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# THE AVION

An award-winning newspaper by students for students

Volume 73, Issue 1

July 8, 1992

## Sliwa announces academic changes

By David Fekke  
Managing Editor

In a recent memo directed at faculty and staff, ERAU President Steven Sliwa announced major changes to academic and administrative branches of the University. The goal of the changes is to have shift

*"The consensus was there were more barriers being created than natural interaction and that such a division was unnecessary for a college of our size."*

Steven Sliwa

more of the decision making process to the academic side of the University, and away from the administrative.

Sliwa claims that a streamlining of the University organization will lead to the establishment of a formal way that decision making can be pushed "deeper into the organization."

He went on to say that while the reorganization does not produce budget savings, it will help to reduce University bureaucracy by reducing layers of management. Sliwa went on to say that while some positions within the University would be shifted, there would be no additional job cuts. Any employees affected by the reorganization who cannot be immediately put into a new position

will continue in their old position until such a time as they can fill an appropriate full-time position.

Sliwa has made some fundamental changes to the upper echelons of the University administration. He has appointed David Hazen, formerly a faculty member and academic administrator from Princeton. Sliwa says that Hazen will work with the staff for one year by meeting with people, reviewing curriculum and providing advice.

Dr. John Williams, Vice President of Academics will step down from his current job. He will serve as Director of Academic Standards and Accreditation for the next year in order to help the University's organizational transition.

see Changes, page A7

### Dancing fever



Fireworks burst in the air above the Chinese Theatre at Disney-MGM Studios in Orlando on the Fourth of July. The daily fireworks display was expanded to include a special grand finale to honor America's independence.

## President starts King's last Daytona race

By Sinclair Lagergren  
Community News Reporter

Ernie Ivan scored a convincing victory in the 34th Pepsi 400 NASCAR Winston Cup Series race Saturday, July 4th. Ivan, who led

the race's halfway lap to win the \$10,000 Gillette Halfway Challenge, led 118 of the race's 160 laps in his Kodak Film Chevrolet. The race was run at a near record pace of 170.495 mph for two hours, 20 minutes and 46 seconds. Ivan, who is from

Modesoc, Calif., also won the 1991 Daytona 500. For the over two hours of work, he received \$86,300. He won by two car lengths over Bush Pole Award winner Sterling Marlin's Maxwell House Coffee Ford. Two cautions, for a total of eight laps, slowed the pace to allow Bobby Allison's record of 173.473 mph to stand.

The rest of the top five included Dale Jarrett in the Interstate Batteries Chevrolet, Geoff Bodine in the Motorcraft Ford and the defending Pepsi 400 champion Bill Elliott in the Budweiser Ford. Only twelve cars completed all 160 laps of the 2.5 mile, high-banked track.

Ivan pick a particularly good day to win. After being introduced to the cheering crowd by speedway president Bill France Jr., President George Bush said he could think "of no better place to wish our nation happy Independence Day." The president went on to say "This is a day when ... we count our blessings, and the way I see it, yes, there are problems, but we are still the fairest country in the world ... I salute the spirit of NASCAR, and the spirit of racing," he told an appreciative crowd. "If there's ever a group of people who stood for what we call family values, American traditional values, it's this crowd." President Bush then intoned the famous line, "Gentlemen, start your engines," and the 160 lap race was under way.

But the highlight of the day was

*"I really appreciate the president being here."*

Richard Petty

the honoring of the "King" of racing, Richard Petty. Petty, competing for the first time at this storied track, was honored before the Pepsi 400 with presentations, speeches, and superlatives from officials and drivers. "This president comes to greet a king," Bush told Petty and a crowd estimated at more than 95,000, prior to stepping into the pace car. "Richard, I'm proud to be on your side." For the first time in a morning full of festivities, Petty of Randleman, NC., appeared momentarily at a loss for words, but recovered quickly.

"I really appreciate the president being here," Petty said. "I know it's part of July the Fourth, but it's part of Richard Petty's life too ... I can't tell you how much we appreciate it."

Petty's Pontiac took up a position immediately behind the pace car, in which the president rode as the front-seat passenger. As the pace car completed a warm-up lap and moved off the track, Petty and Bush exchanged thumbs-up sign, and Petty's car flashed around the track as the first-lap leader. Bush took off in Air Force One at about the time Petty was pulling out of the race in the 84th lap due to heat exhaustion. He was credited with 36th place.

## Columbia on longest shuttle mission to date

By Roger Harnack  
Community News Editor

CAPE CANAVERAL, Fla. - The shuttle Columbia was nearly on schedule for its June mission. Just after the scheduled lift-off, the hold due to weather was lifted and the countdown resumed.

The lift-off marked the 48th flight of a Space Shuttle and the 12th flight for the Columbia. The shuttle carried the U.S. Microgravity Laboratory-1 (USML-1). The flight is scheduled for a thirteen day flight, the longest flight for a shuttle ever.

The flight of Columbia is intended to investigate the effects of weightlessness on plants, humans and materials.

Richard Richards is the commander of the flight. This mission is his third. On his maiden flight, Kenneth Bowerbox is the pilot for the mission.

Mission specialists include Bonnie Dunbar, who also will be Payload Commander and making her third flight, Ellen Baker and Carl Meade.

Payload specialists include Lawrence DeLoach and Eugene Trinh, both making their first trips into space.

The Microgravity Laboratory includes 31 experiments ranging from manufacturing crystals for semiconductor use to the behavior of weightless fluids.

Moreover, the Columbia carries

see Columbia, page A7



Race car driver, Richard Petty, was at the Ocean Center last Friday for a special appearance. Petty, known as the King, will retire from racing later this year.

## Prescott students go on strike

Flight students dissatisfied with changes to flight programs

By Bill De Brauer  
Campus News Editor

Flight students at the Prescott campus held a stand down during the break to protest policy changes passed on by the University, according to members of the Flight Line Student Advisory Board (FLSAB).

The policy changes are part of an attempt by the University to standardize the flight programs at both campuses. Some of the changes are also required since the Prescott cam-

pus surrendered its Part 141 certificate and is now operating under the Daytona Beach campus certificate.

Apparently, these changes were not well received by the students at Prescott, who believe they were left out of the decision making process and were never consulted by the University on how these changes will affect them.

The dissatisfaction of the students caused Paul McDuffee, University Chief Flight Instructor, to fly out to Prescott on June 20 to meet with the

students and staff and try to smooth out the situation. Dr. Phipps, Daytona Beach Chief Flight Instructor; Jack Haun, Director of Maintenance; and Tom Kirton, Director of Flight Standards, accompanied McDuffee to Prescott.

In order to demonstrate their dissatisfaction to McDuffee, the students staged a three day stand down during his visit. Steven Schultz, who is co-chairman of the FLSAB, estimated that 70% of the flight students participated in the stand down,

which took place June 22, 23 and 24.

McDuffee believes that the number is much lower, and that students did not opt to fly during those three days because of final exams and the summer break.

McDuffee met for three hours with 10 students, five from the FLSAB and five student representatives, to discuss the new policies and to air out any differences. Both

see Prescott, page A7



NASA's oldest space shuttle, Columbia, lifts off the pad to begin the 48th and longest shuttle mission. The shuttle is scheduled to land in California today.

### Inside this week:

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The F-22 receives new communications, navigation and identification avionics.

see Aeronautica, page A1

### News in brief...

- Sliwa finishes first year at ERAU**  
ERAU President Steven Sliwa recently completed his first year in his position. The Avion wishes Mr. Sliwa luck in his year's to come at Embry-Riddle.
- Counseling Center offers help**  
Every Tuesday night in July at 7:30 p.m., the Counseling Center will be offering a study skills seminar at Doolittle Hall's (Dorm 1) study room.
- Engineering Professor passes**  
Professor Robert Beck, 68, died June 24, 1992 of crythroleukemia, a rare form of cancer. He joined the Embry-Riddle faculty in September 1982 after retiring from Bell Laboratory. He was an adjunct professor in the Engineering Technologies Department.
- University Weekend coming up**  
This weekend Embry-Riddle will hold its third and last University Weekend of the summer. Approximately 100 incoming students and their families will be on campus for orientation and pre-registration activities.



