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Embry-Riddle Aeronautical University

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# USAir seizes control of Trump Shuttle

Associated Press

BOSTON - USAir began running the former Trump Shuttle Sunday under an agreement with a syndicate of banks that took control when owner Donald Trump stopped making interest payments.

The change occurred with little fanfare.

Some of the gold, black and red 727s on the routes already have been painted over in USAir colors, and the interiors eventually will be refurbished. But the same employees, gates and schedules remain in place.

"Our goal is to keep everything about the Trump Shuttle that has made it a quality product for passengers," said Gordon Linkon, president of the USAir Shuttle, which will be headquartered at New York's LaGuardia Airport.

USAir is the third carrier to run the profitable Boston-New York-Washington shuttle since Eastern Airlines created it in 1961.

Trump stepped in when Eastern was crippled by a strike in 1989. He spent \$365 million to buy the shuttle and \$2 million a plane to add such features as soft leather seats, maple wood veneer, pink imitation marble vanities with burgundy porcelain sinks in the bathrooms.

But business difficulties forced Trump to relinquish the shuttle as part of an agreement to reduce his debt. The Transportation Department gave approval March 27 for the switch to USAir, which paid \$16.2 million for management rights, an option to buy the service after 4 1/2 years, a \$1.7 million-a-year management fee and the chance to lure the shuttle's passengers to use its other services.

On Friday, USAir said it would lower shuttle fares by up to 35 percent. The unrestricted weekday one-way fare for shuttle flights will drop from \$142 to \$120 and the weekend unrestricted one-way fare from \$92 to \$60.

The service faces potent competition from Delta Air Lines, which took over the former Pan Am

Shuttle in September. Both are fighting for a dwindling supply of customers; air traffic on the routes fell 21 percent between Sept. 30, 1989 and Sept. 30, 1991, according to the U.S. Department of Transportation. The number of fliers on both shuttles dropped 28 percent to 2.3 million annually during that time.

But taking control of the shuttle makes USAir a dominant carrier in the Northeast. It already has more jet departures than any other airline from Washington's National and New York's LaGuardia airports, and now becomes the largest carrier at Boston's Logan Airport.

"The shuttle will link key Northeast business markets to the USAir system," the airline's president, Seth E. Schofield, said. Despite hard times, the shuttle's high price keeps it profitable.

"The air space between New York and Boston is probably the most lucrative in the sky for revenue per passenger mile," said Allen Michel, associate professor of finance and economics at the Boston University School of Management. "The passengers who want to fly are typically business people during the week who are not interested in taking a chance, even a small chance, that the other planes are sold out."

Trump said last week that the shuttle would make \$20 million this year. And business on the Delta Shuttle remains "just as strong and perhaps a little stronger" than projected, spokesman Bob Harper said.

USAir is offering special bonus miles for members of its frequent flier program who fly its shuttle routes before July 15. Passengers will receive a credit of 5,000 miles the first time they board, plus 2,000 miles for each one-way trip double the usual credit.

**"Our goal is to keep everything about the Trump Shuttle that has made it a quality product for passengers,"**  
Gordon Linkon



Charlie McAllister has been flying so long that his pilot's license was signed by Orville Wright. McAllister is seen here standing before his flying service that he started in Yakima Washington.

# Eighty-eight-year old's license signed by Orville Wright

Associated Press

YAKIMA, Wash. - Charlie McAllister has been flying so long he has a pilot's license signed by Orville Wright.

McAllister flies so well he's survived a dozen emergency landings. He knows aircraft so thoroughly that a glider he built hangs in Seattle's Museum of Flight.

And at 88, he's not ready to give up the throttle. "I can fly in my sleep," he said recently. "I've never had an accident of any kind flying."

No longer able to fly legally because of his eyesight (his corrected vision is 20-40 instead of 20-20), he still goes up with employees of McAllister Flying Service.

Once in the air, he admits to putting the single-engine plane through a few moves.

As a teen he built his first plane, a glider, from blueprints published in (Popular Mechanics.) He still has the magazine, but not the glider, which could carry a person to a height of 15 feet.

