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Embry-Riddle Aeronautical University

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# AERONAUTICA

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## Blimp proves to be more than just an advertisement Virgin Lightships illuminates different aspects of aviation with prominent airship

by Bryan Gross  
Aeronautica writer

Most aspiring pilots think of themselves in the left seat of an airliner flying to some far off, exotic destination or in the company jet flying the corporate "big-wigs" around when they think of their ultimate career goal. Not many picture themselves in a gondola underneath 60,000 to 250,000 cubic feet of helium. But being a blimp pilot can be an exciting alternative to a career with the airlines.

Allan Burrows is a pilot for Virgin Lightships, located in Kissimmee. He, along with Rafael Arroyo and another pilot, flew the internally illuminated blimp, reading X-1R, around the Daytona Beach area this weekend. The blimps are mainly used for advertising and most of the jobs come from contracts. This means that a pilot could be on the road for a few days or a few months. Burrows, a 25 year veteran of the Royal Air Force, believes that, "this is a not a job, but a way of life."

A close relationship exists between the eight man crew and the pilots. The crew chief is the equivalent to the pilot when the ship is on the ground. If he doesn't think things look good, he has the authority to tell the pilot to go around.

Unlike other aircraft, the airships cannot land without the help of their

crew. During an approach to land, the crew forms a "V" around the mast to direct the blimp in. They shift according to the wind.

The pilots put more faith in the crew's opinion of the wind at the landing spot than the wind sock or ATC. In the event of an emergency landing, the crew must set up in a suitable field to allow the blimp to make a safe landing.

For this reason, when traveling on cross-country flights, the crew and the blimp stay within 15 minutes of each other.

Bird strikes are rare, if not nonexistent. "Although it is frustrating when we're overtaken by them," remarked Burrows. One hazard of low altitude flying not normally thought of is gunshots. The A-60 that Virgin flies was shot once while leaving New York City. It was not catastrophic because it did not hit the gondola. The material of the bladder formed a seal that allowed the blimp to fly for three days after the incident until it was convenient to get it fixed.

Arroyo, a graduate of Florida

**The airship can hover and has very high rates of decent or climb if necessary**

Institute of Technology in 1988, says the blimp has the same features as a helicopter, without the pricetag. The airship can hover and has very high rates of decent or climb if necessary. The panel is essentially the same, minus the control yoke.

The airship is also capable of shooting an ILS approach, although it might take them 25 minutes to do so.

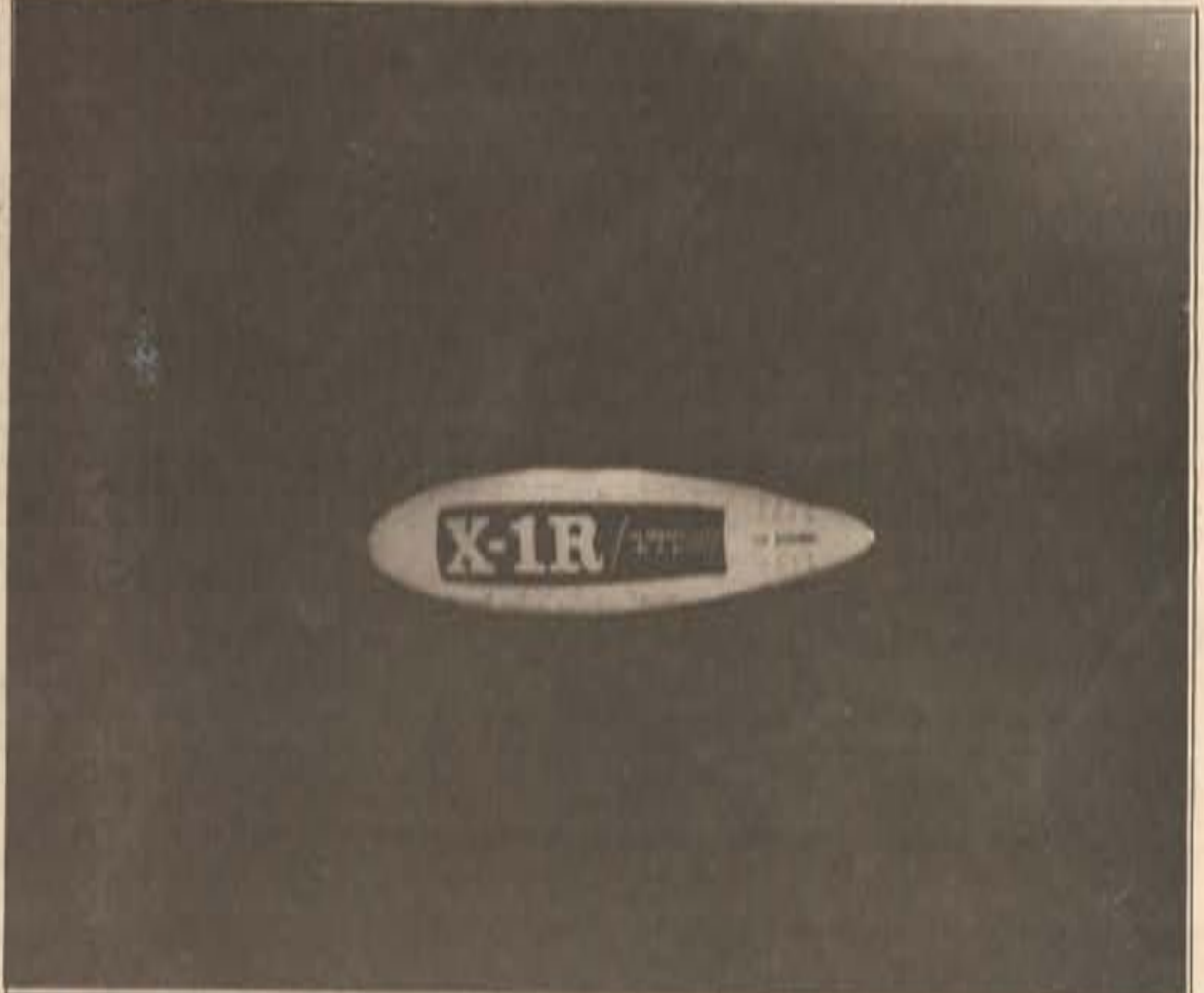
After arriving at a new airport, the pilots often give the Air Traffic Controllers a ride to allow them to see what the airship can do.

This makes for good public relations since the blimps often ask to do some out of the ordinary things.

Burrows advice of "being at the right place, at the right time" also applies to the airship business. Since there are relatively few airships flying, everybody knows everybody. Most people start on the ground crew and work their way up from there.

Arroyo says he likes his job because there are so many variables. It's a different challenge every day. Backing up Arroyo, Burrows expressed that, "The only thing your sure about is what happened yesterday."

Along with advertising over the race weekend, Virgin Lightships offered rides to before the big race for \$30. They took passengers up, and flew around the pattern.



The homely way to fly...

Virgin Lightships based out of Kissimmee, normally just fly for advertising and most of their jobs are on contract. The A-60 that Virgin Lightships flies is capable of flying ILS approaches even though it requires a ground crew and special equipment to land.

## Malibu restrictions lifted by FAA

VERO BEACH, Fla. (AP) The Federal Aviation Administration on Thursday lifted restrictions placed on the Piper Malibu corporate aircraft following a series of crashes that killed at least 19 people.

The FAA removed its airworthiness directive against the plane's maker, Piper Aircraft, after a federal investigation found "no unsafe conditions that would warrant continuation of the operational restrictions," the company said.

"This is a great day for all Malibu owners and for Piper," said Piper owner M. Stuart Millar.

The FAA action supported Piper's contention all along that "there is nothing wrong with the

airplane, but a focus is needed on pilot training and systems familiarity," Millar said.

The FAA's emergency order for the single-engine, six-seat aircraft was issued in March 1991 after it broke apart in flight seven times, usually during bad weather, and killed at least 19 people.

The order said the Malibu could only be flown in good weather and prohibited use of the autopilot to change altitude, but Piper charged that in effect grounded the aircraft because bad weather cannot always be anticipated.

Following a probe of the plane's certification process, service history and operations, the FAA reported, "No major design feature of the

airplanes or autopilot could be linked to the accidents."

Vero Beach-based Piper has been operating under Chapter 11 bankruptcy protection since last July.

At the root of the company's problems is the cost of liability exposure, and it is negotiating with several Canadian provinces to relocate as a way to avoid U.S. liability law.

Earle Boyter, vice president of marketing and sales for Piper, said there is a firm offer from the Saskatchewan province and Ohio-based Cyrus Eaton Group. The process of relocating and launching a factory in Canada could take two to five years, he said.

## Boeing Unions say raises not enough

SEATTLE (AP) The Boeing Co. gave raises to 2,000 employees after comparing the salaries paid to 66,000 of its workers with those at other local companies, but the union representing technical workers say the company didn't go far enough.