Coach Steve Ridder holds a summer basketball camp for youths.

see Campus News, page A3

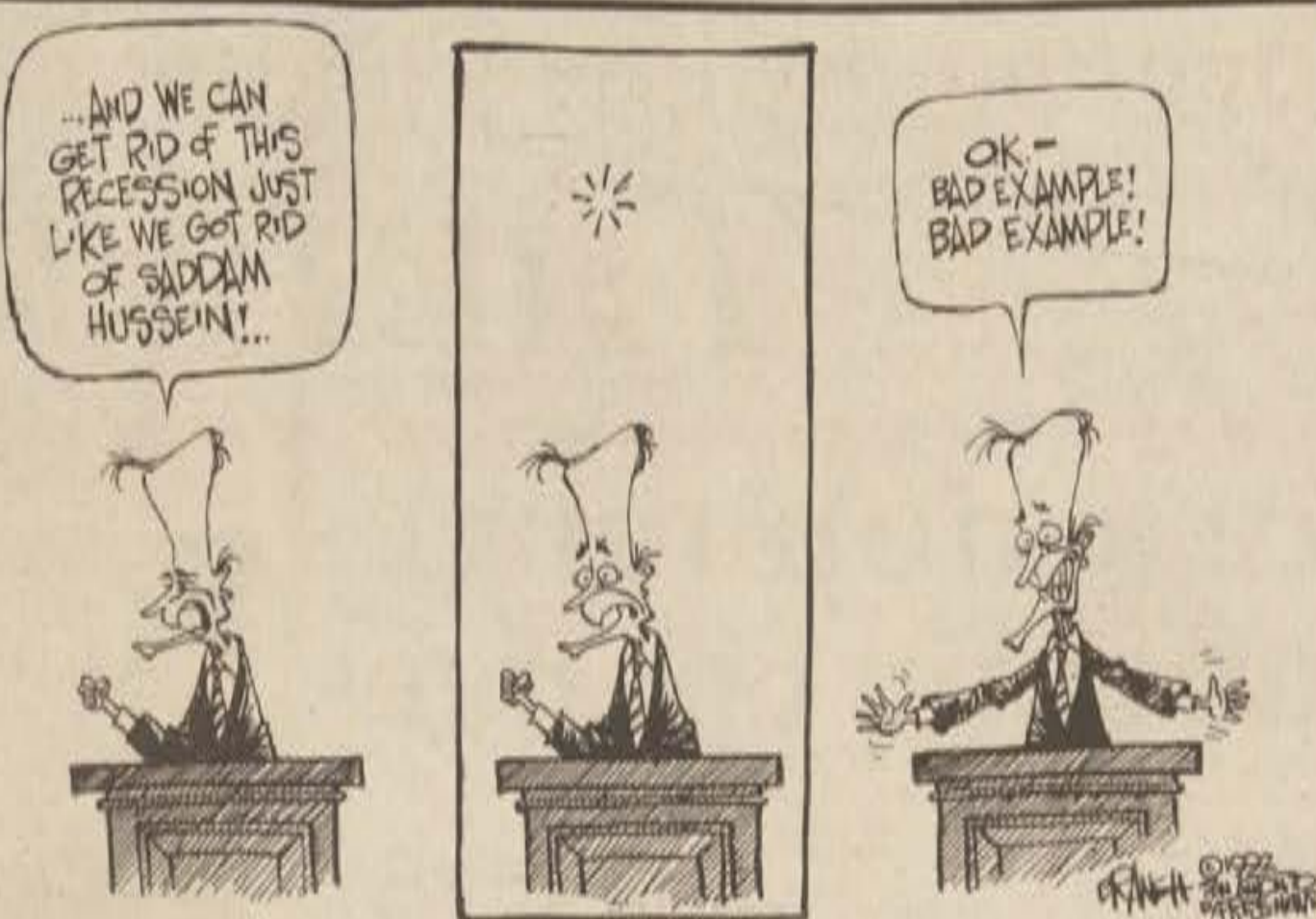
**THE AVION**  
Embry-Riddle Aeronautical University

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Roland T. Houle, Jr.

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This week's staff: Rick Arkwright, Elizabeth Bradley, Silvin Blackstock, Douglas Fischer, Sinclair Lagergren, and Jason Simon.



Chris Madden  
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**Letters to the Editor**

**You can learn from my mistake**

To the Editor:  
Recently I was scheduled for a cross-country flight to Marathon. This flight would have been my last cross-country flight in FA200 and would have allowed me to enter into FA200 without more than a couple of weeks passing between the two courses. Everything seemed to be falling into place for me with my flight courses.

to say it was too late to be thinking about all of that, the deed had been done, and so was I.  
The mistake I made there was serious and life threatening. While I wait in limbo I have plenty of time to hash it over in my mind. I've come to realize that I've taxed up to that intersection many times and never had a problem with it. The only difference this time was my mental and physical health was (terrible).  
So take it from me, don't take your health for granted, it's dangerous.

Finals arrived and were scheduled within the two days before my cross-country. As usual, I studied late, got very little sleep and I combined those two with standard meals. In reality I was a stressed out, malnourished zombie (but of course I didn't see it that way).  
Saturday morning arrived and once again, I hadn't had a full seven to eight hours of sleep but I was still psyched to fly down to Marathon. I went over my flight plan, filled in the weather (which happened to be perfect) and checked out an aircraft. After filing my flight plan, I was shuttled over to the Jet Center to pick up my plane.  
I ramped out from the Jet Center and was then cleared by ground to taxi to runway 25 left. I then taxied up to and then onto runway 25 left mistaking it for taxiway Sierra. In other words I taxied onto an active runway without clearance from ATC (See FAR 91.129(h)).  
I realized what I had done, turned back off of the runway onto Whiskey then Sierra and sat there. It was at this time I realized the lack of my concentration, how worn down I was and the lack of food probably hadn't helped much either. Needless

**A ferret responds to "elitist fascists"**

To the Editor:  
On Friday, June 16th I drove to campus with my pet ferret to drop off some financial aid forms and to check my mail. With my ferret on my shoulder (with a leash on him) I walked to Spruance Hall dropped my paperwork and headed to the U.C. to check my mail. About halfway through the building, I heard not a polite "Excuse me, sir" or something similar, but a rather "rude" "Hey, Buddy!" Upon turning around, I discovered I was being hailed by an octogenarian campus "Security Officer." He informed me quite tersely that I was not allowed to have any animals in the U.C. or anywhere on the campus, for that matter. I had been unaware of this fact and when I attempted to explain this I was interrupted and told again that there were no animals allowed on campus. At this point I saw that there was no arguing with this per-  
see Letters, Page A7

**Editorials**

**Lack of computers is just staggering**



Garrett Taylor  
Copy Editor

But enough of the sweet-talk, it is time to get on the old soapbox and make myself heard.  
Like many Aerospace Engineers-to-be, I took a couple of AE courses during Summer A. Along with the other thirty-odd students in one particular class, I was assigned an AE project that revolved around using the computers in the upstairs engineering terminal room.  
Unfortunately, the only computers that the AE project would run on were the Sun terminals, assuming that the program ran at all. That condition reduced the number of computers in that room from 13 to three.  
Many said that the Sun terminals in C Building could be used for these AE computer projects. Apparently the folks in C Building hadn't heard of this, as most of the commands needed for the AE computer projects were not accessible through the C Building Sun terminals. So hapless engineers-to-be had to trudge back to the terminal room in the Engineering Building and wait in line for an open Sun. That is

if they weren't locked out.  
You see, the Engineering Building was locked-up at about 1830 hours and during the week-ends, when someone thought every one who was going to use the building had gone home. This may have been true for the faculty and staff, but many students (myself included) had classes most, if not all, of the day.  
The hour in-between classes was barely enough time to do any meaningful work on the AE project. But if you worked on one bit at a time, giving-up the computer to go to class usually meant that you would not be able to find an open computer when you got back. This meant working on weekends and in the late evenings. Working during the time we were locked out.  
All told, this left the students stuck between professors wanting the project completed within a week of assignment, and the shortage of resources for the students to complete the project with.  
I enjoy working on these projects and they are supposed to give me

experience working with the tools that engineers actually use. But for a university that constantly touts some of the most modern educational equipment (try watching the E-RAU television ad that aired during Skyfest), this situation is intolerable.  
A solution to this problem, from the faculty view point, would be to stagger the due dates for these projects within the class. Have small groups, about five, turned in each week.  
From a different view point, that of the hardware available, another possibility is to start replacing some of the ancient HP terminals in the engineering terminal room with slightly more modern (and useful) Sun terminals.  
Lastly, from the software point of view, the folks in C building and Engineering might sit down and figure out why the two Sun systems can talk with each other, but can't work with each other.  
Perhaps then the University can truly offer the modern Engineering program that it promises.

**What is more important that patriotism?**



Jason Simon  
Senior Staff

sands have died, for the right to be independent and free. I have had members of my family involved in World War Two. They were brave enough to fight for what they believed in, life and liberty without oppression. They fought so that you and I would be ensured of a better way of life.  
That is why on one of the most important days of our heritage, our Independence day, I get really upset when I see people who do not have the courtesy to show their patriotism and respect for the symbol of our nation, the flag of the United States of America.  
I was at Jazz Matuzz in Ormond Beach. It was about 10 in the morning. Representatives from the local VFW were about to present the colors (meaning the flag) to the people who had already gathered for the days event.

Many of the people stopped for the ceremony and speech at that time. However, it alarmed me as to the number of people who really did not give a damn about what was going on. They continued to set up their booths and walk around aimlessly. Heck, one female thought it was more important to try her luck at one of the carnival games that was set up along the main strip.  
Apparently, it was more important for her to win a trinket than pay respect to the one thing that binds us together as Americans. I was glad when the owner of the booth told her that it was more important for her to pay respect than to play his game. The girl then walked off in a huff, not caring about what was going on.  
I know this country has enough problems. I know it seems that the government just does not care. But

independence day is more about us than them. WE THE PEOPLE make this country what it is. Too many people have given their ultimate sacrifice for this country and US. So that WE THE PEOPLE could continue to enjoy what we want to, do what we want to, worship the way we want to and live the way we choose to.  
We have been one nation under God on Independence day and every day since the birth of this nation. If you are unable to give up five to ten minutes of your time, one day out of the year to pay respect to a symbol that so many have fought for, then you do not deserve to be in this country. Whether you are that woman I spoke of earlier, or a freshman at Embry-Riddle. Do not hide your patriotism, show it. BE PROUD OF IT. Otherwise GET OUT OF OUR COUNTRY!

**Student Forum**

**The Avion asks:** How do you feel about the renaming of Catalina Street to Richard Petty Boulevard?



Beth Graboritz  
Aero. Science

"I don't think they needed to change it. It confused people because Catalina was fine."



Joseph Perrino  
Aero. Engineering

"I think it's great because now students can get splattered all over Richard Petty Bl. instead of Catalina St. when going to the ASSL."



Chris Santiago  
Av. Business Admin.

