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AERONAUTICA

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Lockheed produces 2,000th C-130 Hercules transport

By Ronald Hess
Aeronautics Editor

Lockheed Aeronautical Systems Company (LASC) has completed routine flight evaluations on the 2,000th Hercules transport. The aircraft is a C-130H military transport. It was purchased by the U.S. Department of Defense for the Kentucky Air National Guard's 123rd Airlift Wing (AW).

The Hercules was delivered in a formal ceremony at LASC on May 15, 1992. The 123rd AW will receive 12 C-130Hs to replace older "B" model C-130s currently in operation. The 123rd Airlift Wing is stationed at Standiford Field in Louisville.

"The 2,000th Lockheed Hercules represents a significant milestone for us. In the history of aviation, no other military transport has been in continuous production as long," said Al Hansen, LASC's vice president of Airlift Programs.

The most significant point of the C-130's long career is its ability to remain up-to-date with changing technology

The Hercules has been in production for 35 years. It exists in more than 40 versions, and is operated by 62 nations. The C-130, and its commercial counterpart, the L-100, have accumulated approximately 22 million hours of flight.

The most significant point of the C-130's long career, is its ability to remain up to date with changing technology.

The H-version C-130 has several new factory-installed systems. One system is a Self Contained Navigation System (SCNS). LASC began installing the SCNS units on C-130s at the Marietta, Georgia, plant in early March.

The SCNS is an integrated self-contained navigation and radio control system. It provides the flight crew with an onboard electronics flight manager.

"It is a digital airborne system that takes input from a variety of sources and provides flight guidance and advisory information to fly a variety of missions," said Barry Bailey, staff engineer for LASC.

The SCNS units are manufactured by Smith Industries of Grand Rapids, Michigan. The systems are the first ever installed on a Hercules during production. Over 200 C-130s currently in service have been retrofitted with the navigation equipment.

The SCNS will reduce workload

by enabling the crew to program, ahead of flight, radio frequencies for communications and navigation and flight plans. The system also incorporates an update feature that enables the crew to change initial inputs when necessary.

Inputs originate from the SCNS controller, allowing the removal of all radio control panels except for one. The singular control panel enhances the simplicity of the layout. The remaining UHF radio control panel is a backup, controlled by either SCNS or its control panel.

The Self-Contained Navigation System will aid in flight planning for search and rescue missions, low altitude cargo delivery, airdrop of personnel and equipment, and routine navigation to and from missions.

Another system implemented on Air National Guard C-130s is an electronics countermeasure (ECM) defensive system. The defensive system is called SATIN, an acronym for Survivability Augmentation for Transport Aircraft - Now.

SATIN systems have been used on U.S. military transports for several years. The systems were retrofits that required modifications to the aircraft. The new C-130s will have factory-installed SATIN systems, alleviating past problems.

SATIN provides protection



Lockheed delivers its 2,000th C-130 Hercules to the Kentucky Air National Guard's 123rd Airlift Wing. The 123rd AW will receive H-version C-130s. The 2,000th C-130 is the first Hercules outfitted with factory-installed modern hardware.

against open or covert hostilities. An AAR-47 missile detection system provides warning to the crew when heat seeking or radar guided missiles are launched.

An AN/ALE-40 countermeasure dispensing system releases chaff to

confuse radar guided missiles or flares to confuse heat seeking missiles. Displays and controls for SATIN are installed at the navigator's station.

The factory installation of equipment like the SCNS and SATIN will

help the aging Hercules remain up-to-date. With a span of existence lasting 35 years and counting, the C-130 Hercules has proven its integrity and reliability. The sale of the 2,000th C-130 is another milestone in the aircraft's enduring career.

Navy receives cockpit navigation displays

By Ronald Hess
Aeronautics Editor

The Collins Avionics and Communications Division of Rockwell International Corporation has received a lucrative contract from the Naval Air Systems Command in Washington D.C. The \$4.4 million contract is for cockpit Control Navigation Units (CDNU) for U.S. Navy aircraft. A second production option could boost the contract value to \$21.2 million.

The basis of the CDNU is a "smart" MIL-STD-1553B cockpit display unit. The display includes a built-in processing capability that will allow the system to stand alone or operate with the Global Positioning System (GPS).

When coordinated with GPS, the unit can function as the aircraft's sole navigation sensor. The CDNU can also process navigation solutions based on GPS, air data and

heading information.

The panel mounted navigation unit contains a fully qualified display and complete alphanumeric keyboard. The system provides the crew with a central location from which to access, manage and control GPS and other navigation sensor data aboard the aircraft.

The CDNU has a unique upgrading feature. The design does not require the removal of hardware from the aircraft. New software is installed through a data cartridge over the MIL-STD-1553 bus. The CDNU incorporates the Intel™ 80386 processor and 80387 math coprocessor. The software is written in Ada.

The CDNU controls various navigation sensors such as inertial navigation systems, Doppler and attitude heading references. The system provides integrated solutions through a 12-state Kalman filter.

The unit also controls all types of communication and identification

Friend or Foe (IFF) radios, including HAVE QUICK, SINCGARS and secure voice.

CDNU provides air crews with the capability to automatically implement various types of flight patterns, including parallel offsets and search patterns. The system stores up to 50 navigation waypoints in memory. An additional 20,000 waypoints can be loaded through the aircraft data loader.

Delivery of the CDNU system equipment is scheduled to begin in October 1992, and continue through 1996. This contract establishes the Collins CDNU as the standard navigation processor/display unit for 23 different types of Navy aircraft.

The CDNU system has direct applications to U.S. Air Force and Army aircraft as well. This contract also allows Collins Avionics and Communications Division to remain a leading supplier of military cockpit and flight management systems for new and retrofit markets.



The Collins Control Display Navigation Unit is a panel mounted display with dedicated keys and a full alphanumeric keyboard. The system will be installed on 23 different Naval aircraft.

Collins provides IL-96M with equipment

By Ronald Hess
Aeronautics Editor

The Collins Air Transport Division of Rockwell International has released the preliminary cockpit configuration for the Ilyushin 96M wide-body airplane. They will be supplying the avionics equipment for the program, and are acting as the total systems integrator.

The IL-96M is a 375-passenger, medium to long range aircraft. The airplane is powered by four Pratt and Whitney PW 2037 engines.

The Ilyushin is designed to enhance operability for its flight crew of two

The Ilyushin is designed to enhance operability for its flight crew of two. Enhancements include optimized automatic flight and overall improved performance.

Numerous features have been included to maximize operations. Worldwide navigation, performance management functions and thrust management are now part of triple redundant flight management systems. Stability augmentation functions have also been added.

Three flight control computers provide fail-operational automatic flight control. This permits full automatic landings in Category IIIb conditions.