The aerospace giant reviewed pay for nearly all its salaried employees, including secretaries, administrators and managers. The raises, for various amounts, went into effect Friday.

"In general, the company has competitive salary structures and pay levels when compared to other companies," Boeing said in a letter to employees.

But technical workers represented by the Seattle Professional

Engineering Employees Association are angry that just 300 of their 13,500 members at Boeing got raises.

These workers, who do planning, drafting and other engineering-related jobs, complained last summer about their pay. Some said their salaries were below the area's poverty level.

Union president Charles Bofferding, writing in the group's weekly newsletter, called the latest Boeing action "a crisp slap in the face." He said the issue will get high priority when contract talks begin in the fall.

He said Boeing simply raised the minimum salary for technical workers and said the company

doesn't hire many people at that level.

Boeing spokesman Russ Young said five payroll-study teams, whose members included union representatives, examined pay codes and raised salaries for some technical workers more than 12 percent, from \$14,810 to \$16,500.

Bofferding said such raises were few and dismissed them as "window dressing."

He said Boeing simply raised the minimum salary for technical workers, adding that the company doesn't hire many people at that level.

The technical workers' contract, which covers Boeing engineers in a separate unit, expires Dec. 1.

## AOPA helps FAA with changes to airspace

FREDERICK, MI—The Aircraft Owners and Pilots Association has pledged its support to educate pilots on the recent FAA reclassification of U.S. airspace to match international letter designations.

"We have been vigilant in working with FAA on airspace reclassification to be sure no increase in airspace regulation or complexity resulted," commented AOPA president Phil Boyer. "Now we will use our various communications channels to pilots to alert them about new airspace."

Perennial AOPA efforts to encourage simplified airspace are reflected in changes enhancing operational flexibility, including redesign of the Airport Traffic Area (ATA), new cloud clearance requirements in TCAs, and an accommodation addressing radio communications requirements for ATAs.

**Rejected ATA enlargement**

AOPA successfully opposed an increase in Airport Traffic Area size to 4,000 feet and five nautical mile

radius from the current 3,000 feet and five statute miles. By countering with a proposal favoring the former 2,000-foot ATA, AOPA won adoption of a 2,500-foot ceiling and the current 4.3 nautical (5 statute) mile radius.

AOPA faced strong opposition from the Air Line Pilots Association in supporting FAA's change from standard VFR cloud clearance in TCAs (500 below/1,000 above/2,000 feet laterally) to the "clear of clouds" standard for VFR traffic in Terminal Control Areas. Under new international airspace designations, Terminal Control Areas will be Type B airspace, Airport Radar Service Areas will be Type C airspace, and Airport Traffic Areas will be Type D airspace.

Also accommodated were AOPA concerns on required radio communications for aircraft operating from uncontrolled satellite airports beneath an Airport Traffic Area. Some Airport Traffic Areas will be redesigned with "cut-outs" or "shelves" to eliminate ATA airspace

over such airports, except when they underlie an instrument approach path.

**Dual charting cycle**

To help pilots deal with airspace changes, AOPA recommended and FAA accepted a "dual charting cycle" depicting for at least two years both airspace nomenclature systems on aeronautical charts.

FAA will implement dual charting until September 1994. AOPA will assist FAA with pilot educational programs to facilitate the changeover.

AOPA also monitored airspace designation changes for expansion of military use airspace outside the appropriate rulemaking process. There were no such changes, and no change in military airspace nomenclature is included in the reclassification.

Airspace reclassification becomes effective September 16, 1993. Tentative schedules call for dual-legend sectional and terminal charts to be published October 1992 through March 1993.



The Tampico Club...

The flight department will soon be receiving 14 Aerospatiale Tampico Club (TB-9s) for evaluation. Aerospatiale plans to open a plant in Texas to build aircraft in the U.S.

## Tampico makes its way to ERAU

by Brian Gerk  
Departing Editor

Since the announcement that the Embry-Riddle flight department has made a firm order for 14 Aerospatiale Tampico Club aircraft and a pending order for 10 American General Tigers, questions have been raised as to the role that these aircraft will play in the flight training regime at both campuses of the University. Flight Department Chairman Paul McDuffee answered these questions in a recent interview. He expounded upon the unique uses that each aircraft will serve in the years to come.

The Tampico Clubs have already been assembled in France, and will soon be taken apart and shipped to the U.S. in Grand Prairie, Texas. Although manufactured by a French company, SOCAT (which is a subsidiary of the Aerospatiale conglomerate), the Tampico Clubs are constructed with over 70 percent American parts. Much like the Piper Cadets, the Clubs were designed with the rigors of flight training in mind.

The initial order of Tampicos will immediately replace some of the oldest Cessna 172s at the Daytona Beach campus, especially the aging "Q" versions that were previously used at Prescott. All of the Tampicos are currently VFR equipped, but 5 of the planes will be converted to full IFR upon delivery in the U.S. All of the planes will be painted in the modern ERAU

scheme. It is planned that all of the 172's will eventually be replaced by the Tampicos.

The current fleet of Piper Cadets are to be kept for as long as it is feasible. The Cadets have proven themselves to be a highly capable trainer, and if Piper was still manufacturing them, they would undoubtedly be the aircraft of choice for ERAU. Mr. McDuffee expressed his feelings on the Cadets.

"Paris are becoming more expensive, but they are definitely maintainable. We will keep them as long as possible," said McDuffee.

As to the American General Tigers, McDuffee made it clear that it was an aircraft ideally suited to the Prescott campus, but there were certain concerns held by ERAU of the durability of the Tiger in a high-volume training operation.

"It's a suitable air-frame for Prescott," said Mr. McDuffee, "but we want to look into some cosmetic changes to make it tough enough to pass muster before we take final delivery of the planes."

The Tiger is equipped with a 180 horsepower engine, larger than that of the Tampico with a standard 160 hp, making it a good choice for the higher altitudes of Prescott. This gives the Tiger a 20 knot gain in cruise airspeed, but with the subsequent increase in fuel consumption, a factor that is impossible to ignore in a large fleet of planes.

The Tampico is an almost

completely redesigned airframe, with special emphasis dedicated to comfort and functionality. "Ergonomics" is a word that is frequently associated with the Caribbean series of Aerospatiale aircraft (which includes not only the Tampico, but the higher level Tobago and Trinidad). The cockpit of the Tampico is large and roomy, and is even certified for three thin rear passengers if another seat belt is added in the back.

The performance figures for the two aircraft are similar, except for the higher cruise speed and rate of climb of the Tiger. The Tampico has a notable demonstrated crosswind landing capability of 25 knots.

Although the Tiger is dramatically cheaper than the Tampico, the flight department, determined that the Tampico was the more appropriate choice for this campus.

ERAU has also announced plans to evaluate the Beech F33A for a possible replacement of the C-182 RG's at the Prescott campus.

The F33A has many desirable features that make it an attractive option for the complex aircraft training program at Prescott. The Daytona campus will continue to use the Mooney M20J AT's for years to come. The planned delivery date for the Tampicos is the end of March. There is no firm date for delivery of the American General Tigers.



**Spring/Summer graduates**

**SPRING '92 COMPLETION**

Applications for degree completion are being accepted for those expecting April '92 degree completion. Come to the Records and Registration Office to complete an application to receive an evaluation and have your diploma ordered. Also, fill out the necessary form if you desire to attend the Spring '92 Commencement Ceremony.

APPLICATION DEADLINE FOR APRIL COMPLETION IS FRIDAY, FEB. 21.

**STUDENTS ANTICIPATING SUMMER '92 COMPLETION**

We suggest that you fill out your Degree Completion Application if you intend to complete your degree during the summer semesters. You will then receive a Preliminary Evaluation. It is especially important for those summer applicants anticipating attendance at the Spring '92 ceremony to apply at this time. You must submit your applications no later than February 21, if you plan to attend the Spring '92 Commencement Ceremony. GRADUATE STUDIES APPLICANTS NEED TO APPLY THROUGH THE GRADUATE STUDIES OFFICE.

**JERZEES contest**

American Activewear announces the "Great Greek T-Off," their wildest college promotion ever! What is the "Great Greek T-Off"? Here's the scoop: the "Great Greek T-Off" is a chance for fraternity/sorority members and college organizations to enter their group's shirt design in a contest to win the opportunity for Fortune and Fame.

JERZEES challenges college organizations to come up with a design for their next party, charity event, sports competition, or just a great design of their Greek letters then print it on a JERZEES t-shirt or sweatshirt and mail it back to us. We do the rest.

