the university and get a chance to talk up the school.

Our going to races at other schools is like Dr. Sliwa stopping to chat at FBO's in his flights around the country. Team sailor and upper level flight student Robbie Feeney feels, "Sailing and flying have a lot in common, and many people who sail are into flying. When the team participates in intercollegiate and offshore races and local regattas, we are acting as representatives of the best aviation-oriented school in the world."

If we can host some regattas here, then a lot of people from other schools could get to see the campus first hand who may not have known about us before.

It is unlikely that any new boats

will be bought for a while, especially considering the school's current financial bind.

In the interim, Johnstone Yachts has agreed to lend the school eight dinghies in the second week of March so that ERAU can host three proposed regattas.

The first two, SAISA Points #2 and #3, comprise a double intercollegiate regatta to be held March 7th and 8th. Up to nine schools in the the Florida and Georgia region may attend, including Eckerd College, Rollins College, Florida, FSU, FIT, Emory, Georgia Tech, USF, and Auburn. Planned for the following week is an invitational points series for interested schools throughout the country; most responses are expected to be from northern schools.

Sports Shorts

Intramural Softball Results

- Vets Club - 12
- Bush Pflous - 11
- Mud Ducks - 9
- Morticians - 2
- Sexual Harassment - 6
- Beast of the East - 15
- Tailhookers - 9
- Hangovers - 8
- Ron Con Coca - 14
- Undertakers - 4
- Matt Nuts - 15
- Foul Balls - 8
- Hamster I - 9
- Hamsters II - 10
- Scrumpies - 11
- Delta Chi - 1
- Feeko Suave - 14
- A.C. 2 - 9
- Sigma Chi - 8
- Wrecking Crew - 4
- Roiouillers - 26
- West Coast Wingers - 7
- Lambda Chi - 7
- Corlone Family - 7
- Black Sox - 11
- Woodies - 0
- Won by One - 11
- A.H.P. - 0
- Camel Toes - 10
- The Doomed - 9
- Fibars - 7
- Ground Effect - 5
- Agresion - 9
- Starving Students - 0
- Mudslingers - 3
- Diggers - 12
- Boomers - F
- Graduate Weasels
- Uagorgiven
- Thunderbate - F

- Black Sox - 11
- Woodies - 0
- Won by One - 11
- A.H.P. - 0
- Camel Toes - 10
- The Doomed - 9
- Fibars - 7
- Ground Effect - 5
- Agresion - 9
- Starving Students - 0
- Mudslingers - 3
- Diggers - 12
- Boomers - F
- Graduate Weasels
- Uagorgiven
- Thunderbate - F

- Co-Ed Softball
- Beasts of the East - 0
- Nocturnals - 10
- Final Four - 9
- Mudslingers - 0
- Generics - 12
- Da Bears, Da Bulls - 3

- Floor Hockey
- Foundation - 7
- Tailhookers - 1
- Kings - 3
- Random Violence - 1
- Sigma Chi - 3
- Delta Chi - 1
- Breakers - 3
- Men Without Dates - 1

- Deadlines
- Sign-up deadline for five-on-five basketball is Friday, February 7.
- The captains meeting will be held the following Tuesday, February 11 at 5:00 p.m.

Baseball Team Begins Play



Strike three....

Matt Palisin delivers a pitch on his way to picking up the first win for an Eagle pitcher this season. Palisin



pitched six innings, struck out seven batters and gave up only one earned run. Palisin also made a diving



catch in the fourth inning.

photo by Todd Hughes

Air surveillance in Daytona

by Bryan Gross
Aeronautica Writer

Almost everyone has seen the sheriff's helicopters around the airport, but few people actually know what they do. The 22 member staff, including six pilots, provide many useful services 24 hours a day, seven days a week to Volusia and its surrounding counties.

These men and women are part of the Special Services division of the Sheriff's department. This division started using fixed-wing aircraft in 1977 and then added helicopters in 1978.

Today, the use of a Piper Seneca 3, a Bell LongRanger, two Bell JetRangers and an anonymous aircraft give the department the versatility it needs.

Almost 90 percent of their work is law enforcement. Anything from armed robberies to surveillance to following suspect vehicles can be done with the helicopters. At night, the use of an infrared device allows the officers to use the LongRangers very effectively to spot people, cars

or whatever they're looking for. Drug enforcement is another area that both the fixed wing and the helicopters are used in.

The Seneca 3 is mainly used for executive or prisoner transport, but also as a cargo plane.