"I just think it's too much fame for someone who is in town a few times a year."



Christopher Russell  
Aviation Computer Sci.

"I think an overhead walkway would make more sense."



Tito Ledezma  
Aero. Engineering

"I really don't care."



Guillermo Guterrez  
Aero. Science

"I think that it would create a lot of confusion."

photos by Shawn Mc Bride

# Student fatally injured after car crash with F-16

By Bill De Brauer  
Campus News Editor

At 3 a.m. on Wednesday, June 17, an Embry-Riddle engineering student was fatally injured when he crashed the car he was driving into a pair of parked F-16C jet fighters. According to the *Detroit Free Press*, the student, Terry Woodard, 21, drove his father's Mercury Marquis onto a taxi way at Selfridge Air National Guard Base, near Mount Clemens, Mich., and with headlights off and going 70 m.p.h., rammed into the F-16s.

The fighters belonged to the U.S. Air Force Thunderbirds flying team, who were there to participate in a show to celebrate the base's 75th anniversary.

The car struck one fighter head-on, followed by the fuselage then falling on top of the vehicle, fatally injuring Woodard. He was rushed to St. Joseph Hospital East in Mount Clemens, where he died at 5 a.m. from a broken neck and internal injuries, doctors told his family.

A second F-16 was damaged when the first jet slid into it, due to the impact of the collision. An Air Force official said both aircraft were repairable. Alice Errington, a base spokeswoman, said that the damage

to the first aircraft could be as high as \$200,000 but that the second fighter was able to fly to another base to be repaired.

Woodard was a civilian employee on the base, where he worked at the outside recreational department, according to base officials. He had clearance to enter the base, but did not have permission to be out on the taxi way, said Errington.

The Thunderbirds were being watched by an armed guard. An Air Force official said that there was nothing the guard could have done to protect the aircraft.

Woodard's blood-alcohol level was 0.08, according to base officials, but friends say that Woodard was not a heavy drinker and did not have a problem with drugs or alcohol. Michigan's legal intoxication level is 0.10.

According to the *Detroit Free Press*, Woodard had called home the night before to say he was going out with a friend. He then met his friend, Brian Lowell, at a base bowling alley, where they stayed until around 1 a.m. Lowell said that the two did not drink while they were at the bowling alley.

Woodard dropped off Lowell at his Mt. Clemens home and told him he was going home, but apparently

returned the base using a perimeter road that led to the runway area.

It is not known yet if Woodard was trying to commit suicide or if the incident was a freak accident.

The *Detroit Free Press* reports that Woodard's father said that his son had passed out two years ago during an asthma attack, and that he might have had a similar attack the night of the accident. It is still not known why Woodard was driving his car on a taxi way.

The Thunderbirds cancelled the show scheduled for later that day, because some of the pilots were awakened during the crash and were unable to get the required twelve hours of sleep, a safety regulation.

Woodard, who lived in Chesterfield Township, was a junior in the Aerospace Engineering program, when he went home for the summer.

He was described by his friends as a quiet person who kept mostly to himself. He was also a good student, who was determined to get good grades, and who spent much time studying to achieve that goal.

Woodard tried to join the Air Force because he wanted to fly the F-16, which was his favorite airplane, according to Father Kenan Morris, the University chaplain. But

the severe case of asthma and poor vision made that impossible.

Father Morris said that Woodard had always dreamed of racing his car down a runway, but it is not known if that is what Woodard was trying to do.

Chris Roth, who lived next to Woodard when both lived in Dorm I, said that he liked things that went fast, because he liked the power.

He described Woodard as a very determined person who never gave up on anything, which is one of the reasons Roth believes Woodard was a good student.

Woodard was also a big baseball fan, especially of the Oakland A's, and made an unsuccessful attempt to join the baseball team, but was active in the Intramural Softball competition. He was a co-captain of the Futars softball team.

He also liked heavy metal music, especially the group Bon Jovi.

Woodard was also an avid Dungeons & Dragons player. John Fluit, who often played the game with Woodard, also described him as quiet and shy. Roth said that he feared public speaking and that he was very camera shy.

Many people have expressed shock and disbelief by the news of Woodard's death and in the manner



A student drove his car into an F-16 Thunderbird, similar to the one above, resulting in two damaged fighters and the death of the student.

in which it happened. This has left friends speculating on what actually happened and why. Air Force officials have started an investigation, and have returned to

their respective bases to determine what happened.

Errington refused to speculate on what happened pending the results of the investigation board.

## Morrison hopes to improve as new boss takes over leadership

By Ronald Hess  
Aeronautics Editor

Summer semesters have brought new faces to the University. Most of the new faces belong to incoming freshmen, but one new face does not fit this category. This face belongs to Greg Himes.

Himes has become Morrison's new Director of Food Services. He replaces Ken Crane. Crane has moved on to help a Morrison's Cafeteria at Creighton University, in Omaha, Neb.

Himes has been very busy recently. He currently oversees the entire Food Services operation. Greg is also the acting Catering, Product and Personnel manager. The Personnel manager is responsible for approximately 65 employees during the Fall and Spring

semesters, and 25 employees during the Summer semesters.

Himes is a graduate of Penn State. His management career began with the Indianapolis Management Training Program. He has been working in the Morrison's organization since April 1987.

Himes has come to Embry-Riddle's Morrison's Cafeteria to continue the fine catering program. He also wishes to "fine tune" the cafeteria while he is here. Another goal of Greg Himes is to bring more

creativity to the Food Court. Students may notice a "greener" Food Court. Observers will also notice that the "Grab & Go" cooler has been expanded to include Clearly Canadian and Gatorade.

Coming in the Fall, the "World Fare" menu will be expanded. Himes hopes to add something new to the cafeteria weekly. Future changes also include a four-week menu cycle, menu copies distributed throughout the campus and Morrison's communication board.

Himes is also interested in hearing from students. The Food Court is open to all student suggestions and complaints. Starting in the Fall, Morrison's will hold a bi-weekly Food Services committee meeting. Himes hopes that students will attend and voice their opinions.

Himes feels, "Students are the true customers. That's why we're here." When asked about his future plans, Himes said he planned on staying with the Morrison's organization.

He hopes to become Morrison's man for sales and account bidding. Until then, he will stay as director of Food Services, and improve upon Morrison's quality.

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Greg Himes

Himes feels, "Students are the true customers. That's why we're here." When asked about his future plans, Himes said he planned on staying with the Morrison's organization.

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## University offers aviation safety certificate program

Embry-Riddle News Release

An aviation safety certificate program will be offered by the University's Center for Professional Programs beginning August 3.

The four components of the program include courses in aircraft accident investigation, aviation human factors, aviation safety management and systems safety management, developed by the University's Center for Aerospace Safety Education. Each topic will be covered in a five-day course, except for the aircraft accident investigation, which will be for six days.

The first two courses will be presented this year in two separate offerings, the last two in 1993. Participants who complete all four courses will be awarded an aviation safety certificate.

The first course, aircraft accident investigation, will be conducted August 3-8, at the Prescott campus, and utilize the Harry Robertson Crash Laboratory. The course is designed to teach aviation professionals with limited experience of the subject in the step-by-step investigation of aircraft accidents.

The background and development of these investigations, as well as the different investigative organizations, their responsibilities and reporting requirements will also be discussed.

Students will learn how to analyze and record the accident scene, interview witnesses, determine contributing factors and make recommendations for future prevention of accidents. Legal implications and case studies will be discussed. Cost of the course is \$1,295.

The second 1992 course offering, human factors in aviation, will take place October 19-23 at here at the Daytona Beach campus, and use the Human Factors Research Laboratory. The course will help aviation professionals, especially those involved in aviation opera-

tions and accident prevention. Subjects to be discussed include how fatigue, body rhythms, fitness, motivation, leadership and communication attitude can affect aviation safety.

Students will learn how to analyze these influences and suggest ways to correct or prevent potential accident situations. Cost of the course is \$1,095.

Program instructors include William D. Waldo, James E. Lewis, Donald B. Hunt and Robert Sweginnis. Waldo is program manager of the Center for Aerospace Safety Education at the Prescott campus. He has more than 10 years experience in the aviation safety and accident investigation field as an educator, writer, practitioner and researcher.

He is a Certified Safety Specialist by the World Safety Organization and a member of several national and international air safety professional organizations.

Lewis is an aeronautical science instructor at here in Daytona Beach. He has extensive experience in fixed and rotary wing aircraft and holds airline transport, commercial and flight instructor ratings including instrument and ground school instructor ratings.

Hunt is program manager of the Center for Aerospace Safety Education at the Daytona Beach campus and an instructor of Aeronautical Science specializing in ergonomics, aviation safety and aircraft accident investigations. He has extensive military and civilian flight experience and attended TSI's Aircraft Investigation School and is a member of the International Society of Air Safety Investigators.

Sweginnis is on the faculty of the Center for Aviation Safety Education at Prescott. He is an aircraft accident investigation and system safety educator, professional safety engineer and pilot instructor.

To register, call Bill Minter at extension 6186.

## Coach Ridder holds second annual basketball camp



Campers enjoy a competitive, if not violent, basketball game under the watchful eye of coach Cambron.

By Todd Hughes  
Photography Editor

The second annual Embry-Riddle/Steve Ridder Basketball Camp was held this past June 15th through the 19th. The camp attendance was 110 campers up from 75 campers last year.

The camp is open to both girls and boys between the ages seven and 16. The camp also gave out 15 scholarships to youngsters who would not have the financial means to attend the camp on their own.