What are the rules? That's easy...PRINT IT ON A JERZEES T-SHIRT OR SWEATSHIRT. Shirts will be judged for creativity of design and color and originality by an esteemed panel which includes: a Rolling Stones' Art Director, a National Panhellenic Advisor, an industry screenprinter, and JERZEES staff. The winning organization will receive \$5,000 for first prize, \$3,000 for second prize, and \$2,000 for third prize. The organization can use the money for individual scholarships or for educational tools for their group. The winning organization will be featured in a full page ad in the 1992 Fall College issue of *Rolling Stone*. This group will be the talk of campus!

Only JERZEES shirts are eligible to win. Contest ends April 1992, so these organization members will have plenty of time to enter. All they have to do is print an extra shirt! For more information concerning any of our products of the distributor nearest you, call the JERZEES CLOTHES LINE 1-800-329-1138, or contact Meg Carlton at (205) 329-5470 or Julia Mitchell at (205) 329-5333.

The address is: Knit Apparel Division  
Russell Corporation  
PO Box 272  
Alexander City, AL 35010-0272

**Corporate aviation presentation**

Proctor and Gamble's Ken Robinson will give a presentation on corporate aviation to be held February 19, 1992 at 6:00 p.m. in Spruance Hall sponsored by Brothers of the Wind. Reception will precede presentation. Limited space available (70 people). Contact Eboni Wimbush for more information 756-3371.

**Catholic services**

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- 10 p.m.

**Simuflite scholarship**

The Simuflite Corporation at Dallas, Texas has provided two scholarships per year to Embry-Riddle Aeronautical University students. This scholarship is composed of approximately \$8,000 in training in either the Citation or the King Air Phase II simulators and \$1,000 for expenses. To be eligible for this scholarship, the following criteria must be met:

1. Complete all degree flight requirements at ERAU.
2. Currently enrolled as a full-time undergraduate student at ERAU.
3. Have a minimum cumulative GPA of 2.8 with a minimum GPA of 3.0 in Flight and in Aeronautical Science course work.
4. Possess Commercial Instrument and Multi-Engine ratings.
5. Recommendation from previous flight instructor and the appropriate flight training manager.
6. Two letters of recommendation from Aeronautical Science faculty. Candidate must have had each of the faculty members for at least one upper level course.

Pick up applications at Aeronautical Science office, 123 (new AWS building). Application data due into Aeronautical Science office by end of day on FRIDAY, FEBRUARY 21, 1992.

**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.

**Co-op positions available**

The following are co-ops especially in need of applicants. To discuss these or other co-op positions, please visit the Career Center.

IBM - Gaithersburg, MD 02/20/92	2.5	BSCS
General Aviation Manufacturers Assn. Washington, DC 02/21/92	2.5	ABA, MBA/A, MAS
Baltimore/Washington Inter. Baltimore, Maryland 03/02/92	2.5	ABA
CTA, Inc. - McKeo City, NJ 03/02/92	3.0	BSCS
Lee County Port Authority - Ft Meyers, FL 03/02/92	2.5	ABA, Aero Stud/Mgmt
Peachtree Dekalb Flight Academy Atlanta, GA 03/13/92	2.5	Aero Science

**Environmental career institute**

To help college students, particularly recent graduates and those seeking a challenging career, Government Institutes is offering a unique 9-day Environmental Careers Institute at The Catholic University of America in Washington, DC from June 12 - 20, 1992.

This comprehensive yet practical program will provide students with:

- Extensive knowledge about the environmental fields
- Access to valuable informational resources
- Personal contact with key leaders in the field
- Practical information on possible careers

The program includes classroom lectures, discussion and interesting field trips to Chesapeake Bay, EPA Headquarters, the United States Congress and other important practical learning opportunities.

For more information or how to apply for the Environmental Careers Institute, please contact Tim Hohman or Colleen Sullivan at Government Institutes, 4 Research Place, Suite 200, Rockville, MD, 20850, or call (301) 921-2345; FAX (301) 921-0373.

**Memorial service**

A memorial service for CW2 Kerry P. Hein will be held on 27 February 1992 at 12:00 along the University Entrance Parkway.

CW2 Hein was an Embry-Riddle Graduate killed on a night medevac mission in Iraq.

The memorial service will be performed by Father Morris with representatives from the 348th Medical Detachment (Helicopter Ambulance) and the ERAU Army ROTC.

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Home at last...

The Space Shuttle *Discovery*, which flew in space for nine days in January, returned home Sunday after 14 days on the ground in California and a cross-country piggyback trip on a Boeing 747. The space shuttle is scheduled for maintenance and other work before its next mission - a four-day flight with a five-man crew for the Defense Department next December.

## Cosmonaut to finally return to new home

by Roland Houle  
Space Technology Reporter

When cosmonaut Sergei Krikalev finally gets back down to Earth next month - after spending seven months longer than he had planned in space - he may well want to crawl back into his spacecraft.

The country he blasted off from does not exist any more. His hometown has a new name. Economic reforms are ravaging Russian living standards. Even the agency that sent him into space has been broken up.

What is a spaceman to do? "He is hanging 250 miles above the surface of the planet and watching everything from the view of an interested but absolutely helpless participant," wrote the newspaper *Komsomolskaya Pravda*.

After months of being left up in the air, Krikalev at least has a firm return date. Deputy flight director Victor Blagov announced that Krikalev, along with fellow cosmonaut Alexander Volkov, who joined him later, would come home March 23.

That would bring his total time in space to 311 days, about two

months short of the 366-day world record held by fellow cosmonaut Musa Manarov.

Krikalev and fellow cosmonaut Anatoly Artsebarsky took off May 18 from the Soviet Union's sprawling Baikonur Cosmodrome in Kazakhstan. They were scheduled to return Aug. 30 after a three-month mission on the space station Mir.

But 12 days before they were to land came the August coup that set in motion the disintegration of the Soviet Union. The mission's landing site was claimed by Kazakhstan, and the space agency Glavkosmos was sent to the chopping block.

By October, the Soviet Union was in the final stages of collapse.

"I have a question," Krikalev said plaintively from space at that point. "Is it true the Russians are going to sell the Mir space station ... along with us?"

Space operations for the former Soviet Union have been assumed by the corporation Energia. Energia is the same company that builds the Energia heavy-lift booster rocket. Kazakhstan is charging Energia approximately \$15,000 for the use of the landing facilities next month.

## Search for new NASA head begins

Bush administration searches for replacement of ousted NASA leader, Truly

WASHINGTON (AP) - The Bush administration is considering chief executives from the space industry and two former congressmen as possible successors to fired NASA administrator Richard Truly.

An administration source who asked not to be named said the nominee is likely to come from outside the agency, whose management has sparred over management and direction with the National Space Council headed by Vice President Dan Quayle.

Speculation focused on non-NASA executives including Norman R. Augustine, the chairman and chief executive officer of the Martin Marietta Corp.; Edward C. (Pete) Aldridge Jr., president of McDonnell Douglas Electronic Systems Company; Joseph P. Allen, president of Space Industries Inc. and two former congressmen.

The two former congressmen fig-

uring in speculation are Edward P. Boland of Massachusetts, whose chairmanship of an appropriations subcommittee gave him oversight of NASA spending and Don Fuqua of Florida, now president of the Aerospace Industries Association and former chairman of the House Science and Technology Committee.

"We hope to have a candidate very soon," said White House spokesman Marlin Fitzwater.

The administration source said it is unlikely the nominee will be the highly respected J.R. Thompson, who returned to Huntsville, Ala., last fall after resigning for personal reasons as the agency's No. 2 man.

Truly, whose resignation is

effective April 1, told NASA workers there might be "rough seas and turbulent times" ahead.

"What happens on April 2?" he asked in a closed-circuit television speech to NASA's 23,000 employees. "The truthful answer is I'm not sure ... In the Navy, when you're entering very tough situations and rough seas, there's a saying called 'steady as she goes.' That's what I'd like to impart to you today."

Truly's resignation comes just as the agency is gearing up for another of the epic battles it's had in Congress, including an almost certain renewal of the effort to squash the \$30 billion station once and for all.

Augustine is a former under secre-

tary of the Army who was heavily involved in research and development. He was chairman of a highly regarded White House-commissioned study about the U.S. future in space that has served as a blueprint for the agency.

Aldridge was Secretary of the Air Force in the Reagan administration and argued forcefully, before the *Challenger* accident, that the United States should not rely on the shuttle for its total launch capacity.

Allen was an astronaut who flew on the first shuttle flight to deploy cargo in space and on the first mission to salvage equipment in orbit.

One former NASA official mentioned in the speculation is James A. Abrahamson, a retired lieutenant general who was in charge of the Reagan Administration's Star Wars program and headed the space agency's pre-*Challenger* shuttle program.

**Truly's resignation comes just as the agency is gearing up for another of the epic battles it's had in Congress...**

## Soviet space shuttle program in mothballs

HAMPTON (AP) - The space shuttle program of the former Soviet Union is doomed, says a NASA engineer and leading specialist on the Russian space program.