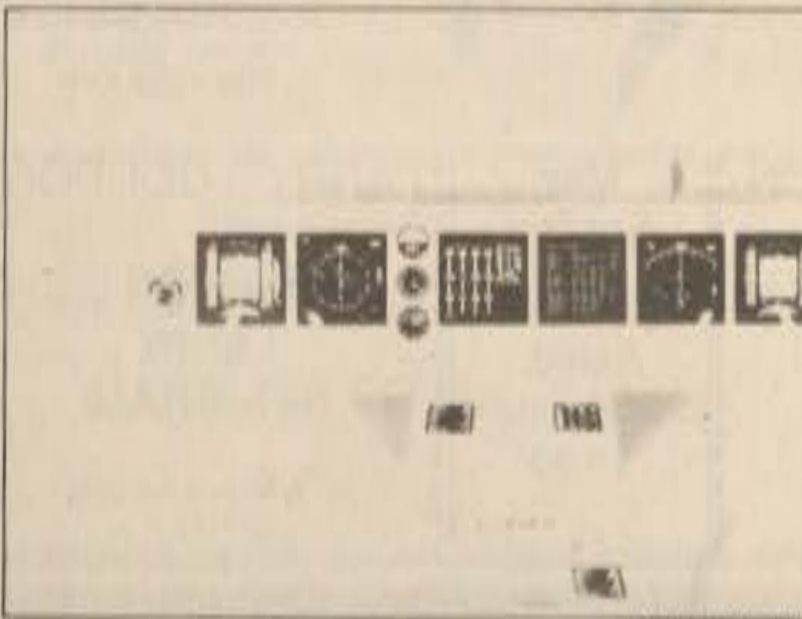
The flight deck is designed with integrated display systems measuring 8 inches by 8 inches. The system

has four displays for flight and navigation information. Two other displays provide engine and systems indicators.

The Ilyushin 96M is designed with a comprehensive on-board maintenance system. Collins Series 700 communication and navigation radios, satellite communications capabilities, collision avoidance system and wind shear detecting radar are part in Collins' equipment list.

An integrated system of air data, inertial reference and global positioning data is also included on the IL-96M.

The airplane is scheduled to be introduced to the public at the 1993 Paris Air Show. Certification for the wide-body aircraft is expected in 1995.



Collins Avionics releases a preliminary cockpit configuration for the new, wide-body Ilyushin 96M.

America West Airlines is the last of the deregulated carriers

By Ethan Serlin
Copy Editor

How does an airline survive in the turbulent aviation world known as deregulation? Ask the corporate officers of America West Airlines - they are the only airline left of the group that was given post-regulation licenses by the Department of Transportation.

Since the end of the governmental regulatory era, 176 airlines have received charters from D.O.T. to act as public air transportation carriers. Of these 176, America West Airlines is the sole remaining. What makes an American West so special? The answer lies with the corporate officers and employees.

America West was formed as a corporation in 1982. With offices stationed in Phoenix, Arizona, Chairman and CEO Edward Beauvais had big plans for the air-

line. But immediately problems set in for the carrier.

After a fire in their offices late in 1982, without so much as one flight to their credit, America West was on the verge of bankruptcy. The airline needed \$20 million in start-up costs to rebuild their offices in the hopes of starting flight operations. It was here that the carrier's officers first showed their dedication.

Besides the selling of remaining corporate assets, Chairman Beauvais re-mortgaged his own house in order to chip in towards the \$20 million deficit. With the shrewd financial management of Beauvais and President Michael Conway, AW was able to raise the necessary start-up costs, and began flight operations in 1983.

AW's operations began out of its two hubs at Phoenix Sky Harbor airport and Las Vegas' McCarran airport. Initially ferrying passengers on 737s to California airports, the carrier's main competitor was Southwest Airlines, which already had a strong foothold in the Southwest.

It was Beauvais' idea to utilize the dual-hub system in the hopes of taking advantage of the family vacation market in the two areas. The initial venture paid off, and soon America West was expanding into other markets like New York, Chicago, Washington D.C. and Mexico.

The uniqueness in the airline is not just with the officers, but the employees as well. AW is proud to be a non-union airline. While other post-regulation carriers were also non-unionized, America West has made their's work.

New employees are required to purchase up to 20 percent of their salary in stock, thus making them part owners in the airline. AW also offers other ownership incentives to increase employee productivity and morale.

These incentives have worked extremely well for the airline. But while other airline's employees became discontented with their leadership, AW employees worked harder to increase their own earnings and stock value. Today, America West has one of the most self-satisfied labor forces in the industry.

America West also has other special qualities. All passengers, whether first class or coach, receive complimentary alcoholic beverages, free in-air movies, meals, headsets and personalized service on new 737s, 747s and 757s. AW also utilizes de Havilland Dash-8 aircraft, allowing them cheaper travel to closer destinations.

Things are not all roses with America West, however. With the onset of the Persian Gulf War in January 1991, America West airlines was hit by large fuel increases and lower passenger travel.

These two offshoots of the War

have recently caused America West to file for Chapter 11 bankruptcy. But while bankruptcy has caused the other 175 deregulation airlines to fold, America West is reorganizing.

Today, America West has found new life under their reorganization plan. Instead of relying on their vacation hubs in Phoenix and Las Vegas, President Michael Conway has found possible rejuvenation in a Columbus, Ohio, hub to serve business passengers. This move will push AW away from their closest competitor, Southwest Airlines. The move will also give them year round air passengers.

Recently, America West has been given approval by the D.O.T. to start 747 service to Nagoya, Japan. Combined with their 747 service to Honolulu, Hawaii, their international routes will be used to raise revenue from loans by Northwest Airlines and other private lending institutions. These loans will be used to

pay off previous debts and raise capital for their Columbus hub.

While AW goes through the long process of reorganization, the things that have made the carrier so special have not been forgotten. From the complimentary alcoholic beverages to the personalized service, America West is pulling out all the stops to retain their passenger base.

Along with their content labor force and dedicated upper management officers, America West is continuing to pull out the impossible in the hectic world of aviation deregulation - surviving.

While other carriers have come and gone, America West Airlines serves as an example of what can be accomplished with dedicated management and employees. Though the future may be uncertain, as long as the airline industry remains intact, America West will be there trying to stay afloat on the turbulent sea known as aviation deregulation.

Naval cargo plane crash kills two

Associated Press

EDWARDS AIR FORCE BASE, Calif. - A cargo plane leased by the Navy crashed Monday on a runway at Edwards Air Force Base, killing two of nine people on board, officials said.

The other seven passengers were taken to hospitals, and six were listed in serious condition.

The MU-2, a military cargo version of a twin-turboprop Mitsubishi business aircraft, crashed at 12:30 p.m., said Tech. Sgt. Melvin L. Wilson, a spokesman at the base's Flight Test Center.

The airplane, carrying civilians as well as Navy personnel, was on a test mission from the nearby Naval Air Weapons Station at China Lake.

"We don't know if it was trying to land or trying to take off," Wilson said.

China Lake spokeswoman Cathy Partusch said she didn't know the nature of the test mission or what contractor had leased the plane to the Navy.

None of the passengers' names were immediately released.

Edwards is in the Mojave Desert about 70 miles north of Los Angeles.