"I broke it up because I was afraid someone would get hurt," McAllister said.

McAllister learned to fly from the legendary stunt pilot Tex Rankin of Walla Walla in 1926. He moved to Yakima to establish his flying service, using a wrecked plane his mechanic brother had rebuilt.

"People handed us money to fly," McAllister said in his ramshackle building at the Yakima airport.

McAllister has trained 1,500 pilots at his flying school here since 1926, when Calvin Coolidge was president and George Bush was 2 years old.

It takes at least 60 days to train a licensed pilot, and landing is the tough part.

"If you stand on a fence post and jump off, that is like taking off," he said. "Trying to jump back on the post is like landing."

McAllister barnstormed through the Northwest, and his office still sports a weather-beaten wooden sign identifying "The Wonder Boy Pilot" and offering "Airplane rides \$1.50."

During the Great Depression he set out to capture the world

endurance record of 19 hours for glider-flying. He designed and built the "Yakima Clipper," a wood and fabric sailplane.

In June 1933 a crowd gathered on cliffs outside Yakima to watch McAllister launched with a giant rubber band. He circled for nine hours. But then the wind died, and McAllister had to settle for the Northwest record.

That glider logged more than 40 flights and is now on display at the Seattle museum.

The pilot's license with Wright's signature is kept in its original blue cloth binder, stamped by the National Aeronautic Association. It was required for anyone attempting to set world records, McAllister said.

Wright was the chairman of the association and signed the license in 1927, but McAllister never met him.

He credits smart flying for his clean safety record, which includes a dozen safe landings after the engine quit.

Part of the reason is the flat and treeless terrain across much of eastern Washington.

During World War II he trained mechanics to repair the fabric wings on bombers.

His flying service for years has refueled the military planes that use the nearby Yakima Firing Center for training attacks. As a result his office is filled with pictures with military aviators and plaques thanking him for his contribution to this or that squadron.

He married his second wife, Georgia, at the age of 80. She helps run the business.

There has been talk of renaming the Yakima Air Terminal for McAllister, although he doesn't expect that to happen in his lifetime.

McAllister was supposed to be the first to land at the new Yakima airport when it opened in 1926. But a fellow barnstormer named Elroy Jeppesen happened to be in the area and made a landing at 5 a.m. to claim the honor.

Jeppesen went on to fame and fortune by designing the aviation charts, known as Jepp charts, still in use by commercial airlines. The new airport terminal in Denver is to be named for him.

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# Bookshelf for Windows pushes PCs toward the 21st century via CD-ROM

By Joe Cambron  
Data Tech Editor

*In a time of turbulence and change, it is more true than ever that knowledge is power.*

John Fitzgerald Kennedy, Address at the University of California, Berkeley [March 23, 1962]

Never has this quote been more true. In fact, even now the acquisition of knowledge is one of mankind's most fervent pursuits. Acquiring that knowledge is usually difficult, however. In an age of technology, one of the highest priorities assigned to the development of computers falls under the banner of expanding the human mind. Now, it is becoming easier to use your computer not just to play games and undertake tasks, but to learn.

Microsoft is on the cutting edge of this technology. In order to provide an atmosphere that is conducive for learning, Microsoft believes it must provide a combination of pictures, sound, and knowledge rolled into one attractive package.

With the birth of *Multimedia* (discussed last week) this has become possible. Although other CD-ROM software titles attempt to mix the three things needed to make learning fun and easy, Microsoft has surpassed every other package I have ever seen with its Microsoft

## Bookshelf 1991.

This package combines distinctly different titles into one cohesive CD-ROM that may be run under Windows 3.0 or 3.1. *Bookshelf* contains entire volumes of *The World Atlas*, *World Almanac 1991*, *Concise Columbia Quotations*, *Rogel's Thesaurus*, *Bartlett's Famous Quotations* (the origin of the above quote), *The Concise Columbia Encyclopedia* and the *American Heritage Dictionary*.

### What you need

In order to get this package to function fully you will need Microsoft Windows, the *Multimedia Extensions* set (available from Microsoft), a 286 or faster CPU based IBM compatible, a CD-ROM drive, and an audio board (Soundblaster 1.5 or newer, or other digitizing sound boards). A simpler setup unable to play sounds or run animations does not require a sound board or *Multimedia Extensions*.