Another aspect of their work is as medical transports. Jim Delarosa, a flight paramedic, estimates that they "average about 15 medivacs a month."

Patients are transported to and from various hospitals in Flagler, Brevard, Seminole and Volusia counties. No charges are assessed to patients. Funding for these services comes from taxes and from confiscated drug money.

The requirements for employment with the sheriff's department are stringent, since all the members are hand picked.

An applicant must be a law enforcement officer with a minimum of 300 hours turbine helicopter experience along with a commercial helicopter license. After being hired, one year of probation is

served. The main factors for being hired depend on overall experience and insurance requirements.

Of the six pilots on staff, four are military trained and two are civilian trained.

Of the ones military trained, three flew in Vietnam and the other in Saudi Arabia. There is also one woman pilot on staff. Mike Patterson, one of the civilian trained pilots, graduated from Embry-Riddle with an A&P license. Patterson stated, "My A&P got me in. Many other pilots had more hours, but I fit into the team better."

The team concept used by the unit depends on different people to do different duties. Three of the six helo-pilots also fly the fixed-winged aircraft.

All pilots go through recurrent training at the Bell Factory. The sheriff's department has a very high safety record.

"Since 1978, at least six pilots have come and gone because they have not met our standards for professionalism that we demand here,"



Patrolling the skies...

The Daytona sheriff's department special services division patrol the local skies in a Piper Seneca 3, a Bell Longranger, two Bell Jetrangers and an anonymous aircraft.

said Patterson. The majority of pilots are doing this for a living. Its not used as a "stepping stone" for the airlines or a

corporate position. Describing the kind of work he does, Patterson says he gets the best of both worlds with police work and flying. "I'll never

have a \$200,000 home", says Patterson, "but I really enjoy what I do."

Student Commentary: Learning to fly eights on beer cans at Riddle

by Vic Miller
Aeronautica Writer

I'm no great instructor, and I'll never be a Bill Kiechner. I'm just a full-time student and a part-time instructor, trying to learn a few things and teach a few things.

So in my free time, after I'm done studying (when I do study), I spend a fair portion of my time watching

people try to fly Eights on Pylons.

I suppose that this maneuver would be totally relevant if we were allowed to "buzz" the dorms, or had the altitude restrictions removed from our favorite nude beaches. But alas, no one really cares about the dorms, and you get a much closer look by just driving to the beach. So this brings us to the real purpose of

the maneuver: keeping yourself alive while doing something incredibly difficult, for no apparent reason. Welcome to advanced flight training.

Now that that's settled, here's a few points that may make your stay in 200 shorter. Please remember, this is all just food for thought. The Pilot's Training Handbook, other FAA publications, ERAU publications and your instructor are the real authorities. After all, you're paying them, not me.

First, we all know that pivotal altitude (P.A.) is that altitude where the airplane seems to fly around a point, or erect pylon as some may prefer, as if on a string.

We can estimate our entry P.A. by adding the tailwind component to our true airspeed in knots, squaring that and dividing by 11.3. However, that altitude is always changing with your velocity in relation to the pylon.

The faster you go, the higher your pivotal altitude, so that when you are going down-wind between

the pylons you are at your highest point.

Steve Short uses the visual aid of a rubber band with a half twist at the middle, stretched down across your knee. How do we keep that pivotal altitude?

Well there is this reference line, an imaginary sighting line extending out of your eye when your head is turned sideways, parallel to your wings.

When we head into the wind our speed around the point decreases and you will see the pylon move ahead of your reference line which indicates that the P.A. getting lower and we must descend, if the pylon moves aft we are too low and must ascend.

So if the point is forward of the reference line we will push forward on the yoke, if it is aft of the reference line we will pull back on the yoke.

Note, that if you are pushing forward, your velocity is also increasing so the P.A. will be rising to meet you.

So, if the point is fore or aft, push or pull just enough to stop its relative movement.

It should come back on line. Secondly, the angle of bank in this maneuver is a function not of altitude, but of wind drift and that the natural tendency is to tighten the bank when one is either low or drifting away from point. I have a solution. I'm not really sure where this comes from, but you know how instructors think.

I solve the problem of proper bank angle by telling my student to visualize a beer can on the top of their Cadet wing.

Next, always keep the bottom of the pylon level with the top of the beer can even if the pylon is fore or aft; get the beer can first, then pitch for the point! For you younger students, I would advise a using a soda can.

