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THE AVION

An award-winning newspaper by students for students

Student lands short of runway in 172

Volusia County Council cancels Daytona SkyFest

By Bill De Brauwer
Campus News Editor

An Embry-Riddle Cessna 172 was involved in its second, and probably last, accident as it landed short of runway 7R at Daytona Beach Regional Airport.

The Cessna, N133ER, apparently struck the ground 72 feet short of the 3000 foot runway, became airborne again, and struck the ground a second time, eventually sliding onto the pavement at the end of the runway, according to A.C. Tacker, Aviation Safety Engineer.

The same aircraft was involved in another landing incident three months ago.

During that incident, a student who was on his first unsupervised solo flight had a propeller strike as he attempted to land on runway 16 here at Daytona Beach.

That incident damaged both the

propeller and the engine. No one was injured in that incident, and after repairs the aircraft was brought back to active flying status.

The latest mishap, which happened around 5:40 p.m. on Sunday, May 17, is currently being investigated by the National Transportation Safety Board (NTSB) and the University, said Tacker.

The airplane struck the ground in a nose low attitude at least once, probably both times, according to Tacker.

The force of the impact was great enough for the nose gear to break off, causing extensive damage to the cowling, folding back a propeller blade, and bending the engine mount.

The aircraft had a new engine, since the previous engine had been replaced after the propeller strike incident.

The force of the impact also

According to Tacker, the NTSB has been very helpful and efficient in helping find the cause of the accident so that the University can decide on what actions it will take.

caused the skin where the fuselage and the tail meet to buckle. This is usually an indication that the airframe has been damaged.

The aircraft was on a FA 110 dual training flight, and was flying in the pattern so the student could practice landings.

The incident occurred during the second approach.

The student, Kenneth Brown of Loysville, Penn., and the instructor, Bernie Wiebe, were not injured during the accident.

Both were taken to Halifax Memorial Hospital where they were examined and released, according to Helen Riger of Public Relations. While at Halifax, they also submitted to a drug test.

The FAA drug test is required by the FAA any time an accident has occurred. The results will not be known for approximately three weeks, but Tacker does not believe drugs played a role in the accident.

The instructor had no comment on what happened but did tell Tacker during the initial investigation that he did not believe weather was a cause in the crash and was not aware of any mechanical failure.

In compliance with Flight Department policy, both pilots have been grounded until the investigation is complete.

According to Tacker, the NTSB has been very helpful and efficient in helping find the cause of the accident so that the University can decide on what actions it will take.

After the crash the runway was closed until an FAA Inspector from Orlando arrived at the airport to inspect the scene.

The airplane was taken to the Jet Center sometime after 9 p.m. the day of the crash, after which the runway was reopened. According to an airport official there was no damage to the runway.

Representatives of Sample International Incorporated, the insurance adjuster, were here last week to estimate the cost required for repairs, which Tacker believes is around \$30,000. However, he believes the aircraft is probably beyond economic repair.

If that is the case the plane may be sold by the insurance company as scrap, or individual pieces may be sold to interested parties.

Although this has been the second incident involving the same aircraft, these are the only major incidents involving University aircraft this year, Tacker stated that the incidents were unrelated.

The investigation into the accident is still ongoing.

By Todd Hughes
Photo Editor

The Volusia County Council has made the decision to cancel SkyFest indefinitely. When President Shliwa was asked about the council's decision to cancel SkyFest, he said, "I am disappointed that there was no solution to continue what has become a tradition at Embry-Riddle."

Vice-President/Executive Director of Flight Services Eric Doten, the Airport Manager and the Chairman of the County Council met with the County Manager relative to SkyFest, who announced the County Council's decision to withdraw their support of SkyFest and will not authorize the airshow to be held next year.

The decision stems from several factors. The main factor was the complaints received from the airlines regarding delays in departure and arrival times. Daytona Beach Regional Airport has moved from the 31st busiest airport in the nation to the 27th and is expected

to grow even larger with the completion of the new terminal.

There was also concern over \$67,000 worth of damage to runway 16-34 due to leaking hydraulic fluid by the static display aircraft. There were also reports of personality conflicts between SkyFest officials and airport officials.

At this time the County Council and Airport Manager were unavailable for comment.

Eric Doten said the University is not going to fight the County Council's decision. Doten also stated that the University had mixed feelings about the decision. Doten said, "It was good for the students and it brought alumni back to visit, but on the other hand it forced the flight department to stop operations for the whole weekend."

President Shliwa said that "by taking a year off SkyFest, maybe the community will show support for SkyFest and then the University and the County Council can work together to re-institute the tradition of SkyFest and solve all the problems."



Photo by Todd Hughes

An Embry-Riddle Cessna 172 Skyhawk was damaged when the student pilot and instructor crash landed before runway 7 Right. The incident is currently being investigated by the National Transportation Safety Board.



Photo by Todd Hughes

One of the reasons the Volusia County Council cancelled Daytona SkyFest is the increasing terminal traffic.

Regional Airport holds mock emergency training exercise

By Shawn Mc Bride
National News Editor

A fast approaching "hurricane" and a mock airline crash were some of the things Volusia county emergency response teams had to cope with on Wednesday, May 19.

The airplane crash exercise began with the airport officials lighting smoke-generating pyrotechnics. Once these were lit, the Volusia Sheriff's helicopter took off to survey the situation from above. The control tower also called the Daytona Beach Regional Airport Fire Department at this time.

The airport fire department responded and the officers entered the simulated burning aircraft to rescue the survivors. The officers that entered the aircraft were wearing their full fire retardant gear. They carried the survivors out of the aircraft.

There were also simulated victims spread out throughout the area surrounding the crash. Their simulated injuries ranged from minor broken bones to a few that were dead.

At this point, the Daytona Beach

Fire Department and Volusia county fire department responded and the area ambulances responded. The paramedics from the ambulance units that responded immediately began assessing the victims to determine the life threatening injuries from those that could wait for medical attention.

The responders from the ambulances went up to the victims and performed only enough first aid to get the victim ready for transportation. They put a collar on the survivors and placed them on a backboard and transported them to a staging area. In the staging area, there was a team of medics who determined which survivors were in a life threatening condition, and transported them to the hospital first, followed by the less critical ones.

The airport fire units found some simulated radioactive canisters near some of the victims and they immediately roped off a "safe" area around the containers and victims near them until a Hazardous Material Decontamination team arrived on the scene.

The airport police had a person stand guard around the zone to make

sure no one entered. When one of the firemen had to enter the contaminated zone because the wind was blowing the canisters around, the fireman was sprayed off with the hose to decontaminate him. He was dressed in the silver fire retardant uniform when he entered the area.

Some of the victims were only slightly injured and were running around trying to get help for their friends involved in the crash. Some of the victims were asking their rescuers about incidental things like the whereabouts and conditions of their luggage.

The injuries were made to look as real as possible. The persons that were acting as the victims of the crash did a good job of acting. They were screaming like they were in pain. Some were cooperating with the rescuers, while others were not.

The NTSB agents on the scene had no comment to the cause of the accident. He said a complete report will not be available for at least six months, but it may take longer.

The number of passengers on board the "crashed aircraft" and the number of injured and dead has not yet been released.



Photo by Jeff Pitts

Mock victims are rescued by emergency services workers at a recent training exercise at Daytona Beach Airport.

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Professional offshore powerboat racing started its season in Cocoa Beach recently.
 see Community, page A6

News in brief...

Entertainment movie of the week

The Entertainment Committee of the SGA will be showing *The Hand That Rocks the Cradle* this Thursday in the Student Center at 8:30 p.m.

Attention graduating seniors

A graduation application must be on file in the Records & Registration office in order to evaluate students for degree completion and for the purpose of ordering a diploma with names properly spelled.

The deadline to apply for August Degree Completion is June 12, 1992. Applications received after

that date will be processed after the order is placed for summer diplomas.

Any requests for Official Transcripts with Aug. 15 graduation information may not be available for approximately two weeks after the completion of Summer B 1992.

Avion copy editor needed

Due to summer break and graduation, the *Avion* soon will be without a copy editor. If you want to help your fellow students, contact the *Avion* at X6049 or visit the office upstairs in the Student Center.