The shuttle, or *Buran* as it's known, will be cut as the Russians reorganize the former Soviet space program, said James Oberg.

That doesn't mean the Soviet space program will disappear, Oberg told employees at NASA's Langley Research Center Monday. "The program is going to be come out stronger from this trial. Anything they organize will be better than what they had in the past. I think they'll be leaner and meaner."

Oberg, who works on the U.S. space shuttle at the Johnson Space Center in Houston, said *Buran* was an example of the political problems faced by the Soviet space program.

In the 1970s Soviet engineers looked at the American space shuttle program and concluded U.S. claims

that the vehicle would be a cheap way of sending things into space were wrong.

"There had to be something more, something insidious," said Oberg. So Soviet leader Leonid Brezhnev said, "Let's build one too. We don't know what it's going to do, but it's clearly dangerous," Oberg said.

Once approved by Brezhnev, the shuttle had a seemingly endless supply of "blank checks," and the program proceeded with little government oversight, even though there was no clear reason for building the vehicle, except that the Americans had one, Oberg said.

"Probably in 1985 or 1986 somebody knocked on Gorbachev's door and said, 'By the way, Mikhail, we've got a space shuttle.'" Oberg said. "He'd probably never heard of it before."

The Soviet shuttle flew one space mission - without a crew - and has been grounded since. The vehicle

still lacks major systems, including a life support and ejection system. Without money or a specified payload, the shuttle will probably become a victim of cuts, Oberg said.

Oberg became interested in the Soviet space program when he was 12, with the launch of the Sputnik satellite. Since then he has made a second career of following the program, writing books on it and becoming one of the top U.S. experts on it.

Analyzing the Soviet program has become easier as the society opened up over the past several years. Even before glasnost, though, Oberg was able to learn about the program.

"You'd get hints and claims and rumors," he said. "You could actually convert that into good guesses if you used engineering information from our program."

Still, some of the recent revelations have surprised him. "What I was amazed to discover was just

how badly they screwed up their own program," Oberg said, referring to Soviet efforts to place a man on the moon.

During the Cold War, the Soviet Union was often characterized as a monolithic country, but the space program was made of competing and, frequently counterproductive agencies.

Agencies were "competing, back stabbing, even sabotaging other organizations," Oberg said. The program was not without successes, including the Mir space station, he said.

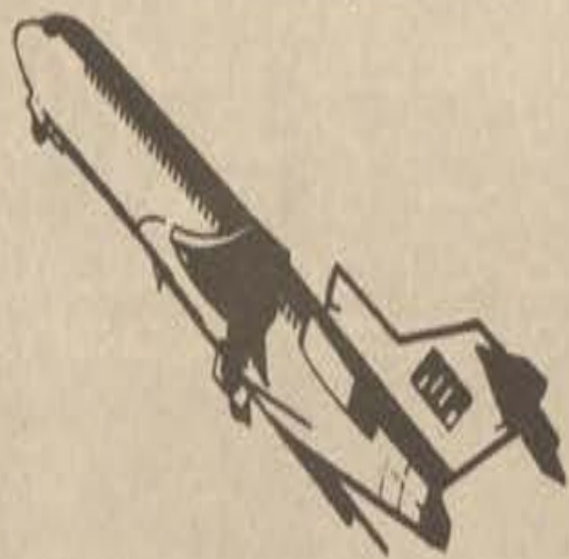
The Soviet space program also served to spur the Americans into a space race. "They could embarrass us in front of the world," Oberg said. "The Russians served to embarrass us into spending irrational amounts on space. No rational program would have ever put a man on the moon by 1970."

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# Civilization tops Sim City and Command HQ as best in genre

by Joe Cambron  
Data Tech Editor

Most games merely entertain, but a select few are purely addictive. *Command HQ*, *Sim City*, and *Tetris* are all games that have reached the status of cult classics as a result of their addictive nature. Now another game has been released which can make hours into minutes in front of the computer screen. The game is *Civilization* and is made by Microprose.

Like its cousin *Railroad Tycoon*, *Civilization* was created by Sid Meyer and the Microprose MPS Design Labs team. This game melds that game, *Sim City*, *Populous*, and *Command HQ* into a single adventure that *Sim Earth* aspired to be, but fell dreadfully short.

Instead of being a god who gazes from a distance at a world he/she may only influence by changing the cli-

mate or the terrain, *Civilization* allows the player to sculpt his world's every facet. Like *Sim City*, the ruler must choose what will be built in each of his cities (military units, infrastructure improvements, or Wonders of the World) and must manage tax rates and resident approval of his actions. Like *Command HQ*, *Civilization* can generate vast armies of military forces that run the gamut from militiamen to tanks to aircraft carriers. Like *Populous*, the leader of each civilization must use religion to instill a work ethic and keep his minions happy. Finally, similarly to *Railroad Tycoon*, the player must foster trade with caravans, construct of roads and railroads, and develop fields producing food.

After all these tasks are completed the ultimate challenge remains, the conquest of Alpha Centauri.

Managing all these things for a single city (like in *Sim City*) can be

difficult, but the challenge is multiplied when a player controls dozens of cities and military units. With all this to manage, it may seem impossible that you must still compete with and fight off as many as six other civilizations.

The magic of *Civilization* is in the game's ability to meld all these features seamlessly into a mouse driven interface that results in centuries of game play passing by your eyes at tremendous speed.

"Just one more attack on Paris."

The military side of the game is the real driving force behind the game, although the game may end in one of three ways. Your country can destroy (or be destroyed by) all the other civilizations, your spaceship can be

the first to reach another solar system, or your forced retirement may occur.

The military side of the game is really at the top of a triad in the game. Military units may not be built without infrastructure. This includes can a

**The military side of the game is the real driving force behind the game, although it may end in one of three ways.**

settled city, a granary to store food, an aqueduct to provide water, a temple, and so on. As technology advances (a function of how many resources are expended in the pursuit of science) these simple items are replaced by barns and fountains, while new effort may be expended to build a nuclear plant or the Great Pyramids.

As the city grows larger, it requires more food and trade. These things are facilitated by building a network of roads and irrigated fields near the cit-

ies. Later, roads are supplanted by railroads which must be slowly constructed by work parties of 10,000 settlers.

Once a city has surplus food production it may start to build military units. At first a small militia is all a city can muster. Soon, knights and catapults can be built.

After that, riflemen and finally armor units can be built. Separately, sails advance to battleships and carriers, and fighters soon beget nuclear bombers.

**Sitting down to a game**

A full game should take over three hours, possibly six hours if your country becomes engaged in constant warring with other factions. Luckily, the game has an auto save feature that saves the frustration caused by power failures and stupid mistakes in strategy.

The game has five levels of difficulty.

The first level is relatively easy and should be winnable within your first two or three games. The second level is considerably more difficult and can take 10 to 15 games to beat consistently. From there, things get quite tough. The fifth level is incredibly difficult, with the manual advising, "this level may be won, but not consistently."

*Civilization* is now available for the IBM and should be available for the Amiga soon. It is one of the finest, most well thought-out games on the market today, and clearly dominates the strategy/building block genre. It challenges *Command HQ* to a sequel as a strategy game, while blowing *Sim City* and *Sim Earth* into oblivion. The question now becomes, what will top *Civilization*?

## Tracon for Windows adds realism

by Joe Cambron  
Data Tech Editor

Continuing in the *Windows* vein this week, *Tracon for Windows* is now available. This famous Air Traffic Control program has been greatly improved with this latest release.

The most obvious changes from *Tracon 2* involve resolution and sound, both of which are *Windows*' strong points.

For those of you new to air traffic control simulations, you may not have heard of *Tracon*. It is produced by a small software company named Wesson International. The game's purpose is relatively straightforward, handle all the aircraft in your sector efficiently and safely through the length of your shift.

This simple task can become quite complex as you choose options that make the game scarily realistic.

**Scenario**

Picture two 747s rushing toward each other at a net closure of 600 knots. One is flying at 5,000 feet and the other heads in the opposite direction at a height of 6,000 feet. Suddenly, one 747 reports an engine failure and begins to lose altitude dropping to 5,000 feet before the pilot is able to level off.

As you scan your tasks; a Cessna landing at Van Nuys, a Delta traversing the area on a flight north to San Francisco, and a half dozen aircraft in the pattern for Los Angeles International; suddenly you hear the whine of a Separation Conflict Warning.

Spotting the yellow circle on your screen, you quickly ponder the lives of the 800 people whose lives now depend

upon your swift actions.

You immediately contact the aircraft flying at the correct altitude commanding him to rise 1,000 feet and turn 90 degrees to the left immediately.

Then, before the pilot can confirm your instructions, you warn the other aircraft of the nearby traffic and tell him to continue his descent to 4,000 while turning 90 degrees left.

Your heart beating wildly, you listen to continued separation conflicts, while you quickly attend to your other aircraft-hoping everything will be all right. Suddenly, the warnings cease. You have averted catastrophe over southern California.