If you fly an aircraft with a higher or lower wing configuration, take a look at the wing's relationship to the horizon in level flight. Then try to think of your favorite beverage con-

tainer that matches that position, either above or below the wing, and use it to maintain your bank.

Now I've saved the most important point for last - proper use of the neck muscles. This little secret can be the key to a successful maneuver as opposed to a real disaster. You see it doesn't really matter how well you keep on the pivotal attitude if you don't keep your head on a swivel.

The other guy is doing just as great a job at pivotal attitude, BUT HE'S NOT LOOKING WHERE HE'S GOING!

The situation is that there are only a handful of good places to practice this maneuver in our practice areas and about ten or fifteen people doing them at any one time, and we're all at the same altitude.

I tell my students, that I don't care how good or bad they are at Eights On, just keep looking for the other guy. Keep this a 'Division of Attention' maneuver, don't make it a DOA.



Do not break the rubber band...

The Piper Cadet is used for some Instrument training, cross-countries and for commercial maneuvers.

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Attention Continuing Students

Fall and Spring 1992-93 Housing Sign-Up

1992-93 Housing contracts will be available February 3 - 14 in the Housing Office, Residence Hall II, Suite 278. All contracts must include a \$150 prepayment, paid and validated at the Cashiers office. Deadline for housing sign-up is March 14. Contracts from continuing students will be randomly selected for available spaces. Contracts received after February 14 will be placed on a secondary waiting list.

1992-93 Housing fees are unchanged from current rates and are as follows:

Residence Hall I	\$860 per semester
Residence Hall II	\$860 per semester
Apartment Complex I	\$860 per semester

Hubble telescope finds evidence of black hole

by **Roland Houle**
Space Technology Reporter

Although the Hubble Space Telescope has its flaws, it continues to send pictures back to Earth of new and incredible discoveries. A recent discovery may reveal a powerful black hole that is collapsing the core of a distant galaxy.

The telescope also had surprised researchers by revealing infant versions of globular star clusters believed to be among the oldest objects in the universe.

The black hole, in a galaxy called M87, may be three billion times as massive as the sun, suggesting it may be the remains of a dead quasar, said researcher Todd Lauer.

The 4,000 light-year long jet of plasma emanating from the bright nucleus of the galaxy that was photographed by Hubble's Faint Object Camera, may be the cause of a black hole attracting the hot plasma to it. The magnetic fields generated around a black hole confine the jet to a narrow tube of hot plasma and

charged particles. High-speed electrons and protons, which are accelerated near the black hole, race along the tube at nearly the speed of light. When electrons are caught up in the magnetic field, they radiate in a process called synchrotron radiation.

The Faint Object Camera is designed to localized images of this radiation.

M87 contains more than 100 billion stars. It lies about 52 million light-years away, in the direction of the constellation Virgo. A light-year, the distance that light travels in one year, is about 5.9 trillion miles.

The other finding, clusters of very young stars within a different galaxy, may strengthen the idea that spiral galaxies can merge to form elliptical ones.

Neither discovery would have been possible without the Hubble's ability to make detailed pictures of distant objects.



I see you...
The Hubble telescope captured some exciting photographs of a black hole in the M87 galaxy.

NASA prepares for Endeavour flight

by **Carolyn Shlitz**
Space Technology Reporter

While Space Shuttle Endeavour closes in on its April launch, Kennedy Space Center has finished their work on preparing Launch Pad 39-B.

For the past six months the Space Shuttles have only been able to use Launch Pad 39-A. Modifications and repairs to the structure and associated handling facilities has cost an estimated \$3.5 million.

NASA project manager "Sonny" Jones stated, "We needed six months because of two primary modifications that were time drivers."

Pad B was brought up to the configuration of Pad A. NASA said that by replacing the Payload Ground Handling Mechanism Platform with the Clean Access Platform (CAP), along with the installation of a mandated CAP hoist system, the first major modification had been made.

The second modification on the list was a complete rework of the Environmental Control System. Involved were the control system, control room and installation of a new reinforced cooling tower. Mechanical modifications and improvements were made to the

structural integrity of the Orbiter Weather Protection System.

NASA began working on Launch Pad B in June of 1991 and was completed this month. A total of 51 modifications were made to the Pad. Many of the improvements were made in processing and enhancements to safety.

Other modifications to Pad B included work on the rotating service structure, improvements to the hardware and electrical systems and corrosion control. LSOC pad manager "Buzz" Brown said, "the pad and all supporting systems will be ready for Endeavour's launch."