### Ready to go

If you have all these things, you may now embark on an odyssey of sight and sound. Along the way you may search through nearly 630 megabytes of data for key words (much like a library's electronic card file), have quotes read to you by their original author, have difficult words pronounced for you, watch and listen to a jet engine spool up as the narrator explains the processes inside the engine, or search through

a list of history's largest mergers and acquisitions.

### Hammond World Atlas

*World Atlas* is an indexed work containing continent, country and U.S. state maps. The maps are organized by location and are indexed alphabetically. Also included in the package are separate images of flags and national anthems for each of the countries of the world. U.S. states also feature flags.

### Rogel's II Electronic Thesaurus

This complete edition is organized alphabetically and provides a brief definition and synonyms for each word according to its usage.

### World Almanac and Book of Facts 1991

This general reference book provides facts, geographic data, statistics, zip codes and trivia. Also contained are some images and a perpetual calendar.

### Concise Columbia Encyclopedia

This crown jewel of the package is made of 15,000 articles about subjects ranging from horses to the universe. It also supports a limited number of animations. These animations show in detail how such things as a jet engine works or how the continents have separated since the birth of the earth. The jet engine animation, for instance, shows the inner workings of a jet engine while a narrator describes the processes involved.

Sound effects, a jet taking off in

this case, provide color to the demonstration. Many entries also contain still images.

### Concise Columbia Dictionary of Quotations

This 6,000-item collection includes contemporary quotations organized by subject. The strongest part of this reference is its extensive cross-references.

### Bartlett's Familiar Quotations, Fifteenth Edition

In this volume, 22,000 proverbs, phrases, and quotations are sorted by author. This collection contains quotes primarily from the pre-1900 era and features audio readings of many of the available quotes by the original author where possible.

### American Heritage Dictionary, Second College Edition

Two hundred thousand definitions of more than 60,000 words are available in this reference. This dictionary comes alive with actual pronunciation of words spoken by a human voice. Also available are cross-references, word biographies and geographic entries. A style manual is also included to help the unwieldy writer to master proper form.

Topics in any of these volumes may be searched for in several ways. Browse, keyword, and operand searches are available for single or multi-volume searches. Simply typing in "RJR Nabisco" produced sev-

Title	Price	Size	\$ Per Meg	Format
Software Toolworks	\$159	6 megabytes	\$26.50	CD-ROM
World Atlas	\$219	195 megabytes	\$1.12	CD-ROM
Software Toolworks Illustrated Encyclopedia	\$249	647 megabytes	\$3.38	CD-ROM
Microsoft Word for Windows 3	\$298	12 megabytes	\$24.83	Floppy
Microsoft Windows 3	\$89	10 megabytes	\$8.9	Floppy
Lotus 1-2-3 v. 3.1	\$189	8 megabytes	\$49.75	Floppy
Wing Commander II	\$45	18 megabytes	\$2.5	Floppy

Prices provided by Software Toolworks 800-993-7638

CD-ROMs, while expensive by some standards, are actually quite economical when you consider the amount of data some of them contain.

eral references to the giant company. One detailed the size of its 1988 leveraged buyout. Another made reference to an RJR factory in a U.S. city. Another mentioned the comparative size of RJR's ad budget in early 1990s.

In searching for the quote at the beginning of this article, I needed only to begin a search of both quote references by pushing the search key and selecting the topic of "change." In less than 15 seconds a list of over 100 references was available and it was time to apply a second keyword to lessen the number of entries.

Having your own library at your fingertips is even easier to work with than you think. To copy the quote onto my word processor, I

only needed to select copy while in *Bookshelf* and then select paste in *Word for Windows 2.0*. The quote quickly appeared, fully annotated.

*Bookshelf* is more than impressive, it is the definition of progress. Even if you see no need to take advantage of *Bookshelf* or *Multimedia* in your current situation, Any current or future PC owner owes it to himself to see the state of the art in information technology. You will be surprised what a PC like your own can do with a few peripherals. *Bookshelf* is available in software stores, via mail order, or can be ordered directly from Microsoft. Future editions of *Bookshelf* can be acquired through an inexpensive upgrade plan.