**The Game**

This little drama and many others confront you constantly as you play *Tracon*. Options allow you to set the proficiency of your pilots, establish

weather situations, and control the length and intensity of the simulations.

**Improvements**

The latest version of *Tracon* now supports the Soundblaster's digitized voice capabilities. This allows clear transmissions to and from the pilots along with the alphanumeric representation on the screen. Another change for the better allows enhanced resolutions to the limit of your monitor's capabilities. The simulation moved quite sprightly even with 1024x768 Super VGA resolution.

This excellent installment of the *Tracon* family should place this excellent simulation in even more homes. It is available at Babbages and from a few mail order vendors.

**Spotting the circle on your screen, you quickly ponder the lives of the 800 people whose lives now depend upon you...**

## Data Technology Software Giveaway

**What Delayed IBM operating system is now due this March?**

Name- \_\_\_\_\_ Box- \_\_\_\_\_  
Answer- \_\_\_\_\_

**Winner will receive a copy of Microsoft's Aircraft and Scenery Designer Package, courtesy of Microsoft. Requires Flight Simulator 4.0 for use.**

**Deliver to Avion Newspaper, C/O Joe Cambron**

**Winner (a current student or faculty member) will be selected at random from entries received by 2/21/92. Avion members not eligible.**

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Macintosh Powerbook triple play



Powerbook 100



Powerbook 140



Powerbook 170 photos by John Oest

Apple releases genuine notebook Macs

by Brian Gerk  
Managing Editor-at-Large

During an Apple shareholder's meetings last year, Chairman John Scully seemed a little reluctant to announce the weight of the highly touted new Macintosh notebook computers.

"Well the bad news is that they weigh as much as the Macintosh Portable," lamented Scully, referring to Apple's first disappointing attempt at a portable Macintosh. The weight and bulkiness of the Portable were some of its biggest problems. "... The good news is that includes all three of the Powerbooks" he finished beaming. His announcement was greeted with cheers.

The Avion recently received the opportunity to review all three Powerbooks and to compare their performance with each other. The model 100 is the basic model, with the 140 and 170 improving on both performance and price.

The cases on the models are almost identical. They are made of an appealing flat black polycarbonate shell. The model 100, which was actually designed by Sony, isn't quite as nice as the other two models, it feels a little bit more flexible. The 100 is the lightest, and with the smallest footprint. All of the models roughly have the dimensions of a thick physics book, and weigh about the same. They would all fit easily within a briefcase or a backpack.

Apple does not offer a padded carrying case with the standard Powerbook, but many are available through both Apple and third-party manufacturers. It would be a good idea to get one, unless you plan on keeping the machine in a briefcase.

"It would be impractical to carry it around without some sort of case," remarked Avion staff member Greg Naccarato, "Especially on campus, not only to protect the computer from unwanted

scrutiny, but to keep it safe from the environment and accidental bumps. I would recommend that you buy a case right away, its a small investment to protect a very expensive piece of equipment. It felt odd carrying something that was worth more than my car without any protection."

The most noticeable difference between the three machines is the displays of each. The 100 has a passable backlit LCD screen that is comparable to most monochrome lap-top screens. The 140 has a slightly better screen, but it too suffers from a slow refresh rate. This means that if you move the track-ball too quickly you lose sight of the cursor until you stop and see where you are. The 170 doesn't have this problem due to its active matrix display, which is one of the best that this writer has ever seen. It too is backlit and is quite close to being the equivalent of a page-white CRT with zero lag time.

Apple didn't leave an auxiliary video port for any of the machines, but a few third-party manufacturers have found a way around this through very compact video cards that are attached through the internal RAM ports. This would allow you to use a larger monitor for lay-out and design work.

Each machine comes with a trackball placed in the center below the keyboard. This takes quite a bit of getting used to. I've never been a big fan of trackballs, but I don't see much of any other way that Apple could have done it. Some IBM type lap-tops have a trackball that flips out to the side, but I think it would be just as hard to get used to that. You can always plug in a mouse through the rear connector, or even a graphics tablet. I was a little bothered by the top mouse button, it seemed to get in the way of my thumbs while I was typing, and I ended up placing the cursor someplace

where it wasn't supposed to be.

The keyboard on all of the machines feels very well, especially for a notebook computer. The problem is the keyboard layout, which is exactly the same as the standard Macintosh keyboard. The arrow keys are placed in-line, and it is terribly easy to hit the wrong one while editing a document. You might as well just use the trackball. You can also plug in an optional keyboard quite easily.

All of the models tested had built in 40MB harddrives. The drives will spin down after a selected time to conserve battery power. The 100 doesn't have a built in floppy though, instead it has a separate Superdrive for loading software. This arrangement works out well for most on-the-go applications, where data entry will be the main function of the computer.

The 100 will also log itself on as an additional harddrive when it is connected to an Appletalk network cord. All of the machines have built in networking hardware. Its a breeze to plug it in and have immediate access to the printer and other computers.

The price for the three units, with a student discount are: \$1,919 for the 100; \$2,584 for the 140; and \$3,399 for the 170. These prices will be even lower for staff, faculty, and full time students with the approval of the state HEP II educational discount contract with ERAU.

The Powerbook is an ideal solution for the student on the go. Although any of the machines are somewhat expensive, you honestly get what you pay for. The Model 100 has the slowest processor, so it really couldn't keep up with heavy duty applications. The 170 is the piece de resistance of the bunch, with a lightning fast processor and a beautiful display to boot.

Microsoft Excel sets spreadsheet standard

by Brian Gerk  
Senior Managing Editor

Microsoft has released Excel 3.0, a spreadsheet program that takes advantage of the many features that the Macintosh offers, as well as utilizing the specialized features of System 7.0.

Any spreadsheet program must overcome the Lotus stigma, and Excel does this easily. For those doubters, Excel will load, translate, manipulate, format and save any Lotus 1-2-3 spreadsheets. Load up your favorite Lotus spreadsheet and see how it looks on Excel, I guarantee you will like what you see.

The Excel graphical interface makes it a breeze to skim through a spreadsheet, this is where it is truly a joy to be using a Macintosh. You get the feeling that there is actually a large piece of paper that is right in front of you, instead of the claustrophobic feeling of Lotus on an MS-DOS machine.

The menu bar on Excel has a particularly nice feature, the "Sum" or "Σ" key. This button intuitively guesses at which column or row you wanted added up, and automatically

constructs the formula for your particular cell. You can always modify the data range if it isn't right.

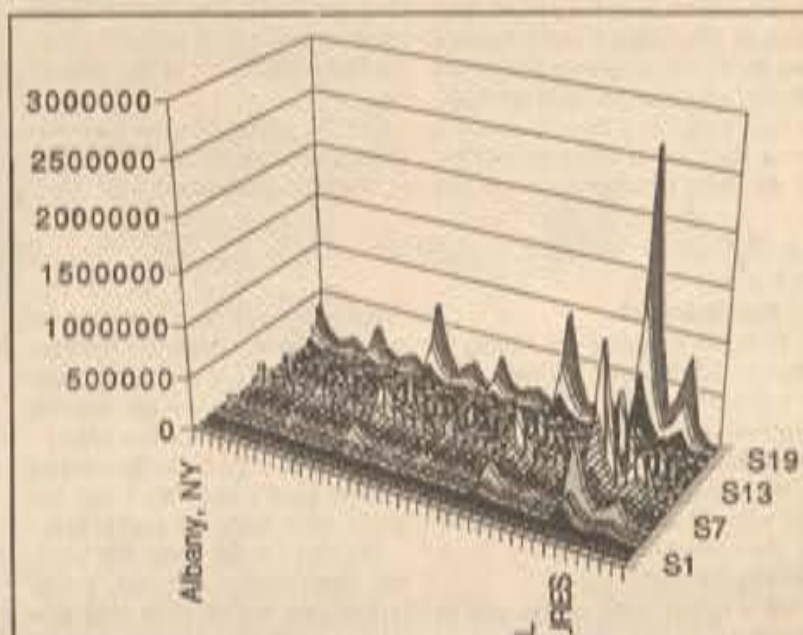
Excel also has a fantastic graphing feature, which also intuitively guesses at which range you want to graph. There are a myriad of options to graph: bar, columnar and 3-D area.

Excel 3.0 also takes advantage of System 7.0's trend-setting "help balloons," which tell the user what any on-screen button or menu-item does simply by pointing at it with the mouse.

You can collapse or expand an "outline" of a worksheet, by pushing a button, this makes it very easy to keep track of important data and hide data that is not immediately relevant.

Once you have set up your worksheet and charts, you can begin formatting the document to print via the easy to use "print preview" feature found in most Microsoft documents.

Excel takes advantage of the best features of Macintoshes, and proves once again their superiority, especially over the atrocious Enable.