Pad B is one of Kennedy Space Center's two launch pads constructed for the Apollo program in the 1960s.

There were five manned launches from Pad B, all with the Saturn program. After the Apollo program it was modified from Space Shuttle use.

Reconfiguration of Pad B began in 1979. The first Shuttle mission to use the pad was in January of 1986, the STS 51-L mission.

There have been a total of 13 Shuttle missions launched there and Endeavour's first flight will be the next possible launch.

Satellites are cheaper when made smaller

by **Ron Hess**
Space Technology Reporter

It seems NASA has finally got its wheels turning again, with one shuttle mission under its belt this year and another projected for Spring. The pace is beginning to quicken as the red tape begins to thin. Unfortunately, the pace is nowhere near the projected pace from over six years ago which is due to unforeseen difficulties and, of course, the stifling bureaucracy.

The lack of launches has had numerous repercussions in the space industry. One significant portion of the industry which is affected is in satellite development. The objective of most satellite manufacturers today is to construct enormous, complex satellites capable of handling multiple tasks.

The reason for this is due to the insufficient amount of cargo space on each shuttle, and of course, the lack of launch opportunities.

Today's complex satellites can contend with NASA's launch schedule because most require an average of 16.5 years to construct.

Unfortunately, shuttle availability is not the only problem that researchers have to contend with. Another problem is money. The country's recessed economy is seriously hurting small firms which are attempting to grasp a foothold in space. To begin with, time is money.

The projected time to develop a modern, complex satellite can cause a serious depletion of funds. Also, a large satellite means greater weight. Estimated costs for launch on a Space Shuttle is from four to 10 thousand dollars per pound, which is cheaper than the cost of most other launch vehicles.

A simple solution to all of these woes is smallsats, or smaller satellites. They are smaller and cheaper to construct, and require less time to develop.

In 1959, at the time when the space-age began, Explorer 6 required only six months to build and launch.

Another significant feature is that smallsats do not weigh as much. All of the advantages are cost-effective. The only disadvantages that small satellites face are a reduction in the satellites' number of tasks, and more importantly, the lack of launch vehicles to put them into space.

The lack of small launchers, however, is primarily due to the lack of small satellites. Construction is necessary for both fields in order to make them cost-effective.

The president's "State of the Union" address may produce a glint of hope. As military missiles are being signed away in treaties, they can possibly be placed into a stockpile of smaller launch vehicles.

Many private launch businesses see these missiles as a threat to their companies. They argue that adapting military missiles to their new role will be costly, and their abilities are un-proven.

Launch service buyers counter with the fact that if the United States can stake its national security on these missiles, why argue with their reliability? Besides, this country was built on healthy competition, and competition will lead to lower costs and, more importantly, to the discovery of new and improved equipment. The American Rocket Company's (AMROC) hybrid-fueled rocket can attest to that.

Small satellites are cheaper to construct, carry and deploy in orbit.

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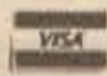
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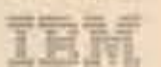
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For More Information

Students: Call ext. 6660

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Bookstore notice

SATURDAY HOURS - The University Bookstore is now open on Saturdays from 11:00 - 2:00. This market test will be operational at least through March 1992.

RETURN OF TEXTBOOKS - Overstocked textbooks not required for Summer A/B will be returned to publishers starting on February 3, 1992. Please make your purchases accordingly; however, if you want a textbook held for you, please contact Susanne Silver, Textbook Supervisor, ext. 6036.

FACULTY/STAFF REGALIA - The Bookstore Cashiers will be accepting orders for the rental of academic apparel for faculty/staff from February 3, 1992 through February 29, 1992. All late orders will have a surcharge of \$5.

PHYSICAL INVENTORY - The fiscal year-end physical inventory will be conducted on Saturday, February 22, 1992; therefore, the bookstore will not open for business. Normal hours will resume on Monday, February 24, 1992.

Scholarships

ERAU Scholarship applications have been mailed to students who have a 3.0 cumulative GPA or better.

The deadline for turning completed applications in to the Financial Aid Office is February 28, 1992. Any applications received after February 28, either by mail or at the Financial Aid Office front counter, will not be considered for award.

The 48 scholarships offered by ERAU are judged on a point system in the following categories:

CATEGORY:	MAXIMUM POINTS:
Scholastic Record	11
Service to the University	11
Service to the Community	5
Financial Need	11
Essay	10
Total Points:	48

For a listing of individual scholarships offered, stop by the Financial Aid Office to pick up our brochure Scholarship Opportunities for Embry-Riddle Students.