A Mitsubishi MU-2 military cargo airplane, leased by the Navy, crashed on a runway at Edwards Air Force Base in the Mojave Desert.

A brief review of the maiden space shuttle flights

By Joshua S. Mussaf
Space Technology Editor

With the completion of the Space Shuttle *Endeavour's* maiden mission, now would be a good time to recall the maiden voyages of the rest of the space shuttle fleet. The other orbiters in the fleet are *Columbia*, *Challenger*, *Discovery* and *Atlantis*.

Columbia
The Space Shuttle *Columbia* is the oldest shuttle in the U.S. fleet. OV-102, as it is designated, was launched April 12, 1981. *Columbia* had remained in the Orbiter Processing Facility, OPF, for 610 days after its arrival at KSC, due primarily to the replacement of the lightweight protective tile installed at the factory. This launch, STS-1, marked the first use of solid rockets on a manned vehicle, and the first time astronauts rode a new type of spaceship on its first flight. The primary mission objectives were a safe ascent into orbit, then a return to Earth for a landing on the orbiter's own wheels. *Columbia* landed at Edwards Air Force Base in California, after a mission duration of two days, six hours, and 21 minutes. It had completed 36 orbits. Post flight investigation revealed that *Columbia* had suffered some damage from an overpressure wave cre-

ated by the solid rocket boosters at ignition, had lost 16 tiles and had damaged 148. *Columbia* was otherwise in good condition.

Commanding *Columbia* was John W. Young and it was piloted by Robert Crippen. *Columbia* had traveled approximately 1,074,567 statute miles.

Challenger

The Space Shuttle *Challenger* is designated OV-99. *Challenger's* first flight was STS-6, launched April 4, 1983, the sixth space shuttle flight. This was the first launch of the second space shuttle orbiter, which was considered an operational vehicle on its initial flight. Its satellite payload, Tracking and Data Relay Satellite, TDRS-1, was released into low Earth orbit as planned. The two Mission Specialists completed planned spacewalks using the new space-suits. *Challenger* landed at Edwards Air Force Base after a mission duration of five days and 25 minutes. *Challenger* had completed 80 orbits and traveled 2,094,293 miles.

The crew of the flight were Paul Weitz, commander; Karol Bobko, pilot; Donald Peterson and Story Musgrave, mission specialists.

Discovery

The Space Shuttle *Discovery*, designated OV-103, was launched on

August 30, 1984, on STS 41-D, the 12th space shuttle flight. This was the third spaceworthy orbiter in the Space Transportation System fleet, STS, and the lightest one to date. A launch attempt on August 29 failed due to a problem with the computer software for the main engine controllers. Prior to that, *Discovery* had experienced the first abort-after-ignition in the space shuttle program, when an earlier launch attempt on June 26 was scrubbed by the on-board computer four seconds before solid rocket booster ignition. Engine number 3 had lost redundant control over a main fuel valve immediately after ignition. Engine number 2 had barely ignited, and engine number 1 had not, when the shutdown occurred.

After the launch abort, the 41-D mission was remanifested to include the most important payload items from both the originally planned cargo and that intended for 41-F, which had already been canceled. This required returning the space shuttle to the Vehicle Assembly Building, VAB, for disassembly and then the orbiter to the OPF for cargo bay reconfiguration. The main engine which had failed was also replaced.

Once in orbit, *Discovery* experienced no further problems and the

crew successfully performed all planned work. They deployed three large communications satellites, extended and tested the Office of Aeronautics and Space Technology, OSAT-1 solar cell wing, operated the Continuous Flow Electrophoresis, CFES system, took extensive footage with the several cameras aboard, and used the Canadarm to dislodge a block of ice that appeared around a water outlet opening.

Discovery landed on September 5, 1984, at Edwards Air Force Base, after a mission duration of 6 days and 56 minutes.

The crew members of 41-D were Henry W. Hartsfield, Jr., commander; Michael L. Coats, pilot; Judith A. Resnik, Steven A. Hawley and Richard M. Mullane, mission specialists; and Charles D. Walker, payload specialist. *Discovery* circled the Earth 96 times and traveled 2.49 million miles.

Atlantis

The Space Shuttle *Atlantis's* first mission was the second space shuttle mission totally dedicated to the Department of Defense. Its cargo was classified. Liftoff occurred on October 31, 1985, the 21st space shuttle flight. The mission was classified as "successful." *Atlantis*, OV-104, landed at Edwards Air Force Base on October 7, 1985, after a duration of 96 hours (4 days), 1 hour and 45 minutes.

The crew members for STS 51-J were Karol J. "Bo" Bobko, commander; Ronald J. Grabe, pilot; David C. Hilmers and Robert L. Stewart, mission specialists; and William Pailles, payload specialist. *Atlantis* circled the Earth 63 times.

Endeavour

Endeavour, OV-105, was launched May 7, 1992, the 47th space shuttle flight. This flight, STS-49, was one of the most ambitious missions in the space shuttle program. *Endeavour* successfully rendezvoused with the Intelsat-3 satellite, while four crew members performed in four different spacewalks for the satellite rescue and space station exercises. *Endeavour* landed at Edwards Air Force Base on May 16, 1992, after a mission duration of 8 days, 21 hours and 18 minutes. *Endeavour* was the first shuttle to use a drag chute during the



The Intelsat VI satellite is successfully captured by astronauts Hieb, Akers and Thuot on the evening of May 13.

landing. *Endeavour* traveled 3,696,019 miles on its historic mission.

The crew of the flight were Daniel C. Brandenstein, commander; Kevin P. Chilton, pilot; Thomas D. Akers, Richard J. Hieb, Bruce E. Melnick, Kathryn C. Thornton and Pierre J. Thuot, mission specialists.

Endeavour will probably be the last space shuttle of its kind to be built.

STS-49 A mission of firsts

- 1st flight of *Endeavour*
- 1st three person spacewalk
- Most spacewalks on one mission (4)
- Longest spacewalk by a woman (7 hrs. 25 min.)
- Longest spacewalk by a man (8 hrs. 29 min.)*
- 1st time a satellite was captured by hand
- 1st landing using a drag chute

*Surpassing the record set by the Apollo 17 moonwalkers



The Space Shuttle *Endeavour* touched down at Edwards Air Force Base on May 16. A drag chute was used for the first time in the landing phase of the mission.

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Shuttle Carrier Aircraft continues to be unsung hero of program

747s ferry orbiter from California to Florida

By Roland Houle
Editor in Chief

Most people watch space shuttle launches with a great deal of enthusiasm. While the shuttle is in space, they watch the news to see how the mission is going. Then, they watch the landing to make sure the mission ends successfully. This is where most people stop paying attention to the current mission and start looking at the next shuttle mission. However, it is at this point that a team of unsung heroes start their work.

This team is the team that operates and flies the Shuttle Carrier Aircraft (SCA), one of two 747s that ferry the shuttle orbiter from California to Florida. This task is less than a simple one. In fact, in some ways it is much more difficult than a shuttle launch.