The Shuttle Carrier Aircraft continues its seldom but necessary task of ferrying shuttle orbiters.
 see Space Technology, page B3

THE AVION
Embry-Riddle Aeronautical University

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Editorials

Product liability is hurting aviation



Jason Simon
Senior Staff

deceased to slide to the rear of the plane and simultaneously pull the controls back towards the rear of the airplane. This caused the elevator to deflect and pull the nose of the plane skyward. The plane soon entered an uncoordinated, full power stall. After the stall, the plane entered a spin and impacted the ground in a nearly perpendicular position.

The plaintiff sought compensation under the strict liability and negligence doctrines. The basis for her case was that the seat was designed in a defective way so that it would not automatically lock in case it was accidentally left in an unlocked position by the pilot. In addition, Mrs. Argubright claimed that Beech failed to adequately warn the pilot of the dangers of leaving the seat unlocked while in flight.

While the jury in this case decided that the seat was not defective, they did decide that Beech did fail to adequately warn the pilot of the dangers of leaving the seat unlocked, despite the fact that the seat lock was a part of the checklist provided with the aircraft. The Plaintiff received a settlement of approximately \$375,000.

It was only on appeal that Beech did finally win this case. In the appeal, Beech was able to prove that they were not negligent in their duty to warn the pilot. They claimed that the general population of pilots have been taught to rely on their checklists before, during and after flight. After the smoke cleared, the case was overturned and Beech was not found at fault. Incidentally, it costs Beech over \$500,000 to defend a case in court. So while they did win the case, they most likely got socked by the high court costs.

Unfortunately, it seems that this type of case is not uncommon. It has been proven that aircraft manufacturers are sued in 90 percent of all accidents; this is despite the fact that 85 percent of all crashes are caused by pilot error.

Another big problem with the current system is that there is no limitations to liability. When a plane maker is sued, it can be sued under 50 different liability laws. This is due to the fact that each law differs with the state that the action is filed. The president of Piper Aircraft Corporation stated that "there might be a plane that was built in the '30s that's been rebuilt five times, but if it's got a Piper plate on it, we're liable for it even though we didn't have anything to do with rebuilding it." Henry Ogrodzinski, director of communications for the General Aviation Manufacturers Association said that "if you crashed a (Ford) Model T car and sued, they would throw it out of court. But if you crashed a 1930 plane, (its manufacturer) is responsible..."

But I guess the big question is why do the lawyers sue manufacturers instead of those who are at fault 85 percent of the time, the pilots. Lawyers are looking to get the biggest settlements they can. Pilots, unlike automobile drivers, do not need to carry liability insurance. This means that the pilot usually does not have the money to cover a million dollar settlement. Lawyers go for the assumed "deep pocket," which usually means the pocket of the manufacturer. This ensures a decent settlement for the plaintiff and an excellent income for the lawyer.

So what has this done to our manufacturers? Well, if you were to go and buy a new aircraft, you would find that the number one costs associated with the aircraft was not materials and labor, it is product liability overhead costs. These costs, on average, add \$100,000 to the price tag of each and every new American made aircraft.

Shipments of general aviation aircraft have declined severely since the 1970s. In 1978, the United States shipped nearly 18,000 new aircraft. Last year this great country shipped only 1,021 units; a tremendous

decrease in the total amount shipped. This lack of new aircraft shipments has also decreased the amount of employment in the general aviation sector, more than 50 percent in many cases.

In addition, the product liability problem has also hindered new technology development. The aircraft companies are spending way too much money on legal fees. Money that could be better spent elsewhere. Technology is also hindered by the fact that any new technology introduced is subject to the product liability laws. This has scared off many companies who are willing to create new devices, but are afraid of the product liability imbroglio.

For a school like Embry-Riddle, trying to replace an aircraft fleet as large as the one found on the flight line is a difficult task. Embry-Riddle, like many others in the United States, have looked to foreign competition to satisfy their needs for new aircraft. This hurts our economy and increases our foreign trade deficit.

So what can be done? Well, the options are varied. One of the least popular and best solutions is to force pilots to carry their own insurance, like automobile drivers. Reform of product liability laws in Congress is also an option. The General Aviation Manufacturers Association has proposed two bills in Congress. However, lawyers oppose the reforms in Congress and it is unlikely that Congress is going to change anything that would adversely affect the lawyers since they are associated with, or are lawyers.

In closing, product liability problems have severely affected American general aviation manufacturers. The laws have caused a halt to production of single engine piston driven aircraft at Cessna, and Piper blames product liability for its bankruptcy. The future holds very little promise for the United States' General Aviation manufacturers, unless changes are made.

Letters to the Editor

Try to understand

Dear Friend,
Yesterday I was talking to one of our friends, and I asked about you. He told me that you do not deserve my friendship, that you are immoral, that you are worthless, and that I should not talk to you if I want to keep a clean reputation. He also told me that you are one of "those" that frequent places like the Warsa and the Copa. He said that I "should be" careful of people's opinions, that they might think that I am one of "those" ... that people's opinions of our friendship may put my reputation at risk.
He said that he feels sorry for your parents, that they are spending too much money on "you." He wondered what would happen if your parents knew the truth about you. He was really making fun of you ... what a friend!
He is so ignorant! Doesn't he realize that your parents know you already? They raised you. Do you remember when we went to eat at that place that "normal" people go,

normal being those that behave according to society's dictates without taking into consideration one's individual needs and emotions. It was there that your parents told me how proud they are of you, that they respect you for who you are. Do you realize how lucky you are?
Then, I asked our "perfectly normal" friend, what does he really know about your life? What right does he have to judge you? What is your sin? What makes you so different, anyways? Is he judging you because you are different, because he is afraid of his own truth, or is he threatened by your honesty and pride? Hasn't he ever noticed that every flower has its own color and shape? He didn't say a word.
Today I want to tell you that nothing has changed between us, that you are my best friend, and that I am proud of you too. Your pain is my pain. After all, you are not the only one in this place. Most importantly, the word "man" is not defined behind closed doors. I wonder what a man really is...

Name withheld by request



Student Forum The Avion asks: What do you think about SkyFest being cancelled?



Heather Newslow
Aero. Science

"I don't think it should be cancelled."



Jesus Diaz
Aero. Science

"Actually, I didn't know it was cancelled."



Tom Cheng
Aero. Science

"I didn't go either year. It doesn't matter."



David Opperman
Av. Business Admin.

"I think it sucks. I wish that tradition could outlive personality conflicts once in a while."



Mark Hogan
A/C Engineering Tech.

"I think the school is going to lose money in the deal."



Susan Tully
Av. Business Admin.

"It would be nice to have it someplace else...like New Smyrna."

Photos by Jaap Van Rijn

Safety Department installs emergency phone

By Bill De Brauwier
Campus News Editor

The Safety Department has recently installed a "Blue Light" emergency telephone unit to aid students in reporting crimes and emergencies.

All that is left to do is for Physical Plant to connect the phone lines, which Kevin Mannix, Director of Safety, hopes will be completed sometime this week.

The phone will then have a direct line to the switch board operator, located in the Student Center. It will ring independently of other phones and receive top priority.

The phone is located in Dorm II on the corner closest to the basketball courts, so it can be used by

dorm residents and students who use the courts.

The unit is manufactured by News-Time, who developed the Code Blue Telephone System.

This system has been designed as a means for students to report crimes and emergencies on University campuses by installing a series of emergency phones at strategic locations on campus.

The Safety Department eventually hopes to have three other phones placed on campus.

While the one already installed is wall mounted, the others will be bollard style.

These phones are installed in large poles that have the words EMERGENCY written on them and are highly visible.

The Safety Department has submitted a capital budget request for the three phones, and if the request is approved, hopes to have the phones installed during the fall, according to Mannix.

"I am very pleased with the support I have received from the University regarding the purchase and installation of the products, from the University administration that approved the funds through to the Physical Plant employee that dug the ditch and ran the telephone lines," said Mannix. "This project reflects the University's commitment to personal safety."

If funding for the three phones is approved, they would be located by the GRW complex, the academic complex next to M lot, and the

ASSL complex.

These locations were selected because they are located on the outskirts of the campus, and/or have a large number of after-hour activities.

Each phone allows for hands free communications. All one has to do is press a button to get in contact the operator, after which two way communication has been established, so all one has to do is talk.

A display in the communications center will tell the operator which unit has been activated.

If a student or faculty member is in trouble and cannot speak, safety officers will still be warned of the potential emergency, and know where to respond.