Excel-lent...

The latest release of Microsoft Excel 3.0 gives the Macintosh user even more on-screen flexibility. A number of publishing quality graph formats allow for different types of data organization.

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## AFROTC

AFROTC Detachment 157, being one of the largest detachments in the nation, requires numerous mission support personnel who provide invaluable service to the detachment.

The superintendent, MSgt Rose Tillery, came here in December 1988 from Randolph Air Force Base. She's in charge of all GMC/POC records, detachment physical fitness and weight control, pay distribution, and ground/safety disaster preparedness.

She is also the enlisted career advisor and Weighted Professional Officer Course Cadet Selection (determines who is most eligible for field training) monitor, and auditor for Detachment 157.

SSgt Ruth Onwan came to the detachment in January of 1991 from the AFROTC program at Berkeley, California. She serves as the administrator who monitors detachment leave, mail reimbursement, the advanced training program, the airborne training program, ancillary training, and scholarship board and billing.

She is also the publications and forms account representative and documentation clerk.

The newest member to our program is the contract cadet records and medicals sergeant, Sgt Scott Hunter, who came to the detachment in July 1991. He's from Patrick Air Force Base and is currently monitor of the cadet personnel system and

national agency checks, as well as for the four-year scholarship program.

The medicals/contract cadets records sergeant is TSgt Roland Caragan. He came to the detachment in July 1989 from Belgium. He is in charge of monitoring the WPSS cycle, national agency checks, and field training assignments, and the privacy act and information act.

He also approves textbooks and serves as alternate for pay distribution. In addition, TSgt Caragan also brings all cadets who need physicals down to Patrick Air Force Base to get them.

The logistics sergeant is SSgt Molinari. He came to the detachment in 1986 from High Wycombe, England. He's in charge of distributing all textbooks, supplies and equipment.

He also monitors all commercial contracts, records and supplies, audiovisual equipment, and transportation control.

Above and beyond the technical description of each job, the non-commissioned officers here at the detachment bring forth the personal aspect. They maintain a high degree of professionalism and at the same time are willing to put forth any effort to help cadets through the trials and tribulations at the detachment.

We would like to extend a warm thank-you to all of the NCO's here at AFROTC Detachment 157.

## ΔΧ

by *Startibartast*

Well, once again I am writing in place of our illustrious writer.

What a weekend indeed! Only a true Delta Chi could get fired within five minutes of showing up to a job.

We would like to thank those of you who did stay even after the gave us the opportunity to leave. Sock can kiss my @#5!

On a lighter note, it was nice to see some of our alumni in town. Especially the ones with money in pocket.

Detention will start this week for those of you that think that fundraising is a laughing matter. If your lucky you might even get mercury poisoning from the kitchen table.

Thanks to Sigma Chi for carrying Brother Lush home. We know he's heavy, we're sorry, we can't help it.

Big social at the house this weekend. Don't miss it. Although, it really can't be worse than this past weekend. Phrase of the week: "I don't know sir, we just do what we're told."

## Ranger Challenge

by *Peter Lorincz*

Ranger Challenge, the varsity sport of ROTC, tests both the individual's and the team's physical endurance plus their knowledge of military skills.

The eight competition events are: the Army Physical Fitness Test, M16 rifle marksmanship, M60 machine-gun and M16 rifle assembly, one-rope bridge, grenade assault course, orienteering, 10 Km forced march (with full military equipment), and a night reconnaissance patrol.

Eagle Battalion's elite Ranger Challenge team has again risen to the top of their brigade. This year's team is undefeated, having taken first in every competition. They are next aiming toward winning the Warrior Region competition conducted at Fort Riley, KS, on March 20-22.

Our team will be competing

against schools like Univ. of Alabama with almost one thousand cadets active in ROTC, and Texas A&M Univ. with over forty thousand students enrolled.

These have both the money and the facilities to properly train and provide for their cadets. Our team, however, must be doubly congratulated for they have achieved their accomplishments the old fashioned way...by earning them with hard-core sweat, dedication, and motivation.

They have been conducting daily physical training, rifle practice, and rigorous hands-on training to prepare for each competition.

The cadets, cadre, and staff of Embry-Riddle Eagle Battalion wish the Ranger Challenge Team the best of luck in the upcoming Third Region Ranger Challenge competition. Godspeed and bring us back the trophy!

### 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.

## OΔK

by *Jason Simon*

Fellow ODK members, it is that time of year again.

Yes, your dues are due. We hope to have all dues collected no later than February 20. In addition, we request that you attend the induction meeting so that we can tap new members.

It will take place on Friday, February 22, starting at 5:30 p.m., and Saturday, February 23, at 5:00 p.m. Remember, we need at least

half of the membership present or we cannot tap new members.

Before the induction interviews begin on February 23, we will be having elections of new officers.

The positions of President, Vice-President, Secretary and Treasurer are open; if you are interested, leave a note in the ODK box in Student Activities.

We hope to see you all at the meetings.

## Flight Team

by *Rob Bitzer*

"Hey, aren't you on the Eagles Flight Team?!", she asks.

"Why, yes I am," Biff replies with confidence.

She squeals with joy and asks another question, "Well, didn't you beat the Aggressors 16-14 in softball February 9?"

After confirming the win, she again squeals with joy and leaves him with her phone number.

Yes, this has been just a typical day in the life of a team member...well, OK, I exaggerated a bit. But we did win against the Aggressors and will be playing a

different team every Sunday, at the fields of Derbyshire Road (the Daytona YMCA), so come and watch!

The team would also like to welcome our new prospective members: Mark Schaffer, Bob Taylor, Frode Johansen, Rob Palasz, Richard Jefferies, Jeff Dwyer, Walter Tuttle, and Kellene Gaetaniello.

Good luck to you all! And as always, the team is busy practicing to win Nationals in April.

So join me again next week when we'll hear yet another person ask our hero Biff, "Hey, aren't you on the Eagles Flight Team?!"

## Riddle Riders

By *Aaron Vogt*

"Ah yes", as Jerry Ski said, "There's nothing like the smell of gasoline and horse manure."

A Sunday trip was made to Shenandoah Stables where we traded our 100 plus iron horses in for some tamer single horse models.

Some riders wondered where the kill switch was while others noticed the suspension left a lot to be desired.

## ΣΠ

by *Jack Snyder*

Well boys we've reached the halfway point. And the fun stuff is about to happen. The race entertained many of the brothers on Sunday, and it was a day of recovery for most.

Saturday brought the pajama party with the scantily clad sorority from Steison.

Now that the race is over the events of the spring will begin and all within walking distance from the house. Soon those chrome plated, American made machines will hit Main St. just two blocks away and we'll have to make our annual sojourn to the Boothill, and Froggies, etc. etc. and no fighting in the bathroom Mark Hunt.

With spring break up next we will be hosting some of our alumni,

With a "Yippie-ky-ay", the pack made their way lazily through the wooded trails without a mishap. The club has a variety of things in store for the coming months.

The convenient and low cost transportation of motorcycles allow us to travel throughout Florida and enjoy the sights and recreation offered. If you have an interest in riding contact us through student activities.

Jungle and Jose are expected, no question as to who will get D.B. that week.

Other non brothers expecting to visit will be Arnold Schwarzenager, Axl Rose and Charlie Manson, Parole pending. Yet another event within walking distance of the house is the Monster Trucks at the Ocean Center.

Truckasaurus is rumored to make an appearance, but look out for that primer gray El Camino with the Irish flag flying from a 15 foot whip antenna.

The Brothers would like to wish our new pledge class the best of luck on their pledgeship with us.

And now for the weekly word unscramble: What Smells, Drives a Cadillac, And may die come July? ELDDAF



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Calvin and Hobbes

by Bill Waterson

AREN'T YOU SUPPOSED TO BE DOING HOMEWORK NOW?

I QUIT DOING HOMEWORK. HOMEWORK IS BAD FOR MY SELF-ESTEEM.

IT IS?

SURE! IT SENDS THE MESSAGE THAT I DON'T KNOW ENOUGH! ALL THAT EMPHASIS ON RIGHT ANSWERS MAKES ME FEEL BAD WHEN I GET THEM WRONG.

SO INSTEAD OF TRYING TO LEARN, I'M JUST CONCENTRATING ON LIVING MYSELF THE WAY I AM.

YOUR SELF-ESTEEM IS ENHANCED BY REMAINING AN IGNORAMUS?

PLEASE! LET'S CALL IT "INFORMATIONALLY IMPAIRED."

SEE, HORROR! WE SHOULDN'T NEED ACCOMPLISHMENTS TO FEEL GOOD ABOUT OURSELVES. SELF-ESTEEM SHOULDN'T BE CONDITIONAL.

THAT'S WHY I'VE STOPPED DOING HOMEWORK. I DON'T NEED TO LEARN THINGS TO LIKE MYSELF. I'M FINE THE WAY I AM.