Many of the same weather requirements for launch are also imposed during a ferry flight. The difference is that the same requirements now apply to several hundred miles of distance that the ferry will

cover and not just a specific area as it is at a launch.

For every ferry flight, the team and equipment consists of a weatherman; a Pathfinder - usually an Air Force C-141 cargo plane - and six-man crew; an Air Force liaison, normally a landing support officer from Johnson Space Center; a ground operations manager from Kennedy Space Center and a seven-member team who maintain the orbiter; the SCA pilots, flight engineers and a six-man maintenance crew; a KSC security officer, and a public affairs officer.

The weatherman many times is under the most pressure because of the difficulty in forecasting a long trip under such stringent restrictions.

Some of the weather conditions include daylight operations only; no flying through moisture, whether it

is rain or even damp-looking clouds; no flying above 15,000 feet because the orbiter cannot be exposed to lower temperatures or air pressure thunderstorms must be avoided by at least 25 nautical miles and the SCA can't fly through turbulence ranked higher than "light."

There are six pilots qualified to fly the SCA with the orbiter on top, and all six fly on each ferry mission.

One team of pilot and copilot fly the first leg, usually to San Antonio, Texas. Another team completes the flight to KSC, and the third team flies the SCA back to California.

In addition, while not flying the SCA, one of these pilots sits on the flight deck of the Pathfinder and relays weather back to those flying the SCA.

The Pathfinder usually flies 20 miles ahead of the SCA in order to find a clear and calm path for the SCA. The weatherman is onboard this aircraft and is constantly watching weather reports and calling for adjustments in the flight course.

When the SCA stops, the seven-member team that cares for the orbiter are the first to approach the



The Space Shuttle Endeavour and 747 Shuttle Carrier Aircraft depart from Palmdale, Calif., May 3, 1991, enroute to the Kennedy Space Center.

aircraft. The team arrives minutes before on the Pathfinder, and they check the area for toxic fumes before allowing the SCA crew to deplane. They also check for loose thermal tiles or blankets.

During the night, another team performs maintenance operations on the SCA so it will be ready to continue in the morning.

When the orbiter finally reaches its home at KSC and is demated

with the SCA, the work is still not done. Usually the following day, the team heads back to California. Sometimes, there is already another shuttle waiting to be ferried back, and the journey starts all over again.

The Pathfinder usually flies 20 miles ahead of the SCA in order to find a clear and calm path.

Long duration mission studied underwater

By Joshua S. Mussaf
Space Technology Editor

May 7, 1992 - The Florida Keys may not seem as distant as the Moon, but for four men during the next 30 days, it might as well be.

The "La Chalupa 30," is sponsored by the Marine Resources Development foundation (MRDF) of Key Largo, Fla. Four men will conduct investigations in an underwater habitat without any direct outside human contact for 30-days. This will give the Behavior and Performance Laboratory at NASA's Johnson Space Center, the opportunity to study team performance as part of its continuing investigation to identify pertinent psychological issues for long duration space flight.

At present, NASA employs passive studies to develop its knowledge base on long-term team performance and human behavior, such as talking to crew members of existing remote facilities, including polar expeditions. Those studies, however, have progressed to the point at which researchers are ready to test improved behavioral collection methods, said Dr. Al Holland, Head of the Behavior and Performance Laboratory.

"The mission will serve as an environment which is analogous to future extended space missions on the shuttle or Space Station," Holland said. "This project is primarily a testbed for field data collection methods and procedures."

see Undersea, page B7

And we have liftoff



A Delta II rocket takes to the sky May 13, from Cape Canaveral. The 209th Delta carried the Palapa-B4 satellite for Indonesia.

Visitors offered viewing within six miles of launch

By Joshua S. Mussaf
Space Technology Editor

Spaceport USA is offering citizens a chance to view shuttle launches from a distance of six miles instead of the ordinary distance of no closer than 10 miles.

At a cost of \$7 for adults or \$4 for children ages 3 to 11, Spaceport buses will take citizens to a viewing site six miles from the launch pad.

When launch tickets are purchased, the purchaser also receives a vehicle pass allowing one car no larger than a van access to Spaceport USA. The vehicle pass is good at a specified time and authorizes NASA security to let the passengers enter the facility in order to board a bus.

The launch viewing opportunity offered by Spaceport USA has been

in effect for the last five launches and is still an experimental program, officials said. The six-mile viewing is the nearest anyone other than NASA-approved personnel are allowed.

The viewing site is located on the NASA Causeway, between the Kennedy Space Center and the Cape Canaveral Air Force Station.

Reservations for launch viewing may be made seven days before a scheduled launch. They are available through Spaceport USA's group sales office. To make a reservation using a touch-tone telephone, dial (407) 452-2121 and press "1" for launch information one week before a launch.

Reserved tickets may be purchased at Spaceport's ticket pavilion five days prior to launch.

Bill Nave saved these kids from drowning, but he's not a lifeguard.



Verleeta Wooten found several new stars, but she's not an astronomer.

And Ivan Neal put out a lot of fires, but he's not a firefighter.



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THE AVION

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THE AVION

Warner Brothers kicks off it's new Western label with three releases

By Boyd Kelly

Diversion Editor

In a world of violence and anger it is refreshing when something new comes along. In this case it was the beginning of Warner Brothers' new Western label.

They kicked off the label with the release of Don Edwards, Waddie Mitchell and The Sons of The San Joaquin.

I have only recently become a big fan of country and these albums really got me excited. My favorite was Don Edwards with Waddie Mitchell pulling a close second.

Don Edwards album *Songs Of The Trail* is western in the true sense of the word. He sings the real cowboy songs and keeps the style, but manages to bring it up to the 90s.

Many of the songs are old classics; some even date back to the 1800s. There are songs like "I'd Like To Be In Texas When They Roundup In The Spring," "An Old Cowboys Dream" and "Cattle Call."

"Cattle Call" is full of all the true whoops and screams that make the West sound like it should.

What I like most about this album is that Don Edwards stays true to the cowboys. He takes the songs and in essence brings these long gone people back to life. Many of us as children were lured into the wonderful world of Cowboys and the Old West. Especially those of us who watched television and waited for the next movie with the Duke or the Man With No Name.

This is a historical album. He takes history and brings it back to life and breathes a new breath into it. You can feel the trail, and even better, you may even learn a little something.

Waddie Mitchell's album is called *Lone Driftin' Rider*. This was my first introduction to what is know as Cowboy Poetry. Once again this is another artist who takes an old art-form and brings it back to life.

Back in the Old West there was not very much entertainment, and on the long cold nights the cowboys would sit around and tell stories. Some of the stories became great legends and the artform became know as cowboy poetry.

Side one is mostly Cowboy

Poetry and side two is the music. There is a lot of humor in his stories, especially "Cat-tastophy."

This is a story about how cats are feminine and dogs are masculine and that cowboys should have dogs and not cats. I won't go into it too deeply, but if you can imagine Arlo Guthrie in the Old West it might sound a little like this.