"They are real important because they do three things," believes

Mannix, "One, they provide the University community with a means to summon immediate help. Two, because they are so visible, they act as a deterrent to someone who might come on campus to commit a crime. Thirdly, will generally insure the University community that they are safe and that help is available."

The Safety Department selected the Code Blue Telephone System over other available products because they are the most vandal resistant, very visible and easy to maintain.

The wall mounted phone costs around \$2,000 while the bollard style phones cost around \$2,500. This does not include the cost of installation, which will vary by location.



The Safety Department hopes that emergency phones like this will increase safety on campus.

Waterskiers excel at All Star event

By Bill De Brauwier
Campus News Editor

Two Embry-Riddle students took fifth and 13th place in the National Collegiate Water Ski Association All Star competition.

The Association consists of six conferences where waterskiers compete in three events: slalom skiing, trick skiing and jump skiing.

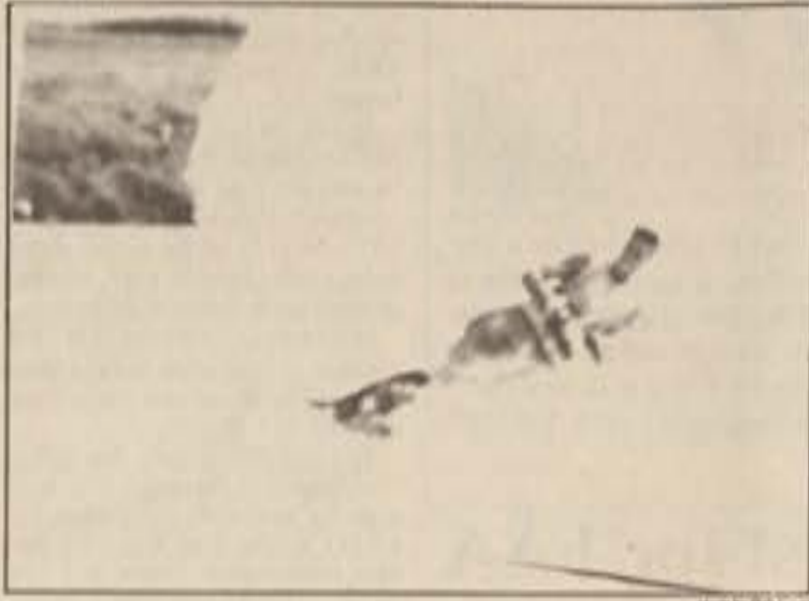
The All Star competition, which took place on May 9 and 10 in Columbia, SC., takes the best five skiers in each event from each conference.

The Southern conference, which consists of Florida universities, won this year's competition.

Corey Bainter placed fifth in the nation in the slalom event. He was able to ski two buoys using a 43 foot long rope at 36 mph.

Mike Blastic placed 13th in the Jump skiing event, equalling his personal best of 107 feet, after crashing on his first attempt.

Bainter was seated fifth in the slalom event in the Southern conference, but moved up to fourth seat when another skier was unable to



Corey Bainter negotiates a turn in the slalom event on his way to fifth place at the All Star competition.

attend the competition.

Blastic was seated sixth in the jump ski and was listed as an alternative, when one of the higher ranked jumpers could not attend, allowing Blastic to enter the competition as the fifth seated jumper in his conference.

The Southern conference holds competitions during the fall and spring each year. Each university can enter a team of five male and five female skiers.

The Embry-Riddle Ski Club has not been able to send a team to the

competition because they do not have any female skiers. Rules say that each team must have at least one male and one female skier.

The Embry-Riddle waterski team members are scored individually.

The club owns a 1987 Ski Nautique and a ski jump. Until recently they also had access to a private lake.

However, the owner of the lake sold the property and the new owner wants the club to ski somewhere else. They are currently looking at a lake next to Flagler airport.

Dr. Phipps takes over as Daytona Campus Flight Department Chair

By Bill De Brauwier
Campus News Editor

As part of the administrative changes in the flight department, Dr. John Phipps was named Flight Technology Department Chairman, Daytona Beach, replacing Paul McDuffee who became Director/University Chief Flight Instructor.

He will also assume the duties as the campus Chief Flight Instructor.

Dr. Phipps, who celebrated his 35th birthday two days ago, was born and raised outside Boston, and attended high school in Vermont.

It was there, in Montpelier, that he obtained his private pilot licence.

After he graduated from high school he came to Embry-Riddle where he went through the Aeronautical Science program.

He was then hired by the University as a flight instructor, where he moved through the ranks to where he is today.

"I've held about every position there is in the flight department," Dr. Phipps joked.

He also received his Master of Business Administration in

Aviation at the University.

A year and a half ago he obtained his Doctorate in Education from Nova University. He also holds an ATP certificate.

Dr. Phipps' ambition when he first came to Embry-Riddle was to eventually go to the airlines. "But I came to like Daytona Beach and Embry-Riddle and raised a family here and just really enjoyed it and I enjoy working with people in the flight department," he said.

His wife, Holly McInnis, however, is a first officer flying Boeing 737-300s for United Airlines.

They first met when she was a student and instructor at the University, and started dating a few years after she left when she returned for a visit.

Dr. Phipps sees many changes in the flight program in the upcoming years, especially in the upperlevel flight courses.

"We are looking now into considering the purchase of some King Airs for multi-engine transition training, with the possibility of offering FA 419, for example, in the King Air as opposed to the

Crusader," said Dr. Phipps.

To keep the cost down, the amount of multi-engine time a student receives will not be as much as if the training was done in a Crusader.

But he believes that the type and quality of hours that are obtained are better than the actual amount.

If the University decides not to use the King Air, then the Crusaders would receive a major avionics upgrade.

Dr. Phipps is currently exploring ways where students could gain experience and time by flying the line with commuter airlines or Part 135 operators.

Another possibility he is considering is for the University to create its own Part 135 operation, where students would fly the aircraft.

However, he noted that these changes were not in the foreseeable future.

He is also looking into setting up some relationships with other training academies, such as Flight Safety or NATCO, for advanced training in airline type simulators, such as the Boeing 747.

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Board of Trustees adds Robertson to its ranks

Embry-Riddle Press Release

S. Harry Robertson, credited with developing crashworthy fuel systems for aircraft and race cars, was named to the Board of Trustees.

"Harry Robertson's work has meant the survival of thousands of people who might otherwise have died in air crashes during the past 20 years," said President Sliwa. "He has been dedicated to educating the military and the public on how to ensure the survival of passengers in aircraft crashes."

As of February 1990, more than 3,400 aircraft crashed with Robertson's systems on board. According to Army published literature, no one died as a result of fire.

The Department of Transportation is currently working on regulations which will require crashworthy fuel systems in all U.S. transport aircraft, not just military aircraft, in the future.

Robertson, in Tempe, Ariz., founded the International Center for Safety Education in 1982 and has trained more than 6,000 investigators for the U.S. military, National Transportation Safety Board and the Federal Aviation Administration.

During his service in the U.S. Air Force, he wrote an article on the crashworthy fuel system, outlining the fundamentals for self-sealing

breakaway valves, frangible fasteners and puncture and tear-resistant fuel bladders.

The Crash Survival Design Guide he and his team of researchers wrote for the U.S. Army, the only manual of its type in the world, is in its fifth edition. The federal government uses it as a reference for crashworthiness in new aircraft.

Robertson and his researches also wrote standards for designing and implementing crashworthy fuel systems, and worked with the Army's first team researching such systems.

He has been an instructor with AvSER's Crash Survival Investigator School, and developed and directed the Aviation Safety Center while he was a research professor on the engineering faculty at Arizona State University.

Robertson has been an advisory council member for the Center for Aerospace Safety Education at Embry-Riddle since 1986. He earned a Bachelor of Science in General Studies, Business Administration and Mechanical Technology from Arizona State University.

During his service in the U.S. Air Force, he wrote an article on the crashworthy fuel system.

False Alarm!



The Fire Department was called to Dorm I after a fire extinguisher was set off, creating a large dust cloud that looked like smoke. As a matter of procedure the entire building was temporarily evacuated as fire fighters inspected the building to see if there was any danger. The wing where the extinguisher was located was unoccupied.

Photo by Todd Hays

University is to upgrade its main frame computer

By Jason Simon

Senior Staff

Embry-Riddle's computing system is going through major changes. As a part of that change Embry-Riddle has contracted with Technology Specialists Incorporated (TSI). This firm will consult and help the University make improvements over the next two years.