This map was exported from World Atlas.

## Software Toolworks delivers two CD-ROM titles of its own

By Joe Cambron  
Data Tech Editor

Software Toolworks is the author of a pair of CD-ROMs that also provide the "essentials" in CD-ROM software. One is an atlas and the other is a fully functional encyclopedia.

### Illustrated Encyclopedia

This title is by far the strongest of the two fielded by Software Toolworks in this review. This encyclopedia is much more comprehensive than other similar products that are often merely condensed encyclopedias. It does not include the razzle-dazzle of multimedia animations or on-line narration, but the quality of the

information stands by itself.

It does include a strong library of digitized sounds which run the gamut from Martin Luther King speeches to bird calls. Another strong feature of this encyclopedia is its wealth of images. Each major type of bird, for instance, is cataloged with a brief description and a full color VGA image. The nearly 200 megabytes of data included is made up of the nearly 21 volume *Academic American Encyclopedia*. The complete text of over 30,000 articles is contained as well as maps and other images.

All in all, the *Illustrated Encyclopedia* was easy to use and certainly does not require the time and expense needed to

setup a fully functioning Windows *Multimedia* system. The only equipment needed to take full advantage of this package is a CD-ROM player, an 80286 or faster IBM compatible, VGA and a headset.

### World Atlas

*World Atlas* is a relatively small program, weighing in at just six megabytes of data, less than one percent of a CD-ROM disk's capacity. This bare bones atlas program has EGA/VGA graphics of the major regions of the world. Unlike *Microsoft Bookshelf's* atlas program, this one does not include flags of all major countries as well as their national anthems. It does provide, however, statis-

tics that are not included in the *Bookshelf* atlas.

*Atlas's* greatest advantage is also its biggest weakness. Its maps can be printed or saved to a file. *Bookshelf* cannot undertake this simple function, probably because of copyrights. The dilemma that those who wish to print these maps faces is one of time. *Atlas* is slow, painfully slow in fact. Printing one map required nearly 15 minutes as the program slowly ticked through 336 printer bands.

All in all this program does not really take advantage of the CD-ROM's capabilities to the fullest extent. This program could have been included on a set of four high-density floppies.

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Calvin and Hobbes

by Bill Waterson

WHATCHA DOIN', DAD?  
I'M BUSY TRYING TO FIX SOMETHING.

WHY BOTHER? ON THE RARE OCCASIONS WHEN YOU KNOW WHAT THE PROBLEM IS, YOU USUALLY MAKE IT WORSE AND HURT YOURSELF IN THE PROCESS!

I WISH I'D NOTICED THE BANDAGE ON HIS HAND BEFORE I SAID THAT.

I'M GOING ON A BIKE RIDE.

WHAT'S SO FUNNY?  
NOTHING... HAVE A GOOD TIME.

LOOK, I DON'T DESIGN THIS OUTFIT! IT'S PRACTICAL!

HEY DAD, WOULD YOU GET YOUR HEAD STUCK IN A BOWLING BALL? HA!

NEXT TIME, I'LL SQUIRT THEM BOTH WITH MY WATER BOTTLE.

THERE'S HAVE NO AMBITION, NO DRIVE? THEY DON'T NEED ANYTHING!

HOW DO YOU JUSTIFY YOURSELF?

I'VE DECIDED I BELIEVE IN ASTROLOGY AND HOROSCOPIES.

REALLY?  
YOU BET. IT ONLY MAKES SENSE THAT EVERY FACET OF OUR DAILY LIVES SHOULD DEPEND UPON THE POSITION OF CELESTIAL BODIES HUNDREDS OF MILLIONS OF MILES AWAY.

LOOK HERE, TODAY I'LL HAVE "MANY KEY POLICIES IMPLEMENTED." I GET TO HAVE MY WAY!

ON THOSE MISCHIEVOUS PLANETS, THE NEWSPAPER COULDN'T PRINT IT IF IT WEREN'T TRUE!