If you did not receive an application through your ERAU Box, stop by the Financial Aid Office.

Pre-Law Association

The Pre-Law Association of Aviation Students held their second meeting of the semester on Monday, February 3, 1992.

Meetings are held bi-weekly as members' schedules allow. For any student that has missed the previous two meetings and is interested in getting involved with this active club, please contact Club Secretary Ethan Serlin at 253-7815 or 226-6079, to get on the mailing list for future meetings.

Future plans include hosting a mock trial, attending the trial against ERAU and attending mock trials on a collegiate level. Membership dues is \$5.00. Any student who has questions should feel free to contact club President Jon Jackson at 756-5678.

New student organizations

If you are interested in starting a new Student Organization, the deadline to begin that process with the Department of Student Activities is Wednesday, February 19, 1992. Please schedule a meeting with Laurie Ranfos, Student Activities Coordinator, to review the process. Thank you.

IFC Scholarship

The Embry-Riddle Interfraternity Council is offering a \$100 Scholarship for the Spring '92 semester. The scholarship will be awarded to the student who best represents Greeks through academic achievement and fraternity/sorority, campus and community involvement.

- The requirements to apply for the scholarship are:
- 1) Only initiated brothers/sisters of those groups represented on the Embry-Riddle IFC are eligible.
 - 2) Applicants must be currently enrolled as a full-time student at Embry-Riddle Aeronautical University, Daytona Beach Campus.
 - 3) A minimum cumulative grade point average of 3.0 (based upon last semester's CGPA). Applicant must be in at least the second semester at Embry-Riddle.
 - 4) A signed grade-release form.

For further requirements, see the application form.

Applications are available at the Financial Aid Office or in the IFC Student Activities Mailbox. All applications must be returned to the IFC mailbox by February 21, 1992.

Windsurfing and Sailing Club

Everyone is welcome to the Windsurfing and Sailing club's next meeting, on February 12 at 7:00 in room B509.

SAILING AND WINDSURFING LESSONS are available by appointment through the club for the low, low cost of 10 dollars in addition to a regular membership. Lessons will be available for boardsailing, catamaran sailing, dinghy sailing, and small keelboat sailing. Contact club commodore Ed Kohinke at 257-6905 or senior instructor Robbie Feeney at 253-4007.

Self-Help Seminars

LECTURE NOTE-TAKING
Learn efficient lecture note-taking skills and increase your retention of the information provided in the lecture.

TUESDAY, FEBRUARY 4, 1992 - 1:30-2:20 p.m. - Student Center Conference Room.