Through a meeting with Robert Jost, Vice President, Administration, it was learned that Embry-Riddle's current system is running at 100 percent capacity throughout most of the business day.

The current system supports much of the computing needs of the entire University, including such areas as student records, financial aid data, admissions data and all of ERAU's financial packages and budgets.

Part of the new hardware upgrade will consist of the addition of an Hewlett Packard HP3000-947 mini computer. This addition will allow 240 users to be on the system at the same time. This is a 67 percent increase in the ability of the system.

It has been stressed that this upgrade is considered to be a short term solution for the computing needs of the University.

TSI will also provide the leadership needed to develop a long term plan for academic computing for ERAU, a long term plan for a student information system and will assist with network planning for administrative and academic use. Embry-Riddle is aiming for a one network system in the future.

TSI will have at least three representatives on site throughout the duration of their contract. In addition, specialists will come to the University from time to time when needed.

Embry-Riddle is expected to

Embry-Riddle's current system is running at 100 percent capacity throughout most of the business day.

experience some cost savings over the next two years, but the main emphasis is on increasing the productivity of the University. Some of this cost savings will come from cost avoidance. In the past Embry-Riddle's computing software was written in house, creating what is called a development shop.

The University is expected to become more of a maintenance shop in the future. This is due to the fact that much of the software that is needed can now be provided by software vendors. Instead of writing much of the software, the University will buy and maintain software instead.

Other changes to the University computing system include the creation of the Computing Governance Committee. From the University's Administrative Policies and Procedures Manual, it was learned that the Committee will "assist the President in setting priorities and determining the direction for computing technologies in the furtherance of the University's instruction, research and administrative functions."

"The Committee will assist in setting long-range strategic priorities, overseeing related policies, and supporting the use of computing technology within the University. The Committee reports to the President and coordinates with the Presidents Cabinet on resource issues."

Other current additions will include the Continuing Education Field Information System (CEFIS) and a new flight system program.

The flight system software, which has taken two years to develop, will assist with the scheduling of the Embry-Riddle aircraft fleets at both campuses. The software will come on-line this summer.

CEFIS supports the College of Continuing Education (CCE). The software was designed to run on PCs located at the many CCE bases around the world. It would provide the CCE's access to the Embry-Riddle main computer system. The system is currently being tested and will be ready for use in the near future.

Students and faculty develop ATC test for FAA

ASST Press Release

Several Embry-Riddle students and faculty are developing a selection test battery for air traffic control specialists. This battery uses computer-based technology and is a potential ATC selection tool for the Federal Aviation Administration.

Historically, the FAA has administered pencil-and-paper examinations to select candidates for the FAA Academy in Oklahoma City, Okla. This process proved to be very costly, as there have been extremely high attrition rates. Embry-Riddle is trying to create an alternative to the

current selection process, which could save considerable expense for the FAA, and hardship on candidates who ultimately fail training.

Several students have participated in this project, such as Gordon Jones (programming & graphics), Niel Swindells (testing & statistics), Dieter Haney, Ken Petschauer, David Tyson and Michael Gieraltowski. The project is led by Dr. Gerald D. Gibb with assistance from Professor Marvin Smith.

The test has four segments which take about 15 minutes per test. The first segment is called "Manikin Test," which is a mental rotation test.

The second part is the "Absolute

Differences Test" and it is a working memory test.

The third test is a "Quantitative Working Memory Test," and the fourth test is called the "Grid Test." The "Grid Test" measures a person's ability to retain spatial information.

The FAA, as well as the Australian government and some governments in Europe have expressed considerable interest in this test battery.

There are several potential applications for this program and it could develop into an integral component of the air traffic control selection process.

Currently, Niel Swindells is

administering the test battery at the Airway Science Simulation Laboratory. Any student who is interested in participating may go to the ASST and see Dr. Gibb, Niel Swindells or ask a front desk monitor.

Student participation will help establish a data base for the battery and provide meaningful data to the FAA.

The Airway Science Simulation Laboratory is open from 8 a.m. to 10 p.m. (Mon.-Thur.) and 8 - 5 (Fri.), as well as 10 - 4 (Sat.). All students are invited to take this test, or try out the ATC Lab, and/or fly the Silicon Graphics Flight Simulator.

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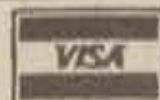


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Independent Perot leads in election poll

By Shawn Mc Bride
National News Editor

H. Ross Perot is becoming a strong opposition for the Republican and Democratic presidential candidates. He is causing the two primary political parties to campaign harder than they initially planned to.

Perot was born on June 27, 1930, in Texarkana, Texas. He started to earn his money at age seven, working odd jobs until 1949 when he entered the United States Naval Academy. He received an honorable discharge from the Navy in 1957.

In 1956, Perot married Margot Birmingham, his current wife. They have five children and four grandchildren, with two more on the way.

Perot borrowed \$1,000 from his wife in 1962 to start a one-man data processing company, Electronic Data Systems (EDS). Today EDS is a multi-billion dollar corporation that employs 70,000 people.

In 1984, Perot sold EDS to General Motors for \$2.5 billion. He was then the largest individual stockholder for GM. He was also on the board of directors until he resigned in 1986.

In 1988 Perot started a new company called Perot Systems. It is a computer service company that operates in the United States and Europe.

During his civilian life, Perot has accomplished many things in service to his country. These include working to improve the brutal treatment of our POWs in Southeast Asia in 1969. The Department of Defense awarded him the Medal for Distinguished Public Service. This is the highest civilian award the DoD presents.

In 1979, Perot directed a rescue mission for two EDS employees taken hostage by the Iranian government. Later that year, he headed the Texans' War on Drugs committee at the request of the governor of Texas. The committee proposed five bills that were passed into law.

He was asked by another governor of Texas in 1984 to help with the deteriorating quality of the state's public education. The results were

Perot wants to get rid of the 1,200 Government aircraft. Keep one for the president, but downsize it to a Gulf Stream.

major improvements in the Texas public school system.

There have been over 1.6 million telephone calls to the Perot petition committee's 800 number (1-800-685-7777) and to 214-419-5000. MCI has noted that 18,000 phone calls hit at the same instant, when the 800 number was flashed on the screen during the Phil Donahue show on March 25, 1992.

During Perot's address to the National Press Club on March 18, 1992, he stated, "We own this country. We've got to put the country back in control of the owners. In plain Texas talk, it's time to take out the trash and clean the barn or its going to be too late."

Perot had the following comments about the current status of the economy in the United States. He said, "We've got to stop deficit spending immediately. We've got to replace Gramm-Rudman with a real bill that cuts out all the tricks, loopholes and improper accounting procedures."

Other changes he called for include a constitutional amendment taking away Congress' right to raise taxes. "If they need more money, just put it on the ballot and let the owners of the country sign off," Perot said.

If Congress wants a raise, it should be put on the ballot. The president should be able to get rid of pork barrel and waste using the line-item veto as well. Congress must absolutely not be exempt from the law it imposes. He also wants all members of Congress and the President to be required to turn in excess funds from each campaign. These are a few of Perot's views on the economy.

Perot asks, "Why do we have elections on Tuesday? Let's have elections on Saturday and Sunday."



"We own this country" is Perot's main theme.

Why can't we leave the polls open two days?"

Perot also calls for getting rid of all of the free services members of Congress receive. These include free hair cuts, big gymnasiums, prescription drugs, parking places and so on. "It's hard times. Why don't these boys join a health club?"

He wants to get rid of the 1,200 aircraft totalling \$2 billion. He said they don't need to fly like royalty. "Keep an airplane for the President, if you want to," he said. "But downsize it to a Gulf Stream. The cold war is over."

He also calls for reducing the size of the White House staff, the Cabinet staffs, and congressional staffs.

"In summary," he said, "we own this country. Government should come from us."

"We can wait until the clock stops ticking, and it'll take us two decades to fix it, or we can move now. It's our choice."

Anyone wishing any further information about H. Ross Perot is encouraged to call the Perot Petition Committee headquarters at 1-800-685-7777, or write to the Perot Petition Committee, 6606 LBJ Freeway, Suite 150 Dallas, Texas 75240.

"We own this country. Government should come from us. We've got to put the Country back in control of the owners."

H. Ross Perot

Pell grants are running over budget

Associated Press

WASHINGTON - The nation's main college aid program is running about \$1.4 billion over budget, but students who already have been told they will receive Pell grants for the coming year need not worry, the Education Department said Friday.