MY HOROSCOPE SAYS "TURNABOUT MEANS CIRCUMSTANCES IN YOUR FAVOR. ASSERT VIEWS IN CONFIDENT MANNER. LUNAR CYCLE HIGH. MANY OF YOUR KEY POLICIES WILL BE IMPLEMENTED."

ISN'T THAT GREAT? TOOK I'M FATED TO GET MY WAY! THE HEAVENS DECREE IT!

SO WHAT? ADD YOUR "KEY POLICIES!"

FIRST, OBVIOUSLY, IS "DON'T DO HOMEWORK." C'MON, LET'S GO OUT AND PLAY!

HERE COMES YOUR MOM, AND IT LOOKS LIKE SHE HAS A BONE TO PICK WITH THE MOON.

HA! WATCH ME ASSERT MY VIEWS IN A CONFIDENT MANNER!

YOUR MOM DIDN'T CARE MUCH ABOUT THE LUNAR SANCTION OF YOUR NO-HOMEWORK POLICY, DID SHE?  
HMPH.

WELL, MY HOROSCOPE SAID "MANY KEY POLICIES WILL BE IMPLEMENTED." NOT ALL OF THEM. BESIDES, IT SAYS TO EXPECT A TURNABOUT IN MY FAVOR. MOM WILL RELENT NEXT TIME FOR SURE.

WHAT ARE YOUR OTHER KEY POLICIES THEN?  
NO BATHS. STAY UP LATE. DON'T GO TO SCHOOL... THESE ARE THE ONES THAT WILL BE IMPLEMENTED.

MAYBE THE ASTROLOGER WAS LOOKING THROUGH THE WRONG END OF THE TELESCOPE.

C'MON, MOM. DO YOUR STUFF!

Far Side

by Gary Larson



As Nyles left the safari club, his stomach suddenly knotted up. Foolishly, he had ignored the warnings not to park his Land Rover in this part of Tanzania.



"And here we are last summer going south... Wait a minute, Irene! We went north last summer! The stupid slide's in backward!"



"Holy cow! What's gotten into our La-Z-Boy?"



Medieval chicken coops



Dance of the Beekeepers

Mister Boffo

by Joe Martin

FURTHER ADVENTURES OF THE NOUVEAU PLOIR

WILL THERE BE REFRESHMENTS ON THE BUS?

ANYONE THAT GOT HERE FROM THE AIRPORT ON THE INTERSTATE IS JUST PLAIN CRAZY!...

THE ONLY WAY TO GO IS ROUTE 45 TO 31, GET OFF AT 176 AND BINGO, YOU'RE THERE! SOMETIMES I TAKE 45 STRAIGHT THROUGH BUT ONLY IF IT'S RUSH HOUR...

ANOTHER WAY TO TELL WHEN YOU'RE AT A "SMALL TALK" SEMINAR

EARL BOFFO  
ARCHITECTURAL CONSULTATIONS, INTERIOR DESIGN, SPATIAL COORDINATION, STRUCTURAL MOOD FUSION AND OTHER ODD JOBS  
555-1919

Mother Goose and Grim

by Mike Peters

SORRY I FELL ASLEEP GRIMMY, DID WE NEED TO GO OUT?

WE DID...

...BUT NOW WE NEED A CARPET DEODORIZER.

SHAKE, GRIMMY, SHAKE.

DO YOU WANT FRIES WITH THAT?

YOU THINK YOU'RE PRETTY COOL HAVING NINE LIVES...

CATS ARE THE SHIRLEY MACLAINE'S OF THE ANIMAL WORLD.



# Vote Roger Harnack



Community News Editor

Roger has been one of the greatest assets the *Avion* has ever had. If elected he would make the best Editor-in-Chief ever.

# Vote Roland Houle



Business Manager

Roland has been one of the greatest assets the *Avion* has ever had. If elected he would make the best Editor-in-Chief ever.

# Vote David Fekke



Aeronautica Editor

David has been one of the greatest assets the *Avion* has ever had. If elected he would make the best Editor-in-Chief ever.

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