For a child to receive a scholarship they had meet three criteria:

1. Had to show an interest in Basketball.
2. Had to be a good student.
3. Did not have the financial means to attend.

Coach Ridder's camp objectives are to introduce young kids to basketball, meet new friends, have a good time and all is accomplished in a positive learning experience.

The three most important things that the coach Ridder hopes the kids will come away with are the value of discipline, respect for others and appreciate the opportunity to come to camp.

The camp has the distinction of being one of only four camps in the state of Florida to be sponsored by Nike.

The children are the ones who benefit the most from the camp. All of the children I spoke with were very excited about the camp and were set on returning next year and they also said they enjoyed the competition the most.

Chad Caldwell, a seven-year-old, said he was having the time of his life and he could not wait to come back next year to learn more basketball skills.

Keona Hodde, a 12-year-old girl from Silver Sands Middle School, said she would be back next year because she was having a great time.

When she was asked what she liked best, she said "Showing up the boys."

The camp has the distinction of being one of only four camps in the state of Florida to be sponsored by Nike.

## University kicks off summer of Sun Flight

partners being trained, and can reinforce their own training. Flight training is conducted by qualified University flight instructors.

The flight phase includes approximately 14 hours of hands-on dual flight instruction, 14 hours of observation time, and 4 hours of pre-flight and post-flight instruction. One-half hour of solo time is included for students ready for it by the end of the seminar.

Ground training adds 22 hours of instruction in the areas of Federal Aviation Regulations, basic aerodynamics, introduction to meteorology, aircraft performance, weight and balance, navigation, aircraft systems, and basic flight maneuvers. All instructional materials, flight supplies, textbooks and an Embry-Riddle log book will be supplied.

Students will also be introduced

to the high-tech world of aviation as they use simulators, air traffic control radar systems, and real-time satellite system meteorology Science Simulation Laboratory (ASL).

Lectures and discussions about careers in aviation, including airport management, aircraft maintenance and avionics, aerospace engineering and cockpit crew member positions.

facilities. The *Sun Flight II* option adds 3 1/2 hours flying time to the student's log book and features night flying and planning and completing a cross-country trip.

Special ground lab instruction will provide specific and detailed information about navigation necessary to pass the FAA test which will be given on campus. The option costs an additional \$900.00 and includes flight, room, food, classroom instruction, flight materials, books, and special events.

Students must have a current third class medical/student pilot certificate prior to the seminar, which they can request from an FAA approved or aerospace physician. They should also have corrected vision to 20/20, and be willing to wear long pants and shirts with sleeves when flying.

During the first week in June, the *Avion* surveyed 86 students, faculty and staff. The survey has a four percent margin of error.

Many comments were gathered during the survey. They ranged from very enthusiastic to very negative towards the paper, and suggestions on how to make the *Avion* better.

The comments and survey results will be used to improve the quality of the paper.

Another survey will be completed in the Fall semester in order to see how the Embry-Riddle community reacts to changes in the paper. Also, the survey will include more participants.

## The Avion surveys itself with interesting results

How often do you read each section of the *Avion*?

	Every Issue	Some Issues	Never
Aeronautics	20.2%	66.7%	13.1%
Campus News	56.3%	42.5%	1.2%
Classified	61.6%	23.3%	15.1%
Comics	69.1%	21.4%	9.5%
Community	19.5%	61.0%	19.5%
Data Technology	17.6%	56.5%	25.9%
Diversions	18.0%	66.3%	15.7%
Front Page	80.0%	18.8%	1.2%
National News	28.9%	53.0%	18.1%
Opinions	40.5%	50.0%	9.5%
Space Technology	26.8%	53.7%	19.5%
Sports (Fall and Spring)	18.8%	42.4%	38.8%
World View	14.3%	61.9%	23.8%

## Safety Department seminar discusses ways to help students

By Beth Grabowitz  
Campus News Reporter

On Wednesday, June 24 through Friday, June 26, the Safety Department hosted a special training seminar for police and security officers in Daytona area colleges, Halifax Hospital and Stetson University were also invited to participate.

The main purpose of the program was to provide training for campus security and police officers and to improve communications among the police department and area colleges. Several topics were covered at the seminar.

First, the officers received training in the definition and classification of a crime. Second, there was a presentation on how to conduct an investigation. It included how to protect a crime scene and how to write a complete report. Third, the officers learned how the police department prioritizes requests for service. This way, the officers can direct students to the most appropriate police service.

Next, the officers learned about

the Campus Security Act which requires campuses to prepare policies and procedures. Currently, the Safety Department is planning to publish a booklet in the fall which will outline these policies and procedures and will be available to all students and faculty.

Lastly, the seminar addressed the new housing ordinance which reduced the number of unrelated persons living in a single family residence from four to two.

This seminar was not the first of its kind at the University. In October of 1990, Kevin Mannix, the Director of Safety, and Deputy Chief Jim Jenkins of the Daytona Beach Police Department decided they should promote the training of campus security and police officers.

It was also a chance for the officers to receive cross training where the police officers would learn more about campus safety and campus security officers would learn more about police procedures. The goal of the first session was to provide more efficient service to the community.

In the second session, a total of about fifteen people participated,

including at least six Daytona Beach police officers. The University's security officers were required to attend if they had not attended the previous session in 1990. The seminar will also be useful for future security officers because it was videotaped and will be used as part of their orientation.

Overall, the program was a success, according to Mannix. The colleges and the police department achieved a stronger communication link which ultimately benefits the students.

For example, there was recently an incident where security had to ask a person to leave the campus and issue him a trespassing warning because he had no legitimate business on campus.

The same person had also been on DBCC's campus and their security had alerted our security and had given us a description of the person. Therefore, our security was on the lookout for that person. In addition, the program helped the police department recognize our needs so they can serve us better in the future.

## Commission votes in favor of housing ordinance

By David Fekke  
Managing Editor

It is now illegal for more than two unrelated people to live in a house in Daytona Beach if it is zoned as a single family home, as the City Commission decided at their June 17 meeting. The new ordinance is under evaluation for a trial period of six to eight months.

Despite strong opposition to the new ordinance from 18 different groups, including ERAU's Student Government Association, the Commission voted unanimously for the ordinance.

Mayor Kelly cited the reason being that too many people told him that they were moving away from Daytona Beach because of problems with noisy neighbors.

It is estimated that over 800 to 1000 students would be affected by the new ordinance, not including other groups. The ordinance was first proposed by a residents who

live in the Fairway Estates neighborhood due complaints concerning a house occupied by Embry-Riddle students.

The residents complained about riotous and immoral behavior from the students at all hours.

There are noise ordinances that make actions such as previously mentioned illegal, but are nearly impossible to enforce, due to the fact that noise equipment recordings rarely hold up in court.

The new ordinance, much like the noise ordinance is very hard to enforce. The City Commission is planning on using "selective enforcement" to enforce the ordinance.

The issue of selective enforcement recently was proved legitimate after being taken all the way to the Supreme Court. The Supreme Court said that it was constitutional as long as there was no invidious intent in the use of the enforcement.

Dr. Jeffrey Ledewitz, Vice

President of Student Life, pleaded the university's case to the Commission asking for better communication between the different groups. He also asked the Commission if they wanted to be known as the city where the Golden Girls were not allowed to live.

There were also groups in opposition from Daytona Beach Community College, the Council on Aging, and individual residents. Those who were in favor of the ordinance included several residents of Fairway Estates.

The City Commission stated that they had sent letters to the Universities in the area about problems with "Dormitory styled living in the community". Kelly added that the new ordinance was not passed to spite college students.

Similar laws like the one just passed in Daytona Beach have been passed in other college communities including Ft. Lauderdale, Gainesville, and Tallahassee.

## Graduate enters race around the world

Embry-Riddle News Release

Harlan Hain, ERAU graduate (MAS Degree 1986), entered his Cessna 310 in the world's first "Round the World Air Race," scheduled to begin June 20 in Geneva, Switzerland, in competition with 28 contestants, including 11 from America.

Hain, 65, is a retired Air Force Colonel, who flew P-51s and F-86s in Korea, spotter planes in Vietnam, later assigned to B-47s, B-52s, and the supersonic SR-71. His last flying assignment was with Strategic Air Command flying RC-135s. He retired from the Air Force in 1981, and joined PRC Government Information Systems Company as a Systems Analyst in Bellevue, Nebraska.

Hain's Copilot is Paul Hamor, a 37 year old Mechanical Engineer, who is an Engineer at the OPPD

Nuclear Plant at Fort Calhoun, Nebraska. He has over 500 flying hours, and according to Hain, is also an excellent navigator.

The pilots will follow a prescribed northerly course covering approximately 15,000 nautical miles from Geneva to Helsinki, Moscow, across Siberia to Vladivostok, Anadyr, then to Nome, Alaska, Victoria, Canada, to California, across the Rockies, on to Washington, D.C., up to Greenland, Iceland, then to Scotland, and finishing at Cannes on July 12 or 13. The flying time is estimated to take between 75 and 85 hours in the air.

The financial background of this event shows the dedication and optimism of these two daring flyers. Hain sold his 120 acre farm in Carthage, Missouri, and Hamor sold his own airplane, sports car, and motorcycle, to raise \$150,000 to buy the 1975 Cessna 310, which

they overhauled and repainted white with red-white-and-blue stripes. They raised some trip money from friends and people who have heard or read their story. They have also appealed to their parts and equipment suppliers for financial sponsorship. It will cost at least \$20,000 for fuel in the race, another \$10,000 to \$15,000 to get to Geneva and back to Nebraska after the race.