"No one who has grants this year and who has received a commitment for next year will be affected," said department spokeswoman Etta Fielek.

But she warned that proposals to increase grant ceilings and make more students eligible by raising

family income limits may have to be shelved.

The shortfall comes from an unanticipated increase of 300,000 students who qualified for and received Pell grants this year, for a total of 4 million, Fielek said.

"Our goal is within the next very few days to work with the congressional committees to decide the best course," Fielek said. "We don't happen to have one now."

Claiborne Pell, D-R.I., the architect of the program and chairman of the Senate Labor and Human Resources subcommittee on education, said he wants the problem resolved as soon as possible, possi-

bly with a supplemental appropriation for the current fiscal year.

"If we do not find a way to cover the Pell grant shortfalls," he said earlier in the week, "we run the risk of dismantling the hard-earned gains for the middle class that we have won."

Pell blamed the recession for the grant program's rapid growth.

Most of the increase has been among students attending public institutions that have increased tuition to compensate for cutbacks from fiscally strapped state governments, he said.

see Grants, page A7

Pentagon tries to solve refugee problem

Associated Press

WASHINGTON - The Pentagon is reviewing a variety of options to deal with the surge of Haitian refugees who have been taken to the U.S. Navy Base at Guantanamo Bay in Cuba, a spokesman said Tuesday.

Pentagon spokesman Pete Williams told reporters that 11,463 boat people are now at the base, which has a capacity for 12,500 due to the limits of space, water and sewage facilities.

There were 2,000 refugees,

picked up by the Navy and Coast Guard, at the base in March. The Haitian exodus began after the military coup last September.

"We are well aware we are approaching capacity" at the base, Williams said. "We are exploring a variety of options" for dealing with the situation.

The spokesman declined to detail exactly what those might be, or whether they included expanding the facilities at the U.S. base in Cuba.

Coast Guard officials have said that more than 8,000 boat people have been scooped from the sea in

May - already a record monthly total.

The U.S. Coast Guard has picked up 31,370 Haitians since the coup - most in the passage that separates Cuba and Haiti. No estimate was available for the number of Haitians believed lost at sea.

More than 8,000 boat people have been rescued at sea in May, the Coast Guard said.

Operation Desert Storm is not really over

Associated Press

WASHINGTON - The Gulf War ended about 14 months ago, right? Wrong.

In the eyes of Pentagon paper pushers, Operation Desert Storm is still alive.

The Persian Gulf conflict, as it is known among Pentagon bureaucrats, didn't really end with the 100 hours of ground combat in February 1991.

The reason, those bureaucrats say, is because President Bush hasn't formally called it quits.

Bush appeared on national television the night of Feb. 27, 1991, to declare Kuwait liberated and Iraq defeated. He also said the allied

forces would suspend offensive operations.

Four days later, Desert Storm Commander Gen. H. Norman Schwarzkopf met with his vanquished Iraqi foes at an airbase in southern Iraq, where the Iraqi military commanders accepted strict terms for permanently ending the war.

But more than a year later, about 18,000 U.S. military men and women remain in the Gulf.

And Defense Secretary Dick Cheney has not submitted - nor has Bush signed - a proclamation declaring Operation Desert Storm at an end.

"Technically, the Persian Gulf region is still considered a combat

zone," explains Pentagon spokesman, Air Force Lt. Col. Doug Hart.

"An executive order made it a combat zone, and in order for that to go away, there has to be another one to remove it," Hart said.

Congress also could approve legislation, the spokesman said.

Keeping the region a combat zone enables U.S. military personnel still in the Persian Gulf region to receive special benefits, such as \$150 a month in "hostile fire and imminent danger pay," known to the public as combat pay.

Enlisted personnel also are excluded from paying federal taxes

see Desert Storm, page A7

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Offshore powerboat racing kicks off its season in Cocoa

By Boyd Kelly
Chesapeake Editor

The 1992 Offshore Professional Tour kicked off two weekends ago at the 2nd Annual Space Coast Offshore Challenge in Cocoa Beach.

It was a hectic race with many boats retiring from the race early due to the weather conditions, and in some cases, mechanical failure. The ocean was extremely rough with swells between five and seven feet and wind directly out of the east at about 10 to 15 knots. This made for an interesting and slightly slower race for most of the boats.

The defending champions from last year, the Spirit of the Amazon in the Superboat Class, with an average speed of 82.82 mph; Dirty Laundry in the Open Class with an average speed of 77.33 mph; Agitair in the Pro-1 Class with an average speed of 70.93 mph; and Manta Racing in the Pro-2 Class with an average speed of 59.13 mph.

There were six Superboats, eleven Open Class boats, six Pro-1 boats and two Pro-2 boats.

Cobra Power took first place in the Superboat Class with an average speed of 82.20 mph. Powerboat Marine finished second and INXS finished third. Kid-Apache-Kid, Dirty Laundry and the Gentry Eagle all retired before the race ended.

The Spirit of Norway took first in the Open Class with an average speed of 84.22 mph. RECOVERY came in second and Budweiser took third. Ohio Steel and LaBatts were fourth and fifth respectively. Intrepid, Allez Vite, Hyperactive, Heavy Metal, Cigarette Hawk and Cigarette Lady all retired.

In the Pro-1 race, Motion Powerboats took first place with an average speed of 64.26 mph. Ingle Marine Racing, Spirit of Houston and Tuff N' Uff filled up the second, third and fourth spots. High Risk and The Forge both retired.

In the Pro-2 class, Manta Racing was the only boat to finish and keep its title from last year. They had an average speed of 58.12 mph, and PATRIOT, the other Pro-2 boat, retired early.

Offshore powerboat racing is one of the fastest growing sports in the country today. It's roots can be traced back to races held in the English channel in the early 1900s.

As far as the actual sport goes, it really has had its primary growth here in the United States. It's greatest growth has occurred in the last three years due to the formation of the Offshore Professional Tour and sports cable companies like ESPN.

The OPT was formed as a professional organization to coordinate all of the logistics involved with racing, such as sponsors, media, the fans and the racers and crews. Coverage by ESPN and the three major networks has opened up the world of Offshore Powerboat racing to everyone. The coverage allows a spectator to follow the whole tour, and with technology, actually see the race from within the boat.

The "on-site" attendance for 1990 and 1991 was an estimated 3,120,500, and through television, more than 40,000,000. Another novelty that has attracted crowds are the celebrity drivers like Don Johnson, Chuck Norris and Kurt Russell.

The sport itself is an expensive one to break into. A superboat costs

from \$500,000 up to about \$1,500,000. To put on a full tour professionally it costs about \$2,000,000.

The OPT gives a typical breakdown on a four engine superboat: Hull=\$250,000; four engines plus eight spares at \$50,000 per engine=\$600,000; rigging and set-up=\$150,000; truck and trailer=\$100,000; drives and spares=\$100,000. That is about \$1,200,000 for the boat. Crew salaries, transportation costs, engine rebuilds and repairs can run up to \$100,000 per race. There are eight races in this season, so that's another \$800,000. So, if you have an extra \$2,000,000 lying around the house then you could get into the sport.

There are four classes of race boats. The Superboats, Open Class, Pro-1 and Pro-2.

Superboats are the biggest boats in the sport. They are generally between 40' to 50' in length and have between 1400 and 4600 hp. The normal race length is 140-160 miles and their speed can go up to 150 mph depending on the water conditions.

The Open Class is regulated by the union of international Motonautique specifications and limitations; they also oversee the World Championships. They average between 35 - 50 feet and have between 1400 hp and 1800 hp. They have the same race length as the superboats but their speeds are a little slower, up to about 130 mph.

Pro-1 boats are 30-40 feet and have between 600 hp and 900 hp. Race length is between 100 and 200 miles in length and speeds are up to 110 mph.



Cobra Power's Superboat comes out of the water as it hits one of the large waves.

Pro-2 is very similar to Pro-1 except the boats are slightly shorter and have less horsepower.

There are also considerable restrictions on powerplants and the boat hull. There are two types of hull, the "deep-vee" and the catamaran. The "deep-vee" is a "v" shape design to cut through rough water. It is typically a better racer in rough seas due to its single body construction. The catamaran utilizes the area in the center of the boat to create lift much in the same way an airplane creates lift. It is designed for high speeds in smooth water.