Mitchell was also the organizer of the first Elko Cowboy Poetry Gathering. This was also his first public performance to an audience of about 2,000 people. He was surprised at the turn out. "I didn't think anybody would be interested in it," he admits, "but I thought it would be a pretty good party for a weekend."

This album is fun and should make just about anybody smile.

The Sons of The San Joaquin are an interesting little band. Their album *A Cowboy Has To Sing* is their first on the new Warner label.

The band includes Joe and Jack Hannah and Joe's son, Lon. They cover three songs from *The Sons of The Pioneers*, a western group that launched the career of Roy Rogers.

Music became a way of life for



These are the three albums kicking off Warner Brothers' new label.

them on weekends as a way of entertaining themselves. Every Saturday night their Uncle Jim would bring his fiddle to the house and get the Hannahs singing. In time the two began learning more music.

All three of them have musical backgrounds from western to classical. They have all performed as church soloists, in musical theater and even some opera.

This talent brings together a beau-

tiful sound and a great little album. Songs like "A Cowboy Has To Sing," "Wind" and "Moonlight On The Trail" conjure up even more pictures of the old way of life.

In *Alien³*, there is very little reason to scream

By Jason Simon

Diversion Writer

Its Friday night, 8:15 p.m. and my friends and I decide to go after some wholesome family entertainment. So after I downed a spicy Italian sub with extra pickles we headed to the theater to watch *Alien Three*.

While *Star Trek Three: The Search For Spock* was a relatively decent science fiction story, I found that *Alien Three* should be renamed *Alien Three: The Search For A Plot*.

The movie opens up with patches of the movie spliced between the opening credits. What this basically does is that it shows that the great Alien hunter, Lieutenant Ripley (Sigourney Weaver), missed one in *Aliens* and this Alien has hitched a ride on the outside of their spaceship.

The splices in the credits continue. Despite the fact that they were very hard to follow, it is shown that the Alien finds its way inside the

rescue ship and is shown to be implanting babies in Newt, the only survivor from the mining camp in *Aliens*. Then an emergency forces the computer on board the ship to launch the sleep capsules into an emergency escape "lifeboat" and into space.

The lifeboat enters the gravity well of a defunct prison colony planet and impacts the ground at about Mach 10. The only survivor is Ripley.

The prison "inmates" and their dog find Ripley unconscious in the craft. They proceed to return her to the prison infirmary for medical help.

After Ripley recovers, we learn that the prison is closed and is only maintained by a few prisoners/upkeepers. This all male cast have found a new form of Christianity on this planet, one that forces them to shave their heads for God.

This is about the extent of the

scene in the movie. The rest of the movie is an unexciting chase around the prison colony in a search for the Alien, which somehow gestated inside a dog.

The movie truly lacks the substance and thrill of the other movies that made the Alien such a menace to humankind. They producers of the movie could have started and finished the movie in 35 minutes; the rest of the epic is tied into lousy dialog (about 50 percent of the script is the word F#%K) and Ripley doing various pointless things like getting her head shaved, fondling the breasts of the now deceased Newt in the search for Aliens, having sex with one of the inmates and her nearly getting raped by the rest of the sex starved crew.

It is a shame that the producers weren't even smart enough to coordinate the beginning of the movie with the end of *Aliens*. The ship looks wrong. Even Ripley's underwear is the wrong color. It is too

easy to tell that many of the scenes that contain the Alien were computer animated and it was too easy to tell that this movie is truly a bomb. There were too many paradoxes in the movie, like how did the Alien get inside the dog, not to mention how Ripley survived a crash that would have turned any other human into a substance that resembles whipped Jell-O.

Alien lovers will be disappointed that this feature film is such a major flop. The only good thing that I could say about this movie is that every major character gets killed off, including Ripley. Sigourney did the right thing, she got her money and got the heck out of the Alien business. This is not a movie for viewing, this is a movie for laying down and avoiding. If you must see this movie, wait for it to come to the dollar theaters. Otherwise the only horror that you will experience will come when the box office takes your hard earned \$5.50.

Good foot stompin', hand clappin' fun at Zelwood

By Boyd Kelly

Diversion Editor

Well for those of y'all who have not heard about the great annual Zelwood Corn Festival, then you have missed out on a good time.

Every year around corn harvest time, the folks out at Zelwood get together in a big field and throw a party. For the price of admission you get lots of food. You get some great country ham, baked beans, potato salad and all the fresh Zelwood corn and iced-tea you can take.

On top of this there are bands and rides. Sunday's big treat was my favorite country act, the Charlie Daniels Band. These guys are great in concert. They played all their

classics and need you even ask about "The Devil Went down to Georgia?" That was their last song and it brought the crowd to their feet.

The only complaint I had with the event was that the rides were a little expensive.

Admission to the festival has doubled and I assume that is due to the bands. The rides though, were twice as much as the ones I rode on at the Flea market two months ago. We actually spent more time loading up the ride than we did riding it.

It did not take away from the day though. I had a great time and thoroughly enjoyed the show. I hope next year you can get out and see it.



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Global warming. Destruction of the rain forests. Toxic waste. These aren't the legacies we wanted from the "environmental" President. Urge George Bush to attend the U.N. Earth Summit in Brazil in June. Right now, the United States is the only major industrial power refusing to do its part. Ask the President to stop America's role as leading producer of greenhouse gases. Tell him to support the global treaty for reducing carbon dioxide emissions, ban the exportation of toxic waste, and save the world's rain forests. The President is the only person who can effectively lead the struggle for our planet's future.

NATIONAL WILDLIFE FEDERATION

Lead symbol in President George Bush, The White House 1600 Pennsylvania Ave., NW, Washington, D.C. 20520



Wrek Havoc and Chapter XI keep the locals rocking in Florida style

By Douglas O. Fischer
Diversions Writer

There is, in my opinion, only one place in Daytona to see quality live Rock n Roll, and that place is the Other Place. Top quality national and local bands are the speciality of the Other Place seven nights a week.

The top notch national act that played there a week ago was a band from Battle creek Michigan that goes by the name of Wrek Havoc.

The band consists of Kelly doing the vocals, Lee on bass, Steve on drums, and Brook doing his thing on lead guitar. When it comes to high power rock this band jams. Their Scorpions and Zeppelin covers were done well, but I was totally impressed with the barrage of AC/DC songs that they did. To say it sounded great would be an understatement. Their rendition of "T.N.T." was excellent; "She's a P.I.G." had me laughing so hard I spilled my drink.

Wrek Havoc also put on an excellent stage show. This became most evident during their rendition of Gilligans Island, which they did as a rock rip. During this song the band

made the crowd aware of who gets the girls. "You can be skinny like Gilligan, fat like the Skipper or smart like the Professor, but the only way to get a woman is to be the man with the money, like Mr. Howell." This piece was original and hilarious, overall an excellent job.

They also had some great music of their own to share with the crowd. "Sacrifice" is a beauty fast beat jammin rock n roll song. My favorite was "Crack of the Whip," an excellent rock and blues mixed in song about the way a woman treats a man.