Paul Hennings congratulated Harlan Hain on his speech to the Daedalian Pilot's Organization at Offutt Officer's Club on May 14. Hennings is a retired Air Force Colonel, fighter and bomber pilot, now Regional Director of the Embry-Riddle Aeronautical University Center at Offutt AFB, Nebraska, where Hain received his Master's Degree in Aeronautical Science in 1986. Hennings wished Hain a safe trip with the hope of winning the race.

## University sponsors international scientific study

Embry-Riddle News Release

The University was one of the sponsors of an international scientific advanced study institute investigating how to reduce or eliminate error when humans interface with complex and integrated systems held July 6 - 17, 1992 in Vimeiro, Portugal.

Validation and Verification of Complex and Integrated Human-Machine Systems is the title of the institute.

Advanced interdisciplinary lectures and discussions were held on system theory, validation and verification techniques, scenario development, resilience theory, workload, selection, behavioral models and human reliability and training.

"As systems such as air traffic control become more complex, interdisciplinary issues have become more critical," said Dr. John A. Wise, one of three directors of the scientific institute.

"No where is this more true than in the person-machine interface. It's now possible for man to design and use highly complex systems, but the limiting factor may be our ability to evaluate potential problems," he added.

Dr. Wise is a research associate at the University's Center for Aviation/Aerospace Research and associate professor of Aeronautical Science.

While the institute presented and analyzed in detail current knowledge and theory concerning validating and verifying many types of complex systems, the focus was on the advanced air traffic control systems currently under development.

One purpose of the institute was to build on the accomplishments of the 1990 NATO Advanced Study Institute titled, "Automation and Systems Issues in Air Traffic Control," which was directed by Dr. Wise, the University's M. L. Smith and V. D. Hopkin of the Royal Air Force's Institute of Aviation Medicine, Farnborough, United Kingdom.

They also edited the proceedings published by Springer-Verlag. This proceedings contains chapters by experts who presented talks at the institute on air traffic control automation, effects of the system on humans and other aspects of the changing nature of air traffic control.

The 1990 institute provided designers and other key decision makers with the most up-to-date

knowledge and theory relevant to automation issues in and for the design process.

The institute in Portugal has been designed to address the issues of verification and validation of such systems.

It provided a forum in which leading theorists and practitioners could meet and begin to establish the dynamic methodologies necessary to assist senior-level decision makers, designers and evaluators.

Experts in various fields including aviation, cognitive science, computers, systems analysis and other areas spoke at the institute. One of the speakers was Dr. Richard S. Gibson, director of Embry-Riddle's Center for Aviation/Aerospace Research.

V. David Hopkin, and Dr. Paul Stager, Department of Psychology, York University, Toronto, Canada, served as co-directors with Dr. Wise.

Other sponsors of the institute included the Scientific Affairs Division of the North Atlantic Treaty Organization (NATO), Eurocontrol, the Federal Aviation Administration (FAA) and the Research Institute for Information Science and Engineering, Pittsburgh, Pa.

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## Senate asks Bush for data on POW-MIA

WASHINGTON (AP) - The Senate has sent President Bush a bipartisan request for disclosure of secret military documents on Americans missing in action.

In a move that could be a prelude to confrontation between the Senate and the White House, the Select Committee on POW-MIA Affairs requested the immediate release of material dating back to the Vietnam War. The full Senate approved the move Thursday evening in a 96-0 vote.

"We believe that the American people have a right to read and evaluate the reports that Americans have been seen alive in Southeast Asia, and a right to read the official evaluations of those reports," said Sen. John Kerry, D-Mass., the committee's chairman.

Sen. Bob Smith, R-N.H., vice chairman of the committee, said he hoped the White House would comply with the proposal within the time set by its authors, Sens. Charles Grassley, R-Iowa, and Chuck Robb, D-Va.

Smith said families of veterans are upset that much of the information in government files remains classified.

"As a result, there is a credibility gap between the government and the people, and the people feel they have not been told the whole truth," Smith said in a statement.

If the Bush administration refuses to cooperate, Smith said, he would move to have the committee immediately release the classified material in its possession.

"Let there be no mistake, however: if, on July 23rd, the date set by the Robb-Grassley motion, good-faith procedures have not been worked out, then it will be my intention to immediately invoke my right" to release committee-held material.

Kerry was optimistic Thursday that the documents would soon be released. "I'm quite convinced we're going to get a process in place and it will be made public,"

**"We believe that the American people have a right to read reports that Americans have been seen."**  
Sen. John Kerry

## Promotions held up due to Tailhook now approved

WASHINGTON (AP) - The Senate Armed Services Committee has freed up 1,126 Navy and Marine Corps promotions that had been held hostage by the Tailhook sex abuse scandal.

By voice vote Wednesday, the panel approved the promotions, including several admirals in Norfolk, Va. The promotions also include 45 U.S. Military and Naval Academy graduates who are joining the Marine Corps. The promotions now go to the full Senate.

The committee is seeking information from the Defense Department on another 3,300 promotions that remain in limbo.

Approval of the promotions came as the committee received sketchy details on two new incidents, one involving Navy personnel and the other involving Army personnel.

Congressional sources, who requested anonymity, said personnel at the Miramar Naval Air Station in California unfurled a banner with an obscene statement about Rep. Patricia Schroeder, D-Colo.

The commanding officer of a Miramar-based squadron and another senior officer were temporarily relieved of their duties pending an investigation of the June 18 incident at the Miramar Officers' Club, according to a statement issued Wednesday by base officials. The officers were not identified.

In the other incident, Army personnel allegedly videotaped several enlisted men and an enlisted woman having sex, the sources said.

Sen. Sam Nunn, D-Ga., chairman of the Armed Services Committee, asked Defense Department officials to report to the panel about those incidents.

**1,126 promotions that were being held up due to the Tailhook scandal are freed up by Senate Armed Services Committee.**

he said.

An administration official who spoke only on condition of anonymity said the White House would consider any POW-MIA material for release through its normal security review process.

"This is one of our priorities," the official said. "We want to be as helpful as possible."

The documents the committee seeks to make public include: papers of Henry Kissinger stemming from his Paris peace negotiations with the North Vietnamese; papers of all the presidents from Nixon through Bush relating to MIAs; reports of live sightings on file at the Defense Department; and extensive documents of the Defense Intelligence Agency, a key agency responsible for the MIA issue.

Repeatedly committee members spoke of the need to eliminate public distrust of the government in pursuing the MIA issue. That distrust was evident in the hearing when a group of MIA activists booed Sen. John McCain, R-Ariz., for stating that the last of the highly publicized photos purporting to show Americans in Southeast Asia had been discredited as a fake.

One of the activists, Robin Owen of North Carolina, whose father, Sgt. Robert Owen, is missing in action, said the committee has done some good work.

"But I'm going to be thoroughly disgusted if they turn this issue over to President Bush because President Bush is no friend of MIAs," Owen said.

Kerry said that for procedural reasons, the committee had to request release of the documents before it could take direction action to force their disclosure.

The hearing came a day after disclosure of a 1985 Defense Intelligence Agency memo that described the Pentagon's investigation of American POWs and MIAs after the Vietnam War as "sloppy" and reflecting a "mindset to debunk" claims of sightings of live Americans in Southeast Asia. The comments were from a memo by retired Rear Adm. Thomas A. Brooks after he took over the government's POW-MIA investigation.

Among the promotions approved Wednesday were two top Navy admirals who were one-time military aides to Defense Secretary Dick Cheney.

The Sixth Fleet commander, Vice Adm. William A. Owens, now will return to the Pentagon for a high-ranking Navy administrative post, while Rear Adm. Thomas J. Lopez will receive a third star and take over from Owens.

At the 1991 meeting of the Tailhook Association, at least 26 women - half of them Navy officers - said they were fondled and disrobed while being pushed down a gantry of drunken aviators in a Las Vegas hotel hallway.

Initial Navy inquiries implicated only two men although 1,500 people were interviewed. The Navy investigator said some senior officers refused to allow their men to be photographed, or otherwise impeded the probe.

The Pentagon's inspector general, Derek Vander Schaaf, is conducting an independent inquiry into the scandal and the Navy's handling of it. The Navy has said about 70 officers could be implicated.

Robert Silberman, a senior Pentagon official, said the Defense Department had been working day and night to provide the panel with information on the junior officers and admirals.

"We wanted to separate out those individuals who had absolutely nothing to do with this incident," Silberman said at his confirmation hearing to be assistant secretary of the Army.

The Navy sent out a message to all individuals on the promotion list Friday night asking whether they were present at the Tailhook convention and whether anyone in their chain of command attended the Las Vegas meeting.

After receiving the information, the office of the Pentagon's inspector general cross-referenced the names against the files of the Naval Investigative Service and the Navy's own inspector general.

## Report says Perot too immature for Navy career

WASHINGTON (AP) - Ross Perot's Navy commanders wrote in 1955 that he was emotionally maladjusted and too immature to be a career officer, but their comments were later stricken from his file, according to a report published Thursday.

The account in the Los Angeles Times said the criticism of Perot came when he sought an early discharge from the Navy after a disagreement with the skipper of his destroyer.

Seeking to disprove the senior officers' charges, Perot asked the Navy to review the documents and to interrogate the officers involved, the newspaper said.

As a result, the critical material was deleted from Perot's Navy file.

Perot, at a campaign rally in Olympia, Wash., said he wasn't worried about "all that stuff that gets thrown at you in a political campaign."

"As far as I'm concerned, those are little insignificant spitballs that

have no impact at all," Perot said.

Thomas Luce, a longtime Perot associate and top campaign aide, said the report distorted Perot's naval record, which he said was exemplary.