Powerplant limitations are placed on the Cubic Inch Displacement for both gasoline and diesel powered engines and their outboard requirements.

Superboats are allowed a CID of 1000 for gasoline and 2000 for diesel, both are unlimited if the boat is over 45' in length. Open class is up to 2000 CI on gasoline and 1000 CI on Diesel. There is also a penalty of 1.4 for turbocharging. Both the superboats and the Open requirements for outboards are up to 1000 CI and any number of units. Pro-1 is restricted to gasoline outboards with a limit of three units and 500 CI. Pro-2 gasoline engines are limited to two and 366 CI. Diesel engines are good up to 732 CI, outboard requirements in the Pro-2 is up to 366 CI, limited to two and no fuel injection is allowed.

This was the first race in the season of eight. There is a chart of the race dates and locations on this page. In July, for the first time, a race will be held in Daytona. Finding a spot to watch the race is generally not a problem as the race course is about 18 miles in length and they race about 300 ft offshore.

There is a lot more involved in this sport than meets the eye. There are many support teams and people involved, not to mention the rescue crews.

The OPT Medical and Safety Staff have a very important role in the sport. They make regular recommendations on cockpit design and layout to assist in the reducing racer injury and increasing crash survivability.

They also have programs to help keep the racers healthy and in shape. All racers must pass an FAA class II physical every year, as well as a physical prior to each race.

The Medical and Safety Staff also helps draw up the guidelines that regulate the boats and the hazards involved with the sport. During a race there are approximately 15 medical boats and two rescue helicopters on site.

All the paramedics are trained and have the very latest in water rescue equipment. The helicopters have a response time of less than four minutes to any point on the course. They are then able to fly injured racers to local hospitals. Prior to each race the local hospitals are provided with information about possible injuries and care that maybe experienced if an accident victim is brought in. Craig Dunham, the Instructor Coordinator, explained that the program is a total risk management program.

These professionals are totally committed to the sport and understand, and perhaps are even more involved, than the racers. The Medical and Safety Staff were responsible for a new item that racers needed to go through in order to race.

This is the dunk tank, as it is

known, and is mandatory for boats with canopies or harnesses. The program was developed by them and is administered prior to each race.

Drivers donned their lifejacket and crash helmet and strapped themselves into the chair which floats above water and then the instructor talked them through what was going to happen.

The chair is designed to simulate the effects of having your boat flip over while racing. The reason for the practice is that going from 100 MPH on the surface to being upside down in the water can be extremely disorienting.

There is a simple acronym to help you remember the exit procedure. It is BRACE. B means brace for the crash, R is reach for your reference point. Each racer is asked to find a reference point that he or she will be able to find easily and let them get to the surface the fastest. A stands for access, this is where the racer finds where his harness release is. C means count. The individual is supposed to count to 10 before exiting the boat. This is done to insure that the boat has stopped moving and to give the brain time to orient itself. It takes approximately 4-6 seconds for the brain to re-orient in a situation like this. E is for escape.

The team has 40 documented saves from this program. They also have statistics for crashes where one crewmember has had training and the other hasn't. In all but one crash involving this situation, the one who did not go through the training died.

We would like to thank them for allowing us to try the Dunk test. We would also like to thank the OPT for their assistance.



Anna Dalva prepares for her first attempt in the dunk tank. This exercise helps to save drivers and crewmembers' lives if an accident occurs during the race.

Sea Ray boat performs gracefully

We got a little more than we bargained for when we covered the races two weeks ago.

Our press boat was a 34' Sea Ray, and let me tell you it was a nice boat. The Captain of our boat was Rob Parmentier, who is also Vice-President of Yacht sales. His talent, combined with the assistance of his beautiful mate Tami, made for an interesting day on the water and doubled for a history lesson.

As we started down the river from the Sea-Ray plant, Rob began to give us a little information about the company. We were impressed to find that what had appeared to be a rather small company was the world's second largest supplier of

boats. As we continued on our way, Rob described the range of boats they produced and in more cases than one he was able to point out one somewhere on the river with us. Their product line includes Sports Boats, Sport Cruisers, Sport Yachts, Laguna fishing boats and their new tournament quality Ski boats. The boats average from 15 to 63 feet and for the most part are custom built to specification.

Sea Ray was founded in 1959 in Detroit, Michigan. Since then, it has grown in size and became part of the Brunswick Corporation in 1986. This makes it part of one of the largest corporations in the United

States. Sea Ray has plants in Knoxville, Tennessee; Phoenix, Arizona; Merritt Island, Florida and overseas in Cork, Ireland. The company has its headquarters at its Knoxville location.

Our local Merritt Island plant is famous for its innovative product design.

You may have looked at boats and thought, "Gee, that's really expensive and it's probably not going to keep its value," but this is not so with Sea Ray boats.

Many Sea Rays actually sell for more than they were purchased for. Inasmuch as the price seems high, there is also a high level of crafts-

manship and equipment involved.

The Sea Ray 340 that we were on had all the amenities of an apartment and certainly more than a dorm room. There was a complete kitchen, bed, bathroom, radio, telephone and it even makes a great dive platform.

The boat also performed well in the open seas. It took the five to seven foot swells almost as gracefully as the "deep-vees" that were racing.

We moved along at about 35 knots and that seems fast enough; it was real hard to imagine traveling twice that fast. The boat also anchored real well too. This was quite a feat considering the big swells.

Hall brothers win Molson Pro Volleyball Tour

By Shawn Mc Bride
National News Editor

Among all of the holiday weekend activities on the beach, the Molson Beach Volleyball Pro Tour was one of the most exciting. Howard Johnson's Hotel was host to the 1992 Molson Beach Volleyball Pro Tour.

The tournament was held on Saturday, May 23, and Sunday, May 24. There was a qualifier on Friday May 22. The tournament consisted of 20 two-man teams.

The tournament in Daytona Beach was the fourth out of 12 stops for the tour. The tour started in Cocoa Beach over Spring Break and will end with the championship tournament in Ocean City, Maryland on the weekend of July 25 and 26.

There is more than \$160,000 in

prize money offered this year in the Molson Pro Tour. This is twice the prize money per stop than last year's tour offered. This high prize amount has attracted some top players like All-American collegiate players and international Olympic athletes.

There was a total of \$12,000 in prizes awarded for the tournament in Daytona Beach. The first place team took home \$3,000. The remaining \$9,000 was split among the other 15 places.

The proceeds from the Molson Beach Volleyball Pro Tour will be donated to the International Beach Volleyball Hall of Fame.

The format for the tournament is double elimination, adding a second chance for teams that lose one game. Each game is played to 15 points, with the winners having to win by at least two points. A "double final"

takes place if the winner's bracket team loses in the final. This would be the first loss for that team, whereas the other team has lost once already. To determine the champion, another game is played, with the winner and tournament champion being the first to reach seven points.

One of the players in the tournament was Manny Agnant from Miami Beach. Manny is sponsored by Club Sportswear. He has been playing beach volleyball professionally for four years.

He is also currently going to Miami-Dade Community College working on a degree in marketing. Manny was the Molson Pro Tour Champion in both 1990 and 1991 along with the Florida Champion in 1989.

Manny's partner is Ken Engels from Orlando. The tournament in

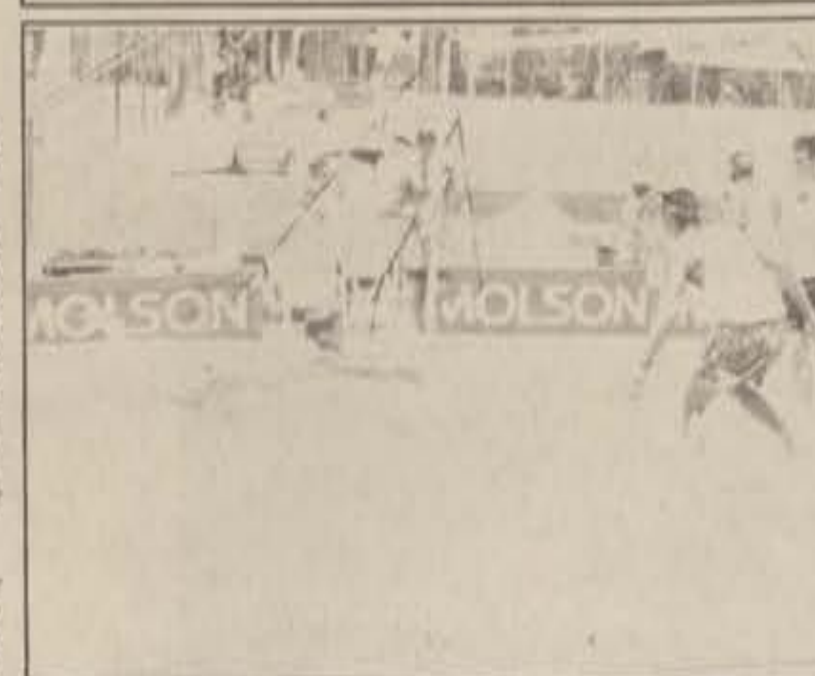
Daytona Beach marks the first tournament on the Molson tour that these two played together. They placed fifth winning \$800.