As for the solo spot lights, each member did a great job, especially on their rendition of "Somewhere over the Rainbow," where Brook wails on the guitar in a manner that would make Van Halen smile.

It was the way in which the solos were backed up that made them sound better than an average solo. The backup implementation really brought out the best of this jammin Battle Creek band.

As luck would have it Wrek Havoc will be at the Other Place June 1-7, so be there and watch some great live rock, meet the band

and have an excellent time with the rock n roll crowd of Daytona.

Last week's band kept the tradition of rocking Daytona with excellent live rock from across the nation.

They go by the name of Chapter XI and come from Dallas Texas. They don't play cowboy songs about broken pickups and hoedowns, what they do is rock the house. Even after a 60 hour road trip where they broke down not once, not twice, but 5 times, they still got on stage and put on a great show.

It seems they had a run-in with a turtle on the half shell (that's an Armadillo for those of you that are new) which put a hole in their gas tank. They did send it spinning around though and did a song they wrote called "Spin Around," which they dedicated to that little armored rodent. It was an excellent soft touch rock n roll song. Their song titled "Inside Her" was my favorite and was nothing less than excellent rock n roll.

Chapter XI consists of Kelly on drums, his Twin brother Kenny on bass, Warren on vocals and Jay on guitar. Together they wailed through a lot of AC/DC, which was fantastic.



Wrek Havoc takes care of the crowd and pleases all.

Photo by Doug Fischer

The other covers included songs from the Cult, some unbelievable Zeppelin, where Kelly kept Bonham's beat alive, a lot of old Aerosmith, and a terrific rendition of "Heartbreak Hotel."

As for standing in one place and jamming, it is definitely not this band. With wireless guitar pickups Jay and Kenny were constantly on the move, playing their guitars behind their backs and upside down,

a feat which makes taking pictures almost impossible, but it makes for a hell of a stage show!

If you ever get a chance to see Chapter XI, don't miss it, you won't be disappointed.

Here are the weekly charts for the nation's most popular videos as they appear in next week's issue of Billboard magazine.

VIDEO SALES

Copyright 1992, Billboard Publications, Inc.

1. Fievel Goes West (MCA-Universal)
2. Fantasia (Disney)
3. The Jungle Book (Disney)
4. Oscar's Greatest Moments (Columbia-TriStar)
5. Playboy: Sexy Lingerie IV (Playboy)
6. Cherfitness: A New Attitude (CBS-Fox)
7. Penthouse: Satin & Lace (A Vision)
8. Saturday Night Live: Wayne's World (Starmaker)
9. Robin Hood: Prince of Thieves (Warner)
10. 101 Dalmatians (Disney)
11. Monty Python and the Holy Grail (Columbia)
12. Tiny Toon Adventures: How I Spent My Vacation (Warner)
13. 1992 Playboy Video Playmate Calendar (Playboy)
14. Sports Illustrated: The Official Swimsuit Video (HBO)
15. Playboy Video Centerfold: Pamela Anderson (Playboy)
16. An American Tail (MCA-Universal)
17. Penthouse Passport to Paradise-Hawaii (AVision)
18. Richard Simmons: Sweatin' to the Oldies (Warner)
19. Queen: We Will Rock You (Strand)
20. Goodfellas (Warner)

VIDEO RENTALS

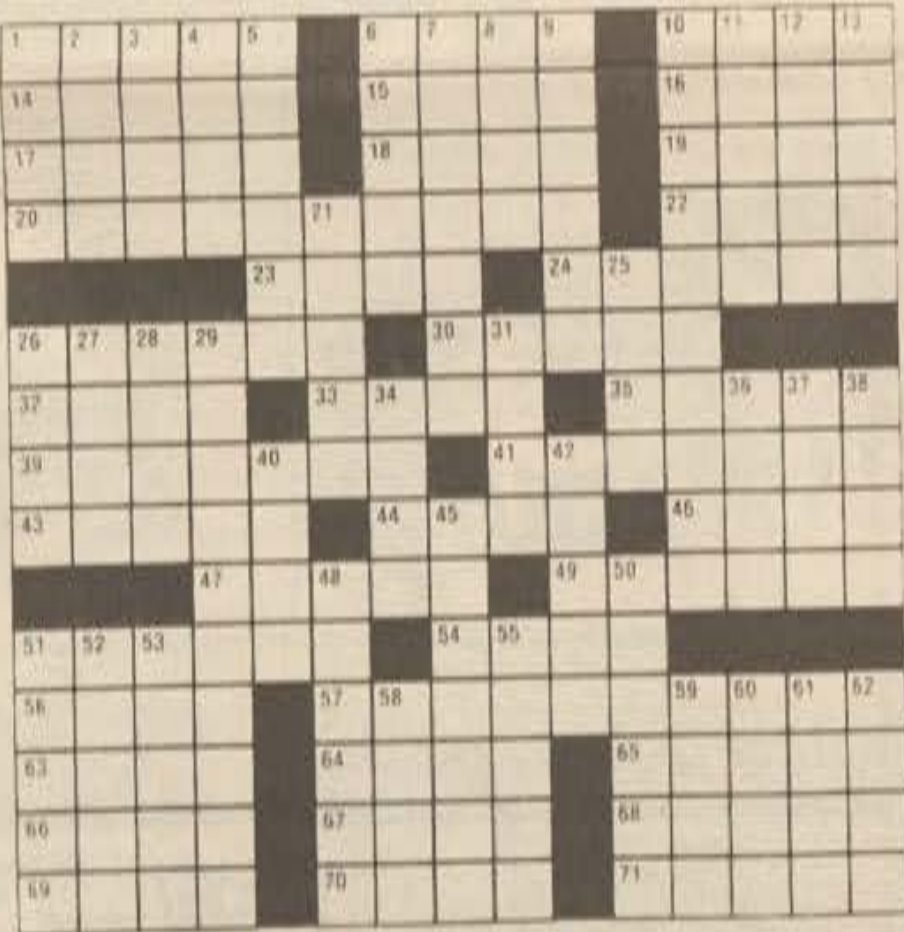
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1. Boyz n the Hood (Columbia TriStar)
2. The Fisher King (Columbia TriStar)
3. Dead Again (Paramount)
4. The Doctor (Touchstone)
5. Other People's Money (Warner)
6. Thelma and Louise (MGM-UA)
7. Deceived (Touchstone)
8. Shattered (MGM-UA)
9. Regarding Henry (Paramount)
10. Curley Sue (Warner)
11. The Silence of the Lambs (Orion)
12. Billy Bathgate (Touchstone)
13. The Super (Fox)
14. The Rocketeer (Disney)
15. Point Break (Fox)
16. Rambling Rose (Live)
17. Paradise (Touchstone)
18. Don't Tell Mom The Babysitter's Dead (HBO)
19. Barton Fink (Fox)
20. City Slickers (Columbia TriStar)