"During his entire naval career, he received excellent fitness reports and was honored many times for his leadership abilities," Luce said in a phone interview from Dallas.

Luce did not dispute the newspaper account but said that the criticism of Perot stemmed from an instance in which Perot "stood on principle."

In a 1955 letter, Capt. G.H. Miller, then commander of a destroyer division in which Perot served, said Perot, then 25, was "emotionally maladjusted for a regular Navy career," according to the Los Angeles Times.

Rear Adm. J.C. Daniel, commander of destroyer forces in the Atlantic Fleet, wrote to the Navy secretary and to the chief of naval personnel that then-Lt. j.g. Perot "is

too immature to be entrusted with the leadership responsibilities inherent in sea duty."

Perot, the undeclared independent presidential candidate, requested discharge after serving 15 months in the Navy. Naval Academy graduates were required to serve four years' active duty after the Korean War.

Perot has said he requested the discharge because he was disillusioned with a senior officer, found Navy routine to be undisciplined and believed that he wasn't obligated to serve the full term with the war's end.

Perot has alleged that the skipper of the destroyer Sigourney - Cmdr. Gerald J. Scott - sought to use the crew's recreation fund to redecorate his cabin and wanted Perot to help him obtain liquor that was kept under lock and key.

Scott has said he could not remember details of the incidents involving Perot.

Perot wrote at the time that he found the Navy to be "a fairly god-

less organization."

Miller and Daniel made their criticisms of Perot in July 1955 at the request of Navy personnel chief, Vice Adm. James L. Holloway.

Holloway denied Perot's discharge request and ordered him transferred to the aircraft carrier Leyte, where Perot received high marks for his performance.

Perot later asked that his records be purged of the officers' allegations. In 1956, Holloway ordered that all correspondence related to Perot's fitness reports for the period March 1 to Aug. 31, 1955, be removed.

Luce said on Wednesday that Perot "got in a dispute with a naval officer, appealed the matter up the chain of command and was eventually exonerated and cleared."

"In the presidential selection process, sometimes the record gets distorted, I think that's what happened here," Luce said.

## Abortions still continue

HARRISBURG, Pa. (AP) - A day after the U.S. Supreme Court affirmed the constitutional right to an abortion, Julie did what her mother failed to do at 18: She put her career ahead of parenthood, at least for now.

Julie said she watched the TV news reports from the Supreme Court building Monday, but had to turn away. The images came too close to real life, she said. On Tuesday, she traveled 3 1/2 hours to an abortion clinic to end her six-week pregnancy.

"My mom had me when she was 18 and she says this is something she wished she would have done," she said. "I mean she's happy she had me, but she'll say 'I wanted to do this,' or 'I wanted to do that,' and I feel bad."

"I have plans. I'm not ready to be a parent. If I went through with it, I couldn't give the baby up for adoption."

She spoke on condition that her real name not be used.

Julie was one of 11 women who had an abortion Tuesday at Harrisburg Reproductive Services.

The Supreme Court upheld parts of a Pennsylvania law regulating access to abortion: requirements that a woman delay an abortion for 24 hours after visiting a clinic, that teen-agers under 18 have the consent of one parent or a judge, and that women get detailed counseling about abortion and alternatives.

"It was a hard enough decision," she said. "If I had had to go home and think about it, I probably would have changed my mind."

State officials said they expect it will take 30 days for the details of the law to be worked out and the regulations to come into force.

The U.S. District Court must lift the injunction that blocked the law while it was being appealed, said Robert Gentzel, spokesman for the Attorney General's Office.

## Our Dream is other's nightmare

PORTLAND, Ore. (AP) - We now know the U.S. basketball team can come from behind.

For the first time in its three games in the Tournament of the Americas, the Dream Team trailed. Granted, it was 15-13 with 13:53 left in the first half against Panama on Tuesday night, but it was still a deficit.

A 16-0 run over the next 5:12 started the expected rout, but we finally knew they know how to rally.

"They were in a mode of taking good care of the ball and made a decision to pack in a zone and they were able to keep the score reasonably close," U.S. coach Chuck Daly said. "I've said it before and I'll say it again, once our defensive intensity picks up and we get stops, we can get out and run."

And run and run and run.

The United States doubled Panama at 48-24 with 4:01 left in the half and it led 64-30 at halftime. The second half was kept interesting in seeing what the final margin would be. The 112-52 score fell between the 79-point win over Cuba and the 44-point victory over Canada.

"I was just having a good time," Michael Jordan said. "Like I've been saying, this is fun to me. I'm not going to take things too seriously and I want to have fun with the other players."

The United States still hasn't officially qualified for the Barcelona Games; it would with a victory over Argentina tonight in its final qualifying-round game.

In Tuesday's other games, Argentina beat Cuba 73-71, Mexico downed Uruguay 98-89 and Puerto Rico defeated Venezuela 91-80.

In addition to United States-Argentina today, Panama played Canada, Brazil, already a semifinalist, met Uruguay and Venezuela faced Mexico.

The United States went outside against Panama's zone, making 10

of 19 3-point attempts led by a combined 8 for 9 by Jordan and Chris Mullin.

"Every time you come down you're looking at a pretty good shot," said Mullin, who missed just one of his five from beyond the international distance of 20 feet, 6 inches. "This is a regular shot for us. Everybody on our team can make that shot any time they want to take it."

The United States can also stop any shot the opposition is thinking about taking.

Panama (1-2) scored just 22 points in the second half and finished 20 for 59 from the field.

"I think so many people look at the U.S. and talk about their offense, but I think their defense is just fabulous," said Panama coach Jim Baron, who coaches St. Francis, Pa., as a full-time job. "They really smother the ball and then they can afford to take risks by overplaying the passing lanes and stepping around players."

The U.S. team was playing its first game without point guard John Stockton, who broke his leg Monday night against Canada when he was kicked by Jordan. Forward Larry Bird sat out his second straight game with a sore back and is still day-to-day.

"Basically it flared up a bit, not too bad," he said. "But if I have nerve pain in my leg, which I did, I ain't going to play. My body won't let me. But it feels a little better right now."

Mullin led the United States with 19 points, 17 in the first half, while Jordan had all of his 15 in the opening 20 minutes. Magic Johnson had six points, five rebounds and 11 assists. Eddie Chavez led Panama with 12 points.

Argentina kept alive its chance to win Group A when Esteban Perez made a layup with 11 seconds to play.

Argentina (2-1) took its first lead of the second half at 71-70 on a free

throw by Diego Osala with 55 seconds left. Cuba tied it on a free throw by Yudit Abreu 20 seconds later and Perez scored the winner after Argentina ran the 30-second shot clock down to 3.

Osala led Argentina with 16 points, while Andres Gilbert topped Cuba (1-2) with 17 points.

"The NBA team probably won't be able to sleep tonight worrying about playing us," Argentina coach Walter Garrone said. "Seriously, we hope to provide a lot of entertainment so the crowd can at least enjoy the game. That is about all we can hope for."

Puerto Rico (3-1) clinched a quarterfinal berth and second place in its pool behind Brazil. Mario Morales led Puerto Rico with 15 points, but it was the defense of Jose Ortiz on Carl Herrera that made the difference.

Herrera, who plays for the Houston Rockets, was held to 13 points on 5-for-12 shooting by Ortiz, who played for the Utah Jazz, and Herrera also had some foul trouble that limited him to 27 minutes. Venezuela (1-2) can still advance to the quarterfinals with a victory over Mexico (1-2) tonight. Mexico 98, Uruguay 89.

Mexico rallied from a 17-point second-half deficit. It took the lead for good at 89-88 with 2:48 left and Uruguay (0-3) didn't score again, missing four of five free throws, including the front end of three 1-and-1s.

Jose Arroyos led Mexico with 23 points, while Horacio Lopez was just above his average with 33.

**"I've said it before and I'll say it again, once our defensive intensity picks up and we get stops, we can get out and run."**

Coach Chuck Daly

## Navy losing jobs due to Tailhook incident

WASHINGTON (AP) -The Navy, reeling from the Tailhook sex abuse scandal and the forced resignation of its civilian secretary, suffered another blow when a House panel slashed 10,000 positions from its headquarters staff.

The House Appropriations Committee approved a \$253 billion military budget Monday that targets administrative jobs at the Navy's departmental and major command headquarters as punishment for the Tailhook incident.

The Navy said Monday it didn't immediately know the total number of people who work for its headquarters staff.

## Marine dies following the crash of AV-8B

DAVENPORT, Iowa (AP) - The pilot of a Marine jet fighter that crashed and burned as it took off from the Davenport Municipal Airport has died from severe head injuries, doctors said.

Capt. Jeffrey J. Smith, 29, died Tuesday at Mercy Hospital, a Marine spokesman said. He had never regained consciousness after he ejected Monday.

"Apparently the jet lost power as it was going down the runway," said Davenport Police Chief Steve Lynn. "He went off the runway, crashed and the jet fuel exploded. All I saw were burning twisted metal pieces." Ken Ferris of Blue Grass was

"It's directly connected to the obstruction and arrogance in the Navy," said Rep. John Murtha, D-Pa.

At the 1991 meeting of the Tailhook Association, at least 26 women - half of them Navy officers - said they were fondled and disrobed while being pushed down a gantry of drunken aviators in a Las Vegas hotel hallway.

Initial Navy inquiries implicated only two men although 1,500 people were interviewed. A Navy investigator said some senior officers refused to allow their men to be photographed, or otherwise impeded the probe.

standing near the pilot's parents when the plane crashed.