SO THE SECRET TO GOOD SELF-ESTEEM IS TO LOWER YOUR EXPECTATIONS TO THE POINT WHERE THEY'RE ALREADY MET?

I THINK THIS SHOWMAN IS GOOD ENOUGH, DON'T YOU?

BEHIND ME TO INVEST OVERSEAS.

RIGHT, WE SHOULD TAKE PRIDE IN OUR MEDIOCRITY.

LOOK, DAD WASE ME DO MY HOMEWORK!

HE SAID WHEN I'M OLDER, I'LL DISCOVER THAT THERE ARE FEW PLEASURES GREATER THAN LEARNING.

SO I SAID, FINE, I'LL LEARN WHEN I'M OLDER!

WHAT DID HE SAY?

HE SAID IF I DIDN'T START CRACKING BOOKS NOW, THIS WOULD BE AS OLD AS I'D GET.

SOUNDS LIKE YOU LEARNED SOMETHING ALREADY.

MOM AND DAD DRIVE ME CRAZY.

THEY DON'T UNDERSTAND ME AND I DON'T UNDERSTAND THEM. IT'S HOPELESS!

I'M RELATED TO PEOPLE I DON'T RELATE TO.

HERE WE STAND, PEERING DOWN THE DIZZYING DEPTHS OF 300M DROP! DO WE TURN AROUND AND RETREAT TO THE STUNNING SECURITY OF HOME AND HEARTH?

OR DO WE BRAVE THE DESCENT, RISK DEMISE, AND EXPERIENCE THE FLOOD OF SOMATIC SENSATION THAT SCREAMS WE ARE ALIVE, GLORIOUSLY ALIVE, HOWEVER TEMPORARILY??

...HOBBS?

I THOUGHT THE QUESTION WAS RHETORICAL.

THE OTHER WAY, THOUGH!

HERE'S THE LATEST POLL ON YOUR STANDING AS "DAD."

WONDERFUL... THE GOOD NEWS IS THAT YOU HAVE A HIGH NAME RECOGNITION FACTOR. ALL THE HOUSEHOLD SIX YEAR-OLDS PULLED WERE ABLE TO IDENTIFY YOU AS "DAD."

THIS RECOGNITION, HOWEVER, IS LINKED TO THE FACT THAT YOUR PSYCHIC ARE UNIVERSALLY DEPLOYED. THERE'S TALK ABOUT VOTING "YOU OUT OF OFFICE AND MAKING MOM "DAD."

I SEE... AND WHAT DO YOU KNOW ABOUT THIS?

MY FIRST ACT WILL BE TO MAKE YOU DO THE COOKING.

WHA! THAT CHANGES EVERYTHING!

Far Side

by Gary Larson

"Same as the others, O'Neil. The flippers, the fishbowl, the frog, the lights, the armor... Just one question remains: is this the work of our guy, or a copycat?"

"Well, wouldn't you know it — we've come all this way to our favorite beach and someone's strung chicken wire around it."

THE NATIONAL TRIBUNE  
KENNEDY DOG CAUGHT IN NEIGHBOR'S GARBAGE

Lucky thanks I built my doghouse.

Let's see... You make fire... good... You make Bols... good... You hunt mammoth... Oksadaddy... Uh-oh! Your references are all baboons... not good.

Primitive resumes

"Those, sire, are the uncommon folk."

Mister Boffo

by Joe Martin

A TIME TO HURRY

LOOK BUSY.

WHY SOME PEOPLE REMAIN SINGLE

READ MY LIPS.

ANOTHER EXAMPLE OF THE IMPORTANCE OF USING THE PROPER TOOLS

Mother Goose and Grimm

by Mike Peters

GRIMM, DON'T TRACK ANY PAW PRINTS ACROSS MY CLEAN FLOOR!

C'MON, LET'S SPEND SOME QUALITY TIME TOGETHER.

TELL ME...WHAT IS QUALITY TIME?

THAT'S WHEN THE CABLE GOES OUT.

STOP PAY TROLL

I TOLD YOU THIS ROAD GOES TO DISNEY WORLD.



Autos for sale

Porsche 944-82, white 71000 miles, clean and strong. \$35950

1979 Buick Century, 2 door, V-6, new tires, mag, many new parts. Runs great, no rust. \$700. Call 253-3845 or box 1222

1986 Pontiac Firebird, V-6, 48,000 miles, mint condition inside and out. \$3200 348-2473

Kawasaki GPZ. 1903 550 frost rubber, brakes, chain and sprockets. Pipe (Basini). All pieces competition. \$1000 767-2531 ask for Rob or box 5131

1990 Suzuki GX1L loaded, power everything, antilock brakes \$9,000 Call 255-8450 or box 4035

1978 Datsun 510 Very reliable, runs great, rebuilt engine \$6000 OBO Call 255-8435 or box 4035

1985 Iscot air conditioning, AM/FM cassette, 4 speed, 35 mpg \$1800 OBO Call 255 8430

Motorcycle for sale: 1986 Yamaha SRX 600 Includes maintenance manual, new tires and handle, low miles \$850 Please call Luis at 760-5074 and leave a message

Roomates & Rental

Female roomate needed for summer A, B, and fall for apartment 10 minutes from school. Rent \$142 month plus 1/3 electric and your share of phone. Call Malissa or leave message at 760-9686.

Huge house for rent: Need roomates to share 7 room (3 bedrooms), 2 story house, 7 minutes from school. \$250 or less a month utilities included. This is NOT too good to be true. Contact Steven M.W. 0800-1230 extension 7024 or 767-6170. Box 2601

Roomates needed: non-smoker, New House, 3 bedrooms, 2 bath, dishwasher, microwave, free cable, 2 rooms available, 5 miles south of ERAU. \$250 per month plus 1/3 of utilities. Contact Ed at 756-4505

Roomate Needed Spacious house located 1/2 mile from campus. 2 bedroom, large livingroom with garage. Serious student needed to share living expenses. One person \$238 + 1/2 utilities or two people \$138 + 1/3 utilities. Livingroom completely furnished. Contact box 6533 or call Brian at 238-1270.

Roomates needed to share private house 2.5 miles from school, 3bedrooms, 2 bath, central air and heat, washer and dryer, garage, \$200 a month plus utilities Call Mike or Rich at 255-5029

Room for rent \$150/month plus 1/4 utilities. Close to school 255-2782

Beautiful single family home in Pelican Bay need 2nd person starting 1 May. Your own room, shared bathroom with one girl. Half of garage, cable, washer and dryer. \$375 a month includes utilities. Call 756-1916 and leave message.

Time of sharing your room? Have your own space. Share 1/4 rent plus utilities. We have a washer and dryer, no more laundry. Call 255-4907

Need a place for the summer A and B terms? Great location only 3 blocks from beach. All necessities at walking distance (food, bars, etc.) 2 bedroom, 1 bath apartment, fully furnished. Only 10 minutes from school! \$225/month + 1/2 utilities and have your own room. If interested contact Gale 254-0777 or box 5234

Female roomate DUPERATELY needed to share 2 bedroom Apt at the Harrington. Rent is \$205 per month plus 1/2 of utilities. No deposit needed. Please call Michelle at 258-6977

Misc. for sale

Roller blades, brand new still in box. Racquet ball racquet. Where there's a will there's a way A helps you raise your grades in any class. It really works! A cordless phone. A prof. pool stick. Call Mike after 6:00 or leave a message (248-1103)

For sale: Star 30 pk, 9mm semi auto, 15+1, with 2 empty clips and ammo. \$280 OBO Ask for Mark at 756-6757

Audiovox SP5 Car Stereo AM/FM Digital Tuning Auto-reverse cassette 5 band equalizer \$200 OBO Call Russ (760-9779)

Double bed \$5, exister vacuum \$5, dresser \$5, surfboard rack \$10, couch \$5 Call Rob at 248-0784 and leave a message

Surfboard and wet suit: 6'4" Clubber pistol, lots of color, Astro deck, good shape, \$150 O'Neill 2/1 min spring suit, brand new with O'Neill Rashguard also brand new. Bath for \$65 Will sell Surfboard and Wetsuit and rashguard for \$200 (wow what a bargain) Call Doug at 258-1094

Sleeper sofa \$50, loveseat \$40, Jockcase/Desk \$40, weight bench with leg press and weights \$50, Nintendo with 7 games \$70 call Rusty 255-0776

Brand New RJC wiper deathdon 40, electronic vanguard 6 channel, fully automatic, fuel, heat gun, iron, etc. Call John for a price 760-6417 or leave a note in box B-105

Iguana mountain bike 18 speed excellent condition. Must sacrifice. Call 274-2210 after 5:00 pm

Electric typewriter with 60,000 word-spell dictionary. \$40 OBO Call Marc at 238-1417