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Calvin and Hobbes

by Bill Waterson



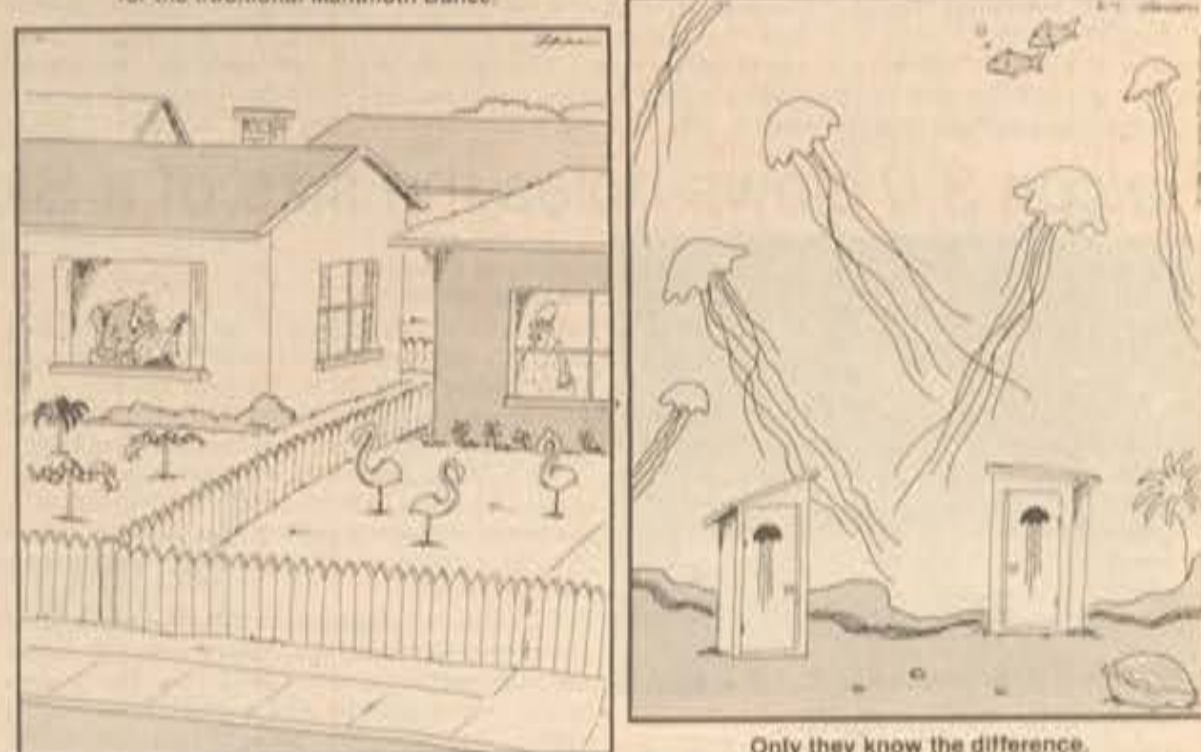
Far Side

by Gary Larson



Tomorrow, they would be mortal enemies. But on the eve of the great hunt, feelings were put aside for the traditional Mammoth Dance.

Mike Wallace interviews the Devil



Only they know the difference.



Inside tours of Acme Fake Vomit Inc.

"Bad guy comin' in, Arnie! ... Minor key!"

Mister Boffo

by Joe Martin



Mother Goose and Grim

by Mike Peters



Word for Windows 2.0, the world's premier word processor?

by Joe Cambron
Data Tech Editor

As the maker of Windows, Microsoft certainly has more than a small advantage over its competitors when it designs applications for its own interface. At times in the past, however, the company seemed to have trouble capitalizing on this strength. *Word for Windows 1.0*, for instance, debuted slightly prior to the release of *Windows 3.0*, and was therefore orphaned without a later upgrade (1.1). Happily, the tide now seems to be turning at Microsoft. Instead of confounding its own applications designers, the company seems to have found a new harmony that is reaping big dividends.

One of the first programs to take advantage of Microsoft's deep knowledge of Windows is now available. *Word for Windows 2.0* has been widely hailed as the premiere word processor available on the market today. With every release of *Word* the line between word processors and desktop publishing packages seems to blur further. While new versions of *Ventura Publisher* are just now incorporating spell-checking, *Word* is pushing further and fur-

ther into their territory. One new feature to *Word* is an integral grammar checker. This type of program has been available for years, but never before has it been part of a word processing program. The performance of the grammar checker, while not disappointing, is about average. Its "pickiness" may be adjusted, but it will still choke quite often on seemingly innocuous phrases.

The grammar checker also performs corrections assuming they are individually approved and will assess your writing level afterward (this article is 12th grade). Nevertheless, your grammar will probably show dramatic improvements after extended use by virtue of its constant nagging (it is worse than any college professor).

The control panel of *Word* is another area of major change in this revision. Instead of a few sparse icons that optionally appear according to use preference, four rows of options extend from the top of the screen. The first line is the tradi-

tional Windows menu list, replete with such classics as File, Edit and Help. The next line contains every manner of tool from scissors to floppies. Most of the programs' functions can be accessed simply from this line of radio buttons. The third line of controls is used for type facing. Alignments, fonts and type-

faces are controlled easily on this line. The fourth line is the usual ruler

One of the first programs to take advantage of Microsoft's deep knowledge of Windows is now available.

with tabs marked clearly.

The program's options screen is a good example of *Word*'s new easy-to-use interface. Icons represent each area of customization (view, printing, etc.). Since most icon based programs are judged against the Macintosh for intuitive design and visual elegance, it seems fair to compare this product with the premiere Mac word processor, which happens to be *Word for the Mac*.

Beginning with the most superficial aspect of color (foreign to most Macs) and ending with functionality, *Word for Windows* is clearly superior to its Macintosh cousin.

The contest is really over as soon as the list of features available for both programs is tabulated. *Word for Windows* is the clear winner, although the victory does bring some baggage.

Word for Windows does suffer from a disconcerting tendency to squeeze too much into too little space. The menu bars are so crowded with icons (37 to be exact) that it becomes hard to remember which is which without consulting the reference materials.