The tournament was won by a team of brothers. They are Richmond and Frank Hall. These brothers have been playing beach volleyball together now for 14 years. Richmond Hall graduated from the University of California in Santa Barbara with a degree in history. This team is sponsored by Carrera Sports Sunglasses. Carrera is one of the tour sponsors as well.

The other results were the team of Wally Goodrick and Andrew Klussman placing second. The team of Jeff Williams and Matt Lyles placed third, and Joel Janc and Dave Morehouse placed fourth.

1992 Offshore Professional Tour Schedule

- Race #3 Suncoast Offshore Grand Prix
Sarasota, Florida Sunday, July 5
- Race #4 Daytona Beach Offshore Grand Prix
Daytona Beach, Florida Sunday, July 19
- Race #5 2nd Annual San Diego Offshore Challenge
San Diego, California Sunday August 30
- Race #6 3rd Annual Long Beach Offshore Challenge
Long Beach, California Sunday September 6
- Race #7 Greater Fort Lauderdale Offshore National Championship
Fort Lauderdale, Florida Sunday, October 11
- Race #8 Key West Offshore Invitational World Championship
Key West, Florida November 4, 7



Molson Pro Beach Volleyball tournament was held this weekend at Daytona Howard Johnson's Party Complex.

Kimball to challenge Tanner in election

By Roger Harnack
Community News Editor

This year is reelection year for the Office of State Attorney, Seventh Judicial Circuit. The current state attorney, John Tanner, might be in for a tough election. Greg Kimball, a local attorney since 1979, is challenging Tanner on some of his ideas about the office.

Mr. Kimball feels that Mr. Tanner is a man of good intentions but that his intentions have "gone awry."

"I am running for state attorney to restore public confidence in an office that should be beyond reproach," said Kimball. "The purpose of my campaign is to again make the office of state attorney a noncontroversial and respected position."

Mr. Kimball feels that the right of privacy of every citizen should be respected. If elected, he will make murder and violent crime cases his number one priority. He also believes that the establishment of a specialized prosecution unit for complex crimes is a necessity.

Other areas of improvement that Kimball emphasizes are improved victim assistance programs, conferences with judges to improve the criminal justice system, and cooperation with all police chiefs and sher-

iffs in the Seventh Circuit regarding drug task forces, shared criminal intelligence and formulation of law priorities.

Kimball has been practicing law since his admission to the Florida Bar in 1979. He graduated from the Florida State University of Law and has been practicing law actively since.

He is a former prosecutor (Assistant State Attorney) for Volusia County. He has also been an Adjunct Legal Instructor for Daytona Beach Community College.

The information about Mr. Kimball is factual in content and does not reflect the views of the Avion. The article is meant to give readers an objective view of the candidate in order to cast an informed vote during the election.



Kimball may be the man to unseat incumbent State Attorney John Tanner in his election bid.

Mr. Kimball feels that the right of privacy of every citizen should be respected.

Professor arrested for drugs

TALLAHASSEE, Fla. - A history professor who stepped down as director of a summer mentor program for male teens earlier this month because of an allegation of child abuse was arrested Wednesday on drug charges.

David Ammerman, 53, is accused of buying \$20 worth of crack Sunday from a black male in a Tallahassee neighborhood well-known as a crack dealing area, according to police documents.

The purchase of that amount of cocaine is a second-degree felony, which can be punished by up to 15 years in prison and a \$10,000 fine.

Ammerman, who teaches history at Florida State University, was

booked into Leon County Jail and later released on his own recognizance. A preliminary hearing was set for Thursday.

College officials have begun an investigation to determine whether Ammerman should be placed on leave with pay pending the outcome of the charges.

Ammerman told the Tallahassee Democrat that he decided to withdraw from the summer mentor program to keep from risking its future. The program brings troubled high schoolers together with black leaders at Florida State and Florida A&M University, the state's only historically black public university.

Kites fly over Marriott

By Ismail Chowdhury
Community News Reporter

The first Daytona Beach International Kite Festival was held on May 16 and 17 on the beach, behind the Marriott. Stunt kite demonstrations were performed, such as the beautiful formation flight by Margie and Gary Stankiewicz and Keith Beamesderfer from St. Cloud, Florida. Static kites of all shapes, colors and sizes were also flown.

Among others, a shark could be seen flying over the bandshell. Some birds, probably trying to defend their airspace, were also seen competing.

A multiple award competition as well as a kite race for children were scheduled. Kites were available for

purchase at prices ranging from 99 cents to \$600.

This event, says Terry Yunker, event director, was previously held for three years in Long Beach, Washington. Last year, it drew 175,000 people from 18 countries, making it the world's second largest kite festival after Beijing, China (25 million people). We can certainly hope that the Daytona Beach International Kite Festival will grow to such proportions.

Any readers interested in knowing more about kite flying (the fastest growing sport in America) should contact the author, or directly write to: American Kitefliers Association, 1559 Rockville Pike, Rockville, MD 20852, or call 1-800-AKA-2550.

Murderer writes letters to victims' families

TALLAHASSEE, Fla. - The fathers of two slain Georgia teenagers said today they have received letters from a man who confessed to killing the girls before committing suicide.

Peter DeSantis and John Carr of Thomasville, Ga., said the letters arrived Wednesday at the Thomasville post office, addressed simply to "parents of" Sherry DeSantis and Megan Carr. The 16-year-olds were shot to death March 27 at an Alligator Point beach.

DeSantis said he turned his letter over immediately to the Florida Department of Law Enforcement. Carr said he had not picked his up.

DeSantis said he was instructed by police not to disclose the letter's contents, although he was allowed to keep a copy.

Former police officer Robert Neal Rodriguez, who called police to confess to the slayings of the two girls and the 1984 death of a Florida woman before killing himself last week, also wrote a six-page letter to the FDLE that arrived Tuesday in Tallahassee. The contents remain confidential, but officials say Rodriguez didn't claim to be a serial killer. Rodriguez, 42, mailed the letter to police from Phoenix shortly before killing himself by swallowing cyanide powder, authorities said. He

was found dead in his car at an interstate rest stop in New Mexico last Saturday.

In the letter, the former Portland, Ore., police officer again confessed to the beach shootings and the 1984 slaying of 22-year-old Valerie Hunt, whose skeletal remains were found in a Wakulla County pond. Police believe she was strangled.

At least one unidentified former Florida girlfriend of Rodriguez also received a letter from him Wednesday, authorities said. Sheriff Warren Roddenberry of Franklin County, where the two Georgia girls were slain, said investigators want to keep the exact details of Rodriguez's

letter to police secret until its claims can be compared with known facts in the murder cases. Authorities were still piecing together any connections between Ms. Hunt and Rodriguez, who first moved to Tallahassee in 1978. She disappeared while on her way to sunbathe at a popular pond in June 1984; her body wasn't discovered until four months later.

The blue 1979 Plymouth Volare in which Rodriguez's body was found is also being shipped from New Mexico to Florida for further examination by FDLE lab technicians, Roddenberry said.

Fishing tournament ends

By Roger Harnack
Community News Editor

A local boat based in Ponce Inlet won the 16th Greater Daytona Striking Fish Tournament over Memorial Weekend. The boat, Inlet Magic, amassed 235 points in the competition on its way to winning \$5,000.00.

The team aboard the Inlet Magic weighed in two amazing fish in the tournament. The first, a 49.95 pound sailfish, earned the team 150 points on Saturday. Larry Marney landed the fish for the team.

The second fish weighed a whopping 201.5 pounds on its way to a third place finish in the Blue Marlin category. The Marlin earned the team an additional 85 points and was caught by Howard Paul, owner of the craft.