Courtesy of The Associated Press

ACROSS

- 1 Rogue
- 6 Needle
- 10 Kon—
- 14 Miscue
- 15 "— Britannia"
- 16 Previously owned
- 17 Lone Ranger's sidekick
- 18 Type type; abbr.
- 19 Monsieur's dream
- 20 Term of endearment
- 22 Noted Speaker
- 23 Consequently
- 24 Flair
- 26 Strauss opera
- 30 Eydie's mate
- 32 Triplet
- 33 Alliance letters
- 35 A Ford
- 39 Not kosher
- 41 Revel
- 43 Part of HRH
- 44 Religious image
- 46 Passport endorsement
- 47 Be or under follower
- 49 Humperdinck heroine
- 51 Example of 36D
- 54 Taj Mahal site
- 56 "The Sun — Rises"
- 57 Term of endearment
- 63 — tennis
- 64 Sacrifice
- 65 Trumpet sound
- 66 Lat. abbr.
- 67 Shortly
- 68 Beam acronym
- 69 Liqueur glass
- 70 Billionth; pref.
- 71 Penetrate



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ANSWERS

- | | |
|--|--|
| <ol style="list-style-type: none"> 6 Norwegian maestro 7 Frontier settlement 8 Jai — 9 Cross out 10 Term of endearment 11 Rhone feeder 12 McCarthy or Kline 13 That is 21 Spenser's Ireland 25 Declare 26 Mix 27 A Guthrie 28 Easter flower 29 The — (term of endearment) 31 Black toucan 34 Dismounted 34 Dismounted 36 1/4 deck 37 Lat. verb 38 Faithful to Burns 40 Kind of club | <ol style="list-style-type: none"> 42 Furious 45 — de geste 48 Dustbin 50 Common people 51 Orchid tuber 52 Disciple of Socrates 53 Dam in Egypt 55 "I don't — respect" 58 A Chaplin 59 — Bator 60 Cartoonist of old 61 Indian 62 Berlin title |
|--|--|

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Protestant Services at 11:15 a.m.
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Autos for sale

1950 Studebaker Champ. 2-door sedan, 6 cyl. eng., 3 sp. manual transmission w/OD, ideal for restoration or street rod. \$2000 or trade for 7th car. Call 423-5702.

82 Fintair, blk, PS, PB, completely rebuilt and in excellent condition. High performance 150 ci engine w/ 350 turbo transmission, 400 watt Blaupunkt stereo system w/ 10 in. subwoofers. Must see. Call Rob 788-6086.

1976 Mercury Comet, good condition, great car for student. 4 door, new exhaust system, runs smooth and quiet. \$300 O.B.O. Call Raff 253-5061.

1987 Cavalier RS, AC, Stereo, automatic, extra clean. \$3125 O.B.O. Call 760-8367.

1978 Datsun 210, cold A/C, 4 spd., great condition. Very Reliable. \$600. Call 756-0719, leave message.

1986 Yamaha SRX 600. New tires and brakes, low miles. \$800. Call Luis at 760-5074.

1989 Kawasaki BX 500, full fairing, good tires, clutch and brakes. \$2200. Call 248-2865 or Box 5136.

Roomates & Rental

Male/Female to share a two bedroom, two bath apartment. Rent is \$235 a month plus 1/2 utilities. Includes washer/dryer, cable TV, pool. Call Eddie at 760-8730.

Roommate wanted for Summer A and B. Rent is \$270, plus 1/2 electric and phone. Call Tony at 767-3192.

House to share, new, quiet Port Orange neighborhood, 3 bedroom, 2 bath, fully furnished, micro, cable, washer, dryer, 10 minutes to school. \$235 per month, 1/3 utilities. Call Paul 756-0419, or 788-8870.

Roommate wanted to share a 3 bedroom, 2 bath house (furnished) in Pelican Bay. \$250/month plus \$250 security. Call 756-3062.

Furnished, nicely decorated 3 bedroom apartment, new tile bathroom, carpet, ceiling fans, air conditioner, large open porch off 3rd bedroom. Pest control supplied, 2nd floor of two family for non-drinking, quiet living, students, \$450 month. Call 254-4730.

Roommate needed: 3 bedroom/2 bath house in Port Orange. Split electric and phone 3 ways. Rent: Matr bed \$260, reg. bed \$225. No smokers or pets. Call Chad or Dave after 5:45pm. at 767-5720.

Roommate needed for 2 bed, 2 bath apartment 1 mile from school. Own room and bath. Non-smoking male, \$244.50/mo. plus 1/2 utilities. Avail May 31. Please call Mike at 253-6980.

Misc. for sale

* Computer Memory * IBM/Apple/Amiga SIMM modules. 1x9 format. Four modules available, each one megabyte. Four for \$150 or two for \$85. Lv. message at 238-7355.

Intel 80386DX Motherboard 386TI Static RAM Cache, 33 Mhz, 8 Megabyte Capacity, Uses 1 Meg or 256K SIMM modules, Quadlet BIOS. Only \$270. Manufactured 1991. Will install for \$30. Lv message 238-7355.

16" 3 speed, oscillating desk fan. \$15. Call 767-6444, ask for Suwan.

Complete Nintendo system with 5 games. \$100. Contact Box 1094.

Computer for sale. Epson 286 computer, dual 5.25 drives, color monitor, N1Q printer. Software includes DOS 5.0, Windows, over 60 disks in all. \$550 O.B.O. Call Dave 248-2718.

Car stereo, Kenwood, brand new. \$130. Amp. Coaxial, also new, \$40. Call 756-0719 and ask for Chris.

A1000 owners! For sale: side car, full IBM compatibility, 5 1/4" drive, 3 expansion slots, 640K, \$250. Also 16 Mhz accelerator with 68881 math coprocessor \$100. New mouse for A1000, \$15. New mouse for A2000, \$10. Call 760-3219.

CLASSIFIED AD POLICY

- ➔ Non-commercial classified advertising and personals are free to the student body, faculty and staff of Embry-Riddle with 35 word limit.
- ➔ All other non-commercial advertising is \$10 with a 35 word limit. Each additional word is 10 cents.
- ➔ Commercial advertising is available through the Avion advertising department, at 226-6051.
- ➔ Classified advertising is carried out by filling out a classified ad card in the Avion office.
- ➔ Only one classified ad per card. Name and address of advertiser must be included for the ad to run.
- ➔ Only paid ads will run for two issues and may be renewed by filling out another classified ad card.
- ➔ No classified ads will be accepted over the phone.
- ➔ For more information, stop by or call the Avion office at (904) 226-6049.

Handgun for sale: .22 FIE Revolver with 22 mag cylinder. Case included. All for \$110. Call 258-1094 ask for Brian or leave message.

For sale: analog storage monitor/scope. Tectronix 603, \$150. 3 amp, 12v Midland power supply, \$10. R/C Scarab w/61 engine, nice. \$120. Call 760-3219.