"There was a couple behind me that was just going hysterical and crying," Ferris said. "We were near to them and I heard her say, 'My God, that's my boy in the jet.'"

Smith, a native of the eastern Iowa community of Coggon, enlisted in May 1987 and graduated from flight school in February 1990, according to his Marine Corps unit in Arizona. He died at 1:45 p.m. Smith survived by his wife Dee and daughter Skylar, and parents Ronald and Donna Smith of Coggon.

The crash of the AV-8B Harrier occurred Monday at the airport near

The Pentagon's inspector general is now investigating. The Navy has said about 70 officers could face disciplinary action.

The full House is expected to approve the job cuts Thursday, when it takes up the defense package. The Senate is expected to complete its version in September.

The lawmaker, who last Wednesday sent a letter to Defense Secretary Dick Cheney demanding the resignation of Navy Secretary H. Lawrence Garrett III, suggested that Rear Adm. John Snyder be the next departure.

The Navy removed Snyder from his command at a top naval aviation

center after he failed to act swiftly on a complaint by an aide that she had been sexually harassed at the convention.

Speculation on Garrett's replacement has included the Defense Department's comptroller, Sean O'Keefe, and Navy Assistant Secretary Barbara Spyridon Pope.

The House panel's action comes as the Senate Armed Services Committee is holding up more than 4,000 Navy and Marine Corps promotions until it is satisfied none of the men was involved in the Tailhook incident or thwarting the inquiry.

Mount Joy, which is just north of Davenport.

"He went off the end of the runway. I don't think he ever got airborne," said a pilot who was at the airport at the time and spoke only on condition he not be identified. "I think he tried to abort. He ejected. I saw the chute. The plane went across a road and into a field."

The jet was one of two Marine Harriers that were on display during an air show over the weekend, according to the Marine Corps Air Station at Yuma, Ariz. Both aircraft were assigned to Marine Attack Squadron-214 at the Yuma base.

The crash occurred as the aircraft

was departing for its return to Arizona. The other jet did not take off, said a statement released at the Marine base.

The Harrier was making a normal takeoff when it crashed, the witness said. The Marines refused to release details pending an investigation.

**Capt. Jeffrey Smith died following the crash of his AV-8B Harrier.**

# Richard Petty's career unmatched in racing history

By Sinclair Lagergren  
Community News Reporter

What colors come to mind on July 4th?—Red White and Blue? How about just red and blue, and then on top of that, those colors going almost 200m/h. The most successful driver in NASCAR sat on the outside of the pole to start the Pepsi 400. Richard Petty qualified second on his 55th birthday during the time trials on July 2nd. That was just one of many highlights that Richard Petty experienced during the first week in July.

Richard Petty is the most successful driver in history in the NASCAR circuit. Winning his first race at the age of 23, at Charlotte, NC started Petty, who would later be known as the KING, on a career that would set most of the records in racing. Richard Petty's name appears more often than any other driver in the record books.

Richard is married to Lynda Owens Petty. He has four children one of whom is becoming successful at NASCAR racing himself, Kyle Petty. Before the beginning of the 1992 season, Richard announced his intentions of retiring from the driving side of racing. He and STP decided to thank the fans that have supported him over the 34 years of racing.

They planned to have a fan appreciation tour. Between his races, he is out and meeting the fans. After the Pepsi 400, he will be half way done. He says he is loving every minute of it.

Richard Petty's most impressive record is his 200 Winston Cup victories. He won his 200th race July 4th, 1984, during the Pepsi 400 while President Reagan was watching. Petty said that race was his favorite. He also said everything just went right, and they couldn't ask for a better race. He has also won 55 superspeedway wins including 7 Daytona 500 wins.

Richard has been the Winston Cup champion 7 times. Between 1960 to 1977 he won at least two races a year. In 1967, he had 27 wins in one season. Of those 27 wins, he won 10 in a row. Richard Petty, the King, had 513 consecutive

*"It still comes as a surprise to me when somebody waits in line for hours for an autograph and then says thanks. It should be the other way around."*

Richard Petty

starts. The streak started in 1971 and continued until 1989. During that time he competed even though he had broken bones, bruises, and even while recuperating from a broken neck.

Richard has been in over 1,150 races and still has the current season to finish. He has won over 7,114,289 dollars during his career. Along with his 200 victories, he has 158 second place finishes, and 550 top five finishes.

Richard Petty also holds another record. STP sponsorship began with a victory in the Winston Western 500 at Riverside (CA) raceway on January 23, 1972, and is the longest sponsor-driver relationship in motorsports history. The 1992 season is the 21st consecutive season with STP. Richard told me that he plans to stay on with STP.

Petty has done more for the sport than any other driver. They have recommended several safety changes that have helped save lives. They also helped invent the cool suit that drivers use to stay cool in the extreme heat.

Even with Richard Petty being the King of racing, he doesn't see himself as anything other than a driver. "It still comes as a surprise to me when somebody waits in line for hours for an autograph and then says thanks. It should be the other way

around." "The most important point to me was to try and thank all the fans who have been loyal to Petty Enterprises over the years.

So what is Richard Petty going to do after this season. Relax and enjoy retirement. Not even hardly, Richard says that he owns the car and will stay active with Petty Enterprises.

According to Chuck Spicer the same car will be back next year with the same color scheme. However there will be a different number on the car.

They are still looking for a driver. During the ceremonies at the Pepsi 400, Richard was very busy.

After receiving several gifts and being praised by many different fans he was able to meet a special guest. President George Bush attended to give his thanks and praise to Petty.

Petty said "I was having a big time—I got pump up when the race first started." Daytona Beach also renamed Catalina st. to Richard Petty Blvd.

Richard certainly did get pump up, he lead the first five laps of the Pepsi 400. He started to have handling problems and then after all the pre-race excitement Petty became overheated and was overcome by heat-exhaustion.

He had to drop out of the race after 84 laps. He was credited with 36th place.

## "King" Richard honored by fans

By Sinclair Lagergren  
Community News Reporter

The man entered the hall wearing the black cowboy hat, the cowboy boots, and of course the STP sun glasses. He didn't need an introduction; the crowd just went wild with cheering and the warm-hearted applause. With that great smile of his, Richard Petty waved to his fans. There was no doubt that he was and still is the King!

The Mid-Florida chapter of the American Red Cross asked Richard to come and be their guest. He overwhelmingly agreed to incorporate this appearance in his schedule during the fan appreciation tour. Stu Taber, director of the Mid-Florida Red Cross, was very pleased that the king could attend.

He feels it is marvelous that Richard Petty commits so much of his personnel time to charities. According to Chuck Spicer,

STP's NASCAR racing coordinator, Richard Petty gives thousands of dollars, and much of his time to several charities including the Red Cross.

Fans were able to have their picture taken with him for a donation to the Red Cross. He took more than 130 pictures in two hours. They were also auctioning a banner signed by Richard Petty, a cake in the shape of his car, and a fender off of one of his damaged cars.

Petty commented "so far, so good" when he was asked how the Fan Appreciation tour was going. He had just returned from Tampa, after visiting with fans there. He said he "never gets tired of the fans" and he is "looking forward to seeing as many fans as possible."

*There was no doubt that he was and still is the King!*

## Concerts coming to Ocean Center in July

The Ocean Center is going to host two concerts during the month of July. Seating for both will be General Admission.

The first concert to be held is the George Thorogood concert. The group has many hits including "Bad to the Bone," "I Drink Alone," "Move it on Over," "Ride on Josephine" and the "House Run Blues."

Little Feet will be opening the show at the Ocean Center for

George Thorogood.

The concert is to be held on July 22 at the Ocean Center. General Admission tickets for the event are already on sale.

The Moody Blues are also coming to Daytona Beach. They will be playing on July 31.

Both shows promise to be outstanding. Tickets are already on sale.

For further information, contact the Ocean Center at 254-4545.

## Ormond Jazz Matazz a success in 2nd year

By Jason Simon  
Staff Writer

ORMOND BEACH - This year, the rain kept up, so that it would not come down onto Ormond Beach's Independence Day celebration and musical extravaganza, dubbed Jazz Matazz.

Jazz Matazz, was the collective result of hours of work by the Ormond Beach Chamber of Commerce, the city of Ormond Beach and the many sponsors who helped bring life to the festival.

Jazz Matazz was a two day event that took place at the Casements, a grassy knoll across from the

Condemned Ormond Beach Hotel.

The weather, remained hot and dry this year, unlike last years festival which was partially rained out.

The festival came alive with music from JazzGreats, such as Herbie Mann. Mann is a flutist who combined Jazz and his own style of Brazilian Music into an amalgam he calls "Jasil Brazz."

Also featured was Jazz Saxophonist Richard Elliott. Elliott, who has played with musical superstars like the Four Tops and The Temptations.

Other Jazz performers who made the Jazz festival exciting include Richy Kicklighter, Tom Cellife,

Crystal, Cold Fusion and Rozie O'Grady's Good Time Jazz Band.

One of the highlights of Jazz Matazz was the "jam session" that took place Friday, July 3rd.

The session featured a collective effort on the part of many of the scheduled Jazz performers. Many regarded the "jam session" as "fantastic."

Many specialty booths adorned Riverside Drive, dubbed "Bourbon Street" for the festival. Patrons, were able to enjoy sideshow games, miniature golf and free samples of food and barbeque sauce.

In addition, a part of the Casements was set up as "Fat City."

The smell of ribs and chicken wafted through the air while lip-smacking-Jazz enthusiasts paid very reasonable prices for the food.

Fresh squeezed lemonade and iced tea were also available to quench the thirsts of the overheated crowd.