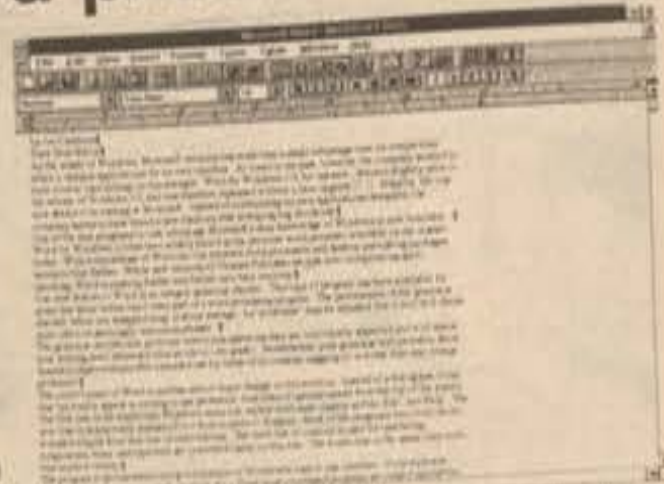
The reference materials are one of the program's strong points, however. The program is better documented than my current automobile. Separate texts are included to describe *Microsoft Draw* (a paint program that can be used while inside another program, but without its own file controls), *Microsoft Graph* (the graph functions of *Microsoft Excel 3.0* in a package similar in use to *Microsoft Draw*) and *Microsoft Equation Editor*.

Other new features are now available to enhance your documents. They include borders and shading; rotated, angled or reversed wording; and the use of automatic bulleting. A new envelope addressing program

is built into *Word* as well as drag and drop text manipulation.

The other penalty resulting from all these features is increased disk storage space. *Word* can take anywhere from five to 15 megabytes of hard drive space depending upon the options chosen during installation. Other requirements are, of course, *Windows 3.0*, two megabytes of RAM, a 286/386/486 CPU and EGA or better graphics.

Word for Windows 2.0 is a product complete with all the bells and whistles. Its speed is much improved from the days of version 1.0 when it was chided for not keeping up with typed text. Using an 80386DX based computer, perfor-

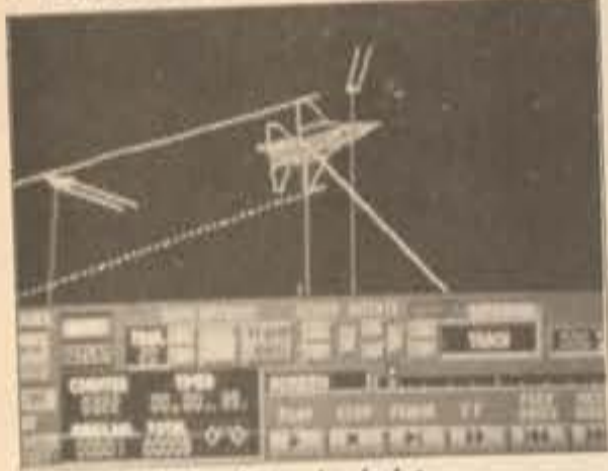


Radio rhapsody...
Radio buttons highlight the many functions of *Word for Windows 2.0*.

mance was zippy and delays only occurred momentarily when a file was automatically saved (optional).

The lowest quoted price we could find for *Word for Windows 2.0* is \$229 plus shipping from an Arizona company named Telemart. The toll free number is 1-800-537-4735. If you contact them, make sure they send you version 2.0 and not the older version 1.1.

Falcon 3.0 blows holes the size of a Sidewinder through competing products



Break right, break right...
Digitized sound and voices make *Falcon 3.0* a little too real at times.

by Joe Cambron
Data Tech Editor

Spectrum Holobyte recently dazzled software buyers with a new version of an old favorite, *Falcon 3.0*. High-tech weaponry melds with cutting edge computer technology to provide the finest air combat simulator

currently on the market. What you will need

Since *Falcon 3.0* is one of the most challenging games one may play, it makes sense that such a product would also be taxing for the computer that runs it. In order to meet the challenge of *Falcon*, your computer must be in top condition. Spectrum Holobyte recommends a 286 or better IBM computer with two megs (2048K) of RAM, DOS 5.0 or DR-DOS 6.0, and VGA graphics. *Falcon* can also put to use a variety of special joysticks, a mouse, several sound cards, a modem and a math coprocessor.