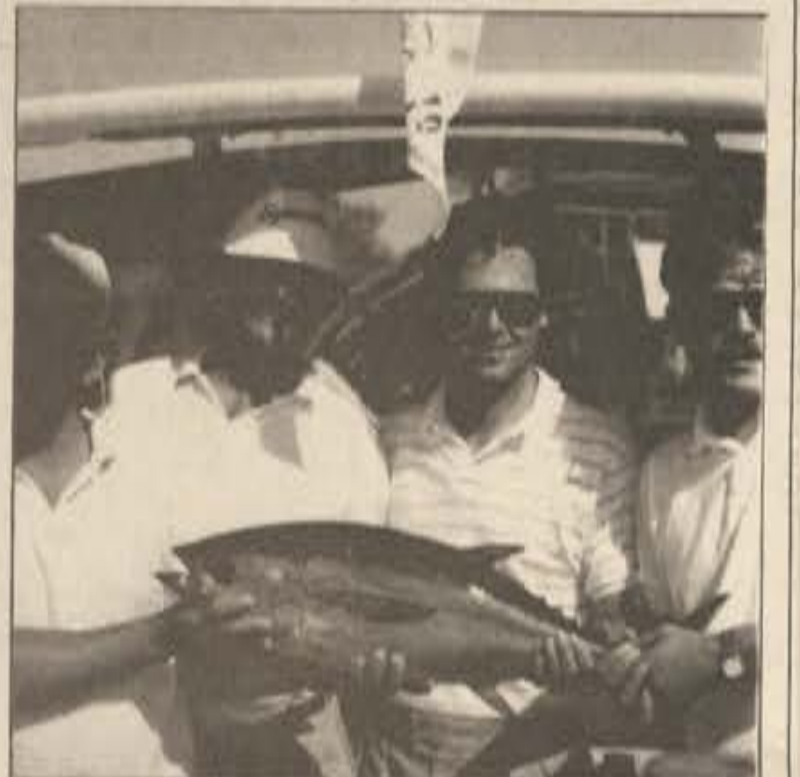
Second place went to Square 1, The Daytona based boat earned 200 points. Scott Laney, a Ponce Inlet charter boat captain, caught

a 267 pound Blue Marlin for the boat. The boat is owned by Gordon Cheesbro. The boat won \$3,000.00 for its second place finish. Third place went to a Jacksonville boat called the Flash Flood. Third earned the team a \$1,500.00 prize. Don Bisplinghoff landed a wahoo weighing in at 62.45 pounds.

Conditions during the tournament began rough on Friday. Weather improved however on Saturday and Sunday. Many of the competitors reported that they were able to run at full speed on Sunday.

The only major mishap in the tournament involved The Playpen, an Orlando based boat. The 31 foot boat caught fire during the tournament and sunk approximately 8 miles off the coast.

The three men aboard the boat were rescued by Joe and Susie Marsh. Their boat, The Dreamer, was about 20 minutes away when they saw the smoke and went to the scene.



The team of the Inlet Magic hold their trophy Tuna.

Museum to host seminar

By Roger Harnack
Community News Editor

The Museum of Arts and Sciences in Daytona Beach has organized a conference on Earth-Space Environment headlined by one of the world's leading popular astronomy figures, Sir Patrick Moore.

He hosted the longest-running science show in television history. The show was aired by the British Broadcasting Corporation and is called *The Star at Night*.

Moore is also a recognized author. He is the founding editor of *Astonomy Now*.

Jack Horkheimer, host of Public Broadcasting System's *The Star Hustler*, will also be on hand for the seminar.

Other speakers will include Dr. Ronald Maddison, Director of Astronaut Memorial Hall

Observatory, Donald Trombino, and British astronomer, R.F. Turner. Trombino is a solar specialist for the Davis Memorial Solar Observatory H-alpha.

The event kicks off on June 13 at 9:00 a.m. with a continental breakfast. Trombino is the first scheduled speaker. After Trombino, commercial exhibitors will put on a demonstration.

The seminar will continue until 10:30 p.m. on Saturday and will reconvene on Sunday at 9:30 a.m. Sunday will conclude at approximately 12:30 p.m.

The event can only seat 250 people, so early registration is a necessity. Seats for the seminar are available for \$40.00. The seminar promises to be well worth the money.

For further information, contact the Museum of Arts and Sciences at (904)-255-0285, or stop by at 1040 Museum Blvd in Daytona Beach.

Holiday lures beachgoers

By Roger Harnack
Community News Editor

The Memorial Day weekend brought many people to the beach and the Daytona area this weekend. Residents and tourists flooded the area looking for parking.

Not all beachgoers were sunbathing though. Several went to Sunglow Pier for the exceptional fishing. Many people landed nice flounder and even a few drum were caught weighing in over 5 pounds. Danny Blunt was one of the lucky men fishing. He landed two nice flounder from the Pier.

According to Rita Combes, a new employee at Sunglow, the pier has been very busy from the weekend tourism. She invited every Avion reader to stop in for a cool drink, lunch or an afternoon of fishing.

The river was busy with jet skiing, fishing and crabbing as well. Bill

and Denise Schroeder found relaxation crabbing on Sea Bird Island in Port Orange, while Tina Blum had fun on her SC Sport Cruiser just off the shore. Rick Hilton, Rusty Russell and Mike Salvator just wanted to get some sun. Their iguana, Spot, showed them how it was done.

Some individuals found their way to the Sun Coast Gun and Knife Show at the Ocean Center. Many bargains were to be found, that is if you are in the market for a gun.

Lifeguards stayed busy as well this weekend. Runout conditions kept lifeguards on their toes throughout the holiday weekend. Lifeguards remained on the beach later than normal to protect beachgoers.

On the sober side, services were held in many area communities to honor American Servicemen that had fallen in service to their country. The services were open to anyone wishing to pay respects to our fallen patriots.



People traveled to the beach by many different methods.

Grants

(continued from page A5)

In addition, Pell said, "Individuals are far more apt to enter school when they are having difficulty obtaining secure employment or when they have lost a job, situations which have become all too common in this recession."

Fielek said there were no data on how many grants went to people who became eligible because of falling family income, or attended college because they couldn't find jobs.

Half of the Pell grants go to people in families with incomes under \$10,000, while the rest go to those with family incomes of \$10,000 to \$40,000. A few go to people with higher family incomes, but only in extraordinary circumstances, Fielek said.

Pell grants now range from \$200 to \$2,400, with an average of about \$1,440, Fielek said.

The administration has proposed that Congress increase the maximum

Pell grant to \$3,700 as it reauthorizes the Higher Education Act. The House has proposed increasing the ceiling to \$4,500.

The current Pell grants budget contained \$5.4 billion for an anticipated 3.7 million students. The administration realized earlier this year that the budget would fall about \$332 million short. So its 1993 budget request of \$6.6 billion included that \$332 million.

Additional shortfalls had been anticipated, but the Education Department revealed the \$1.1 billion figure to congressional staffers only last week, said one staffer.

"There's no hard and fast science" to predicting how many people will seek and qualify for the grants, Fielek said. "Every year we have to look into a crystal ball to come up with an estimate of how many students will receive Pell."

Desert Storm

(continued from page A5)

while in the region. Officers are allowed a \$500 a month exclusion, Hart said.

One change has been made. During the conflict, everyone who served in the Gulf received the South West Asia Service medal. Now, a service member has to have spent 30 consecutive days in the region, or a total of 60 days if a deployment has been interrupted, Hart said.

One senior military officer, who insisted on speaking anonymously, said top Pentagon leaders want to keep the war officially open-ended because Iraqi President Saddam Hussein hasn't kept the promises he made under the U.N. cease-fire agreements.

"We're keeping a force there that is combat-capable until we're satisfied that the Iraqis comply with all the U.N. resolutions," the officer said.

At the height of the war, there were 541,425 troops in the Gulf. Now there are only 3 percent of that number - 11,776 members of the Navy; 4,456 Air Force, and 1,994 Army. There are no Marines there, the Pentagon says.

The hefty Navy presence represents those aboard eight ships in the Persian Gulf and eight in the Red Sea, including the aircraft carrier USS America and support ships.

The Air Force is taking care of F-117 Stealth fighters still based in the region, as well as a range of combat jets that include F-15Es, F-14s, F-16s and F/A-18s, and other support aircraft, Pentagon officials said.

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