Commodore 64 computer, disk drive, color printer and software. Package deal \$200 OBO. Toshiba car stereo \$130 OBO. Call Greg at 923-0734 or 9419

Kennore portable washer and dryer \$200, 19" Zenith color TV \$100, sofa bed \$50, recliners and rockers \$25 each, Dearbon 65000 BTU Gas Heater with thermostat \$250, gun rack with storage cabinet \$50. Call John Stuart ext 6809 or home 749-3241

Graduation Sale: Sheri X-8 Helmer Glossy black with tinted shield \$180, Telescope Bushnell Sky Rover \$90, FUJI Bicycle 12 speed rear \$170, metal detector Shibalil \$30, table wood nightstand \$15, Nissan 240 SX Nose Box fits '89-90, never used \$70 Call 788-1240 and ask for Keith

Grand Opening "Shade-N-Shine" Daytona's best in window tinting 1012 N Nova next to Chester Webb Paint and Body Best Price in Town 253-7152

Stereo deck system with 2 tower speakers. Includes dual tape \$60 OBO. Call Marc at 238-1417

Golf clubs, full set. Dwyer used about 4 times \$125 firm. Tim 298-0392

Radar detector - hardly used Was \$120, but will sell for \$75. Call Jim at 354-2913

Excellent condition Micro-Wave Microwave. A must for student living \$65 OBO. Call or leave a message for Doug at 274-2876

Round, wood dining table and 4 padded chairs, \$75. If interested, call Cheryl at 761-0720 or leave a message in box 8156

Mazda RX-7 factory mag wheels. Good condition \$60 each OBO Call Chris at 767-1299 or box 9835

For Sale: a Yamaha 125R 600. Custom seat (black) \$175. Half tank (black) \$25. Call Bill at 767-5298

19 inch color TV with Sega Genesis system and four games for sale. Asking \$233 for everything. Call Paul or Norm at 358-9996, after 6:30 pm

**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.

Apple IIe 2nd disk drive, perfectly operable condition, \$50. Also a pair of Yalcoo rack pads, \$10, Victoria speaker keyboard, \$65. Call Ed at 257-6905

Computer for sale: 386 SX-16 Mhz, 2 Meg RAM, 110 Meg IDE hard disk, 3.5" (1.44 Meg) floppy, 5.25" (1.2 Meg) floppy, mouse, super VGA 1024 monitor (21 inch pitch, 1 Mhz Video Ram), Word Perfect 5.1, Windows 3.0, Lotus 123, Microsoft Excel, Microsoft Word, Ventura Publisher, 16 Meg Gamma, \$1300 firm call 672-8596

Allans For Sale! Allans comic books for sale at catalog price minus 10%. Will sell all \$200 worth for \$190. If interested, call 756-1541 and ask for Bill

Miscellaneous

Cash for your car. Top cash prices paid for your car or truck, any year, make, model, or condition Call Dean at 239-0913

Flight Training: Fly at own pace, low rates, 2 year CPL Daytona or New Smyrna Don 677-9730

Want to buy a vacuum cleaner? Must be somewhat functional Box 6735

Wanted: Pilot qualified in motorcycle to ferry G109 from Phoenix, AZ. Call Dr. Smith ext 6750 or 760-6644

Plane for Rent 35 hour block time Piper Warrior II now based in New Smyrna BFR. Instruction with plans OK. Call Marc at 736-8940 ext 227 or 756-9395

Wanted: Tailgate assembly for 84 or near that Nissan Pickup. Got and again and don't need your tail? I need a tail. Box 6735

Personals

MARYLIN Happy Birthday! We love you, FROM THE STUDS OF ROOM 340

CLYDE Spring Break is upon us... uh, oh... Time to go out and about THE ENGINEER

Two females looking for attractive males to share large waterbed, pillow and blanket plenty. Tall, dark, and handsome preferred. Cuddling a must! If interested, leave a message and number in box 8186

TO ALL THE NEW AMs Welcome to the party! and lots of luck and love to you from the girls of the group. Good job guys! LOVE, THE CRESENTS THAT REMAIN

5 WILD CARDS "knock""knock""knock" Unlock the damn door, it's my room too.

BILATED B-DAY Well your birthday has finally come and passed. Don't you feel better now that it is over? Happy B-Day C.B.P

HIXTALL Happy Valentine's Day sweetheart. I love you. It's been almost 4 years, and I'll love you forever. Love you HONBY

TO THE ONE WHO FOUND THE GOLD CURICULAR BARRING near Durn I on Nov 18, 1991, I've been trying to reach you, but your box number was misprinted. Please contact me at box 5077 or 239-5179 Thankyou

DITTO Will you forgive all of the rude comments and mouse noises that I've said and done in the past and be my Valentine? Please, Please, Please!!! SWEETCHEEKS

MOUSE I hope you have a wonderful Valentines day and that the room doesn't get any new odors. Don't get too much sleep (ha, ha) THE OTHER MOUSE

WALLSTREET Will you please quit sleeping and be my Valentine? Just kidding (When do I get to see your X-mas gift ON?) I hope that you enjoy your V-Day gift and that you get it in time- you know the mailroom! You better not Transfer! RED

What the hell are Jap tires doing on a Classic 'Vette? You're a disgrace to the entire Corvette series. Maybe you should consider American tread, or else sell the car to an American.

DOM You silly, you may think I surprised you, but you surprised me more. Don't they wear rings in France? GUESS

POLKA DOTS You're the greatest. Thanks for everything. What am I going to do without you this summer? Why don't you stay!

TO THE LADY IN RED Will YOU be my Valentine? YOU KNOW WHO!

TO RICHARD L. (RH L, 341) I've seen your picture and I would just love to... Wish you were here LOVE, TERRI (WU)

TO JAMIE F Happy Valentine's Day! I'll be thinking of you all day LOVE, THE 6 FOOT BLONDI

TO DON I don't want your calculator anymore. I have my own. Happy V Day Strawberry

Help! I'm surrounded by idiots!

DAD Thanks for everything LOVE, PARTY CHILD W/ GOOD GRADES

CASSIE, RED, ESTHER Thanks for being great friends LOVE, DAWN

THE TALL ALASKAN Would you be my Valentine... forever? MR PRABODY

TIMBUCKTOO Let's get out of this town. It is getting too \*#@\* small for us and it is driving me crazy. We have put and end to certain problems and now it is time to follow it with an exclamation point. Sincerely, CHICAGO

DAD Sorry about the credit cards. Didn't know I spent so much money. PROBLEM CHILD

We promise we'll stay out of trouble this semester! RED DAWN

WHAT'S THE DEAL? It's Valentine's Day and we don't have objective #3 completed!

TRIG I love you, too, honey. Smooch smooch. (P.S. Don't listen to Paul)

JAYLIN It's not nice to steal C.D. players. NIGHTCRAWLER

TO MY FAMILY Happy Valentine's egghead. Don't smile too much smart party child. stay good Problem child. stay out of jail hubby. I love you MOM

HONBY BUNNY Happy Valentine's Day! I love you sorry about the glasses

MICHELLE Happy Birthday! Membership does have its privileges. MF MFP

HEY ARNI! You can run away with me anytime- but only if you can "deal with it" LOVE, YOUR FAVORITE "SCHMUCK"

CHRIS SARNA I decided to write you one. Happy V Day. NIL

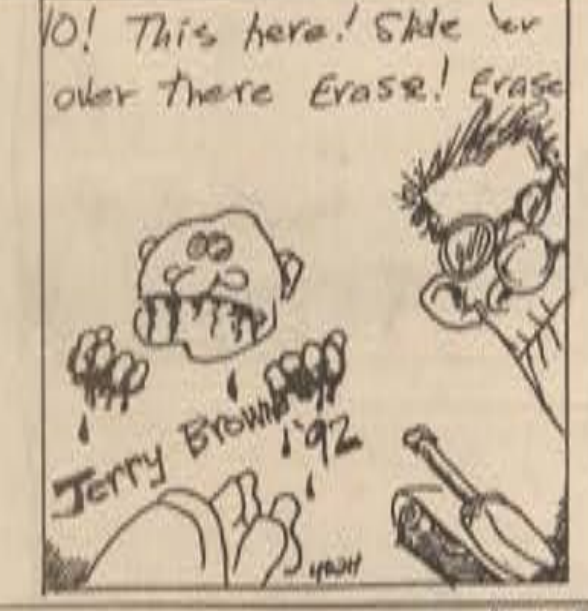
HEY HON (BUTTHEAD) A year! Who would have thought? Does your key work yet? It's been great, and it'll only get better. Thanks for putting up with the B.S. Love Always YOUR OLD MAN

T Is it time for our anniversary yet? CRASH

KAREN D. I'll be your Valentine. A SECRET ADMIRER

CHAPPY Quit farting. DONOR

Safe Environment



Wokk

by Gregory Breault