Falcon marks an important moment in game software development for two reasons. First, it is the only known game to require the use of DOS 5.0. The reasons behind this decision lie with memory management. *Falcon 3.0* needs 600K of RAM to work properly. In order to achieve that level of RAM, drivers and DOS must be "loaded high" into the address space between 640K and 1024K. This causes the game to have a minimum RAM requirement of 1024K.

Falcon also holds the distinction of being the only major game to take advantage of a math coprocessor. Up until now, these processors were used almost exclusively by CAD programs and spreadsheets.

The game

Falcon 3.0 is a complex simulator, rife with menus and options that allow you customize your missions. Even with the default settings, *Falcon* provides an amazing level of diversity. A total of 270,000 square miles of three-dimensional terrain is stored in the game. In addition, a single player can control an airborne squadron of as many as eight aircraft from a fleet of eighteen aircraft under the player's control.

The player may choose to be stationed in Kuwait, Israel or Panama. From there, he/she can compose missions in concert with his/her superiors. You may change routes, aircraft, pilots, armaments or airports. You may even choose to place a friend playing via modem or network in your squadron.

Once in the air, performance was excellent while running the program one step below maximum resolution on an 80386 running at 33 MHz. The digitized voices and sound effects from the Soundblaster used for this review were clear and did not interfere with game play while they were engaged.

Two of the game's more interesting options involve features that are only available with additional equipment. Two megabytes of RAM, instead of one, will buy a "black box" of sorts. This recorder will allow

beautiful replays from a variety of angles, or it will hunt for the action and display it as it happens.

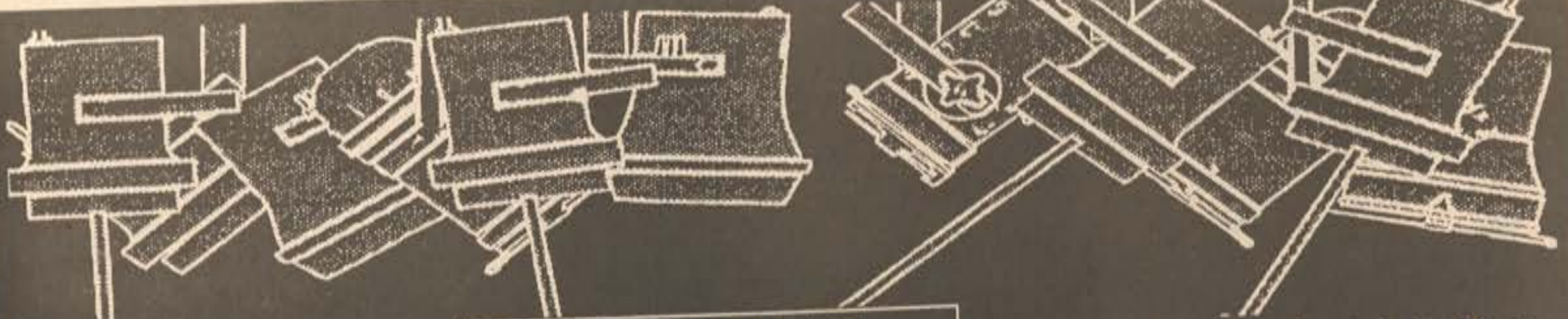
The other option requires a math coprocessor, but it is one of the game's most exciting aspects - at least for pilots. The "high fidelity" option is a model developed for low cost military trainers that allows the player to "experience the feel" of an actual F-16 by enhancing the realism of lift, drag and other aerodynamic effects. Unfortunately, a math coprocessor was unavailable for this review.

Review

Super animation and powerful graphics are the game's strong points. A long set of menus makes custom missions difficult to assemble without getting lost in menu hell. The game also requires an inordinate amount of hard drive space, eight to 11 megabytes. Even these minor gripes are really only the result of a complex and challenging game.

Buying and 3.0a upgrade

The game sells for a suggested price of \$79, but \$59 retail pricing is common. If you have purchased the program already and are having problems with the keyboard, communications between two computers or the mouse, you may call Spectrum Holobyte at (510) 522-1164 for a copy of the patch disk version 3.0a upgrade.



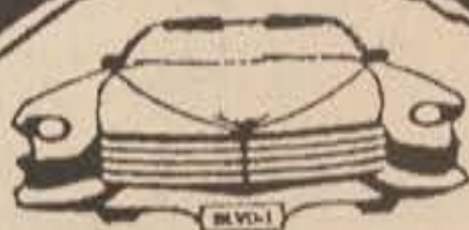
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