Mike and Raff's House Sale: Kitchen table and 4 chairs \$20. Couch \$20. 3 full size mattresses and box springs \$40 each. 3 desks and chair \$25. \$10. 2. 2 bureaus \$10 ea. 2 book shelves \$10 ea. End table \$10. 5 lamps \$5 ea. Some prices are negotiable. Call 253-5061.

For sale: All R/C planes and parts. Includes 7 channel PM Futaba compatible radio, glider, .25 trainer (new engine), .60 size trainer (no engine), and more. \$250. Giant scale P-40 Warhawk. Incandescent fiberglass cowling and cockpit glass. Not fully finished, \$120. Call 760-3219.

Miscellaneous

Scuba Happening's Fly/Dive to Marathon, FL. Exclusive weekend or week day dive charters to the Keys. Includes: rooms, dives, round trip flight, you pay half fuel cost. \$198. "Be in the Keys in 2 hrs." Dive lessons, Nitrox, etc. Contact Alumni Nick Mostert, PADI Scuba Instructor, Multi-engine Comm Pilot at 441-2008.

Joe Tortora, basic and advanced flight instruction from New Smyrna Beach Airport. Call (904) 253-6748 or box D225.

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Scuba divers. Double your bottom time, increase your safety, and reduce Nitrogen narcosis by learning to dive Nitrox. Ideal for depths from 60' to 130'. For beginner to dive master certifications. Call 761-2021.

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Personals

MISSY Thanks for showing me heaven! TOM

MMV WOW! What an interesting canoe trip. See you in a couple of weeks. JDT

TO THE VERY HIP MS. CUMMINGS Cats can be calous and cats can be cruel. Remember these words, cats will be cats, and cats eat birds! THE VERY TWISTED ILVIS

TO LEON Now I feel no rain for you are my shelter. Now I feel no cold for you are my warmth. You're Everything. SUZI

THUMPER I missed you, baby. Stay away from Miami Vice. LOVE GOOGIE

JOE If you let that rabbit loving jerk into your house after what she said to you, you are simply letting yourself be played for a fool. Don't do this to yourself. A CONCERNED FRIEND

MARTY Thanks!

PUSSYCAT In answer to your question, because you're not like everyone else. You're a romantic, you want to take care of me, you think I'm pretty, and I love the way you MEOW!

L.E. Have a good trip back. See you in a few weeks. C.E.D. (ret.)

Notices

Film competition

Alamo waives entry fee for 3rd annual Alamo film competition for Florida students. All students attending accredited educational institutions in Florida now have greater opportunity to enter.

Florida's students will find it even easier to enter this year's Alamo Student Film Competition thanks to the underwriting of Alamo Rent A Car. The Fort Lauderdale based car rental company has waived the entry fee in an effort to give more of the state's aspiring film makers the "once-in-a-lifetime" chance for cash awards, nationwide recognition and placement of their works into the hands of executives with the leading companies in the entertainment industry.

"Alamo wants to give every student in the state of Florida the opportunity to enter our competition," stated Linda D'Olympio, Manager of Public Affairs for Alamo Rent A Car. "We hope to increase the number of high school entries this year, by waiving the entry fee. This decision was made since most students lack the discretionary funds needed to enter most competitions."

With \$10,500 in cash prizes, the Third Annual Alamo Film Competition for Florida Students will award \$1000 for First Place, \$500 for Second Place and \$250 for Third Place in each of six categories: NARRATIVE, EXPERIMENTAL, DOCUMENTARY, MUSIC VIDEO, SCREENWRITING and PUBLIC SERVICE ANNOUNCEMENTS.

The Alamo Student Film Competition is co-sponsored by The Fort Lauderdale International Film Festival and The Florida Institute For Film Education, and is open to all students attending an accredited Florida school during the 1991-1992 calendar year. Deadline for SCREENWRITING entries is September 15. Deadline for all other entries is September 30. To receive entry forms and additional information contact:

The Alamo Film Competition For Florida Students
P.O. Box 77963
Atlanta, GA 300357
FAX (404) 351-2786
or call:
(404) 351-3708
from 9:00 a.m. to 5:00 p.m. (EDT)
Monday - Friday

FAMA educational scholarships

The FAMA Educational Foundation will be awarding up to a total of \$30,000 in college scholarships to juniors and seniors in airport management or related aviation studies for the 1992-93 school year. The foundation, and undertaking of the Florida Airport Managers Association, has given a total of \$54,000 in scholarships to 20 students at universities in Florida over the past two years. Awards are based on scholastic achievement, motivation and financial need. They have ranged from \$1,000 to \$5,000 for a college year.

FAMA Educational Foundation Scholarships for 1992-93 are made possible by a grant from the Emil Buehler Trust, established in 1984 to perpetuate the memory of noted visionary, engineer and architect Emil Buehler, an aviation pioneer committed to aviation science and technology.

The Florida Airport Managers Association is composed of a membership representing 81 airports in Florida which handle over 95 percent of the civil air traffic in the Sunshine State.

Scholarship information is available through college financial aid offices or from William H. Crouch, Airport Manager, Ft. Lauderdale Executive Airport, 1401 Commercial Blvd., Suite 200, Ft. Lauderdale, FL 33305.

Memory Walk scheduled

On Saturday, May 30, at the Daytona International Speedway, join the fun and exercise as you help Alzheimer's victims and their families. Walk in the Chapter's first annual Memory Walk to be held at the Daytona International Speedway.

This half-day event will draw attention to and garner support for the plight of all those affected by Alzheimer's Disease. Actress and Alzheimer caregiver Shelley Fabares, of ABC-TV's "Coach," is scheduled to appear at our Walk.

You'll have a chance to win lots of prizes, enjoy entertainment at the rest stops, and receive a "goodie bag" full of valuable items donated by local merchants. There is food, juices and beverages along the way, plus food when you complete the course.

Registration is at 8 a.m., the Memory Walk starts at 9 a.m.

Registration fee is \$10.00. Registration forms with Sponsor Sign-ups are available in the Student Activities Office.

Attention international students

Due to recent changes in the Immigration and Naturalization Service's (INS) policies, international students are now permitted to pursue off-campus employment.

HOWEVER: there are still certain guidelines that must be followed. If you are currently employed and do not have permission stamped on your I-20, you are out of status.

If you are seeking off-campus employment, please stop by the International Student Services Office to discuss the INS guidelines and employment procedures. Should you have any questions, contact Terrie Davis, Counselor, International Student Services, ext. 6579.

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All Attractions

Undersea

(continued from page B3)

The information collected will assist investigators in conducting further studies in field environments which are of longer duration and possibly in more remote areas."

direct contact will occur for the duration of the test.

The behavioral investigations address four primary areas pertinent to extended missions in confined environments: individual health and well-being, work, team maintenance and data collection methods.

The four aquanauts will live and work in the undersea laboratory with regular excursions into the lagoon to perform the in-the-water portion of their marine research project — an analogue to extravehicular activity during space flight. They will be in contact with surface crews via voice and video links, but no



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TAKE A STAND.



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Campus Voice

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