Jazz Matazz concluded on Friday night with a fireworks show that was "the biggest in Florida" according to the announcer.

"Oohs" and "Ahhs" were the main words spoken by the onlookers as a kaleidoscope of colors filled the night sky with man-made radiance. It was truly a night to remember.



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Rising water floods many areas of Florida

By Roger Harnack
Community News Editor

The last couple weeks have left most of Florida soaked and in danger of flooding. Rains across Volusia County have caused many of the roads in low-lying areas to become flooded. Several cars were stalled out in the rising waters in the area.
Ormond Beach and Port Orange had the worst flooding in the local area. Other counties had it much worse than Volusia.

city spokesman. Lovett said there was still concern about the Myakka River, which was expected to crest later today. Forecasters said the river could reach 15 feet; its normal high is nine feet.
Flood warnings had been up for two days and parts of the area were already swamped from a week of rains that pushed the Myakka above its flood stage and forced several hundred people from their homes.
"North Port is pretty bad right now," Bob Hall, with the Sarasota County Office of Emergency Management, said late Sunday, well in advance of the river's creeping crest.
One man died of either a heart attack or carbon monoxide poison-

Several cars were stalled out in the rising waters in the area.

ing in his car, which was sunken up to the doors, Hall said, adding that there were half a dozen minor injuries connected to the flooding.
A flood warning was also issued for Southwest Florida's Lee County late Sunday afternoon, effective through this morning, as numerous secondary roads became impassable under up to five inches of rain.
Motorists in Collier County to the south were also warned of flooded roadways. Tornadoes were spotted Sunday in Charlotte County, but meteorologists believe some people may be mistaking severe thunderstorms for tornadoes.
National Weather Service forecasters blamed the rain, which has inundated much of the Sunshine State for the past week, on a southwesterly wind flow caused by a ridge of high pressure extending into the Atlantic Ocean from off the Southeast Coast and a weak front lingering north of the state.



Al McCully Jr. dared the rising waters to drive to Ridgewood Gardens.

Abortion ruling does not affect Florida

TALLAHASSEE, Fla. (AP) - The U.S. Supreme Court's decision to uphold a Pennsylvania abortion law has refocused attention in Florida on a 1989 ruling by the state's high court that protected abortion rights.
The nation's high court voted 5-4 Monday to uphold a 24-hour waiting period, detailed public record-keeping, parental consent for teens and mandatory counseling about fetal development and abortion alternatives.
In the T.W. case, the Florida Supreme Court said abortion rights were protected by the privacy provision in the state Constitution. But the state court, the Legislature and the governor's office have changed since 1989.
"Our state constitution provides for a right to privacy that I believe precludes any Florida law passed to restrict a woman's right to choose," Gov. Lawton Chiles said in a press release issued by his office Monday.
"Therefore the Pennsylvania decision should have little impact here," Chiles said he is personally opposed to abortion but supports a

woman's right to choose.
"I believe it is a woman's individual, personal right to make that decision - not the government's," he said.
Julie Anbender, a Chiles' spokeswoman, said her boss has said "he would veto any attempt to restrict a woman's right to choose."
However, he might consider a "very limited, carefully worded... parental consent with judicial override" law, she said.
It was just such a law that the state Supreme Court overturned in T.W.
"Despite the landmark T.W. decision, Florida is not a 'safe state' for abortion rights," Charlene Carres, a Tallahassee attorney for the American Civil Liberties Union, said.
Only four justices - one of whom has since retired - said the law violated the privacy provision that voters added to the Florida Constitution in 1980.
That leaves three justices who said the privacy clause prevents stricter regulation and three who

said a parental notification law could be constitutionally drawn. The thinking of the newest justice, not on the court when T.W. was issued, is not publicly known.
The Legislature also has changed - and will change some more before its next regular session in the spring of 1993.
"I think that we're going to have pro-life people in control of the House and the Senate," said Carole Griffin, legislative director for Florida Right to Life.
She said the records of both Rep. Bolley "Bo" Johnson, a Democrat from Milton who is slated to be

House speaker, and Sen. Pat Thomas, a Quincy Democrat who will become Senate president if his party retains control of the upper chamber, qualify as "pro-life."
Johnson later Monday said he supports the parental consent law and would tend to be "pro-life" but that what happens in the Legislature will depend in large part on November elections. Thomas didn't return a phone call.
Rep. Elaine Gordon, a North Miami Democrat and key pro-choice legislator, said she doubts there will be a spate of anti-abortion legislation next spring, but there's always the chance that right can be exiled.
"We certainly have to be wary and vigilant," she said. Eric Haug, a Tallahassee attorney who is the state coordinator for the Christian Action Council, said Monday's ruling was not a major victory but was a step in the right direction.
"Today's decision, however, changes nothing in Florida," he said, adding that the state was a "long way from seeing T.W. reversed by the Supreme Court of Florida."

The nation's high court voted 5-4 Monday to uphold a 24-hour waiting period, detailed public record-keeping, parental consent for teens and mandatory counseling about fetal development and abortion alternatives.

Rain floods out animals

MIAMI (AP) - The sky over the sunshine state is finally clear after what seemed like an entire month of rain, one of Florida's wettest Junes on record.
Dozens of people in southwest Florida remained in shelters Friday because of flooding. Others are cleaning up in the aftermath of floods and tornadoes.
The excess water has driven critters such as land crabs and frogs from their usual haunts into back yards and across highways.
Mosquito control workers have fanned out across low-lying areas to spray pesticide against the pests freshly hatched in standing pools of water left by the storms.
The rain was persistent with near daily downpours, especially in central and southern areas, the National Weather Service noted.
Homestead, south of Miami, got 19 inches of rain in the final week of June alone, the South Florida Water Management District reported. Bradenton on the Gulf Coast had 22.34 inches, more than three

times its normal rainfall for June, according to weather service meteorologist Jere Gallup. Vero Beach on the Atlantic Coast had 22.51 inches, nearly 3 1/2 times normal.
In the Gulf Coast town of Bonita Springs, some 140 residents remained in a Red Cross emergency shelter at Eastern High School. Most of them have spent a week in the shelter because of more than 24 inches of rain during the period.
North Port had 19.7 inches of rain in 10 days and a third of the Gulf Coast city's 900 miles of roads were underwater at one point, and 935 houses sustained about \$3.8 million damage.
Animals have been a problem. A five-foot alligator was found in a bank parking lot about a block from city hall, a scorpion bite was reported, and Russell found two snakes by his water pump.
In the east, some back yards appeared to be moving as tiny frogs leaped back home, and land crabs have been scurrying around seeking dry burrows.

Letters

(continued from page A2)
son and his colleague ( Evidently myself and my vicious killer ferret looked dangerous enough to warrant being accosted by two security officers ) So I left the building and drove home.
Now, this is a minor thing. I was of course extremely irritated, but I got over it. I must however, take offense at the " Security Officer's" attitude and his treating me like some sort of drooling mouth-breather. My question is this: What purpose do these people serve? Why are they on my campus? And I would like to remind them that this is my school. I pay a lot of money to get an education here and that myself and my fellow students pay their salaries!
I simply do not see the need for these people. If they can't even pre-

vent a student's car from being flipped into a ditch in the best lit area of the campus as happen in the spring of this year, then these people are obviously completely incapable of protecting me or anyone from any bodily injury! I've seen two "Security Officers" on campus that must weigh close to four hundred pounds! What are these guys going to do? Stop bullets!?!
I say this elitist, fascist "Security Force" should be given their walking papers. Obviously this is not going to happen. Is it too much to ask then, that start treating students with a little respect?
I don't know, maybe they were just scared of my ferret.

Zak Kistler
Box 2765

Columbia

(continued from page A1)
instruments to investigate Polymer Membrane Processing and an amateur radio experiment. The experiment allows crew members to contact ham radio operators world-wide.
The Columbia is currently the only shuttle capable of conducting a 13-day flight. The shuttle has been modified with new systems for removing carbon dioxide from the crew cabin. The shuttle also has increased stowage for food, supplies and equipment.
The most publicized experiments of the shuttle have been successful to date. The Solid Surface Combustion Experiment is the first series of combustion experiments performed since Skylab. The experiments are designed to characterize flame spreading behavior in micro-gravity and how it differs from full gravity conditions.
The Protein Crystal Growth experiment is designed to produce

high quality crystals of protein in the microgravity environment. These crystals are to be returned to earth and be analyzed to help create three-dimensional models of protein crystal molecules. The experiment is hoped to greatly contribute information to the fields of medicine, biology and agriculture.
The Drop Physics Module is a series of fluid dynamic experiments performed in nearly a gravity free environment. The experiment should lead to new information about the surface properties of fluids and features of the various drops created under those conditions.
The launch of the Columbia marked the beginning of a series of shuttle missions designed to establish a space research program. The experiments will continue in the upcoming shuttle flights in order to build U.S. preeminence in micro-gravity science and technology.
Columbia is scheduled to return from space today at Edwards Air Force Base, Calif. The return date to the Kennedy Space Center has not yet been announced.

Prescott

(continued from page A1)
The policy of simulating flap retraction during short field landings stems from an incident that occurred involving a T303 Crusader, 18 months ago here in Daytona Beach. During the roll-out the gear instead of the flaps were inadvertently retracted.
Schultz believes that this rule takes the decision making process from the pilots, which he thinks is bad practice.
The University also requires students to retard the throttle to activate the gear horn when lowering the landing gear. This is to add a third and final confirmation to the gear extension process. McDuffee, however, is currently reviewing this policy because during meetings with students he was made aware that this procedure is not recommended by aviation professionals, since retarding the throttle can seriously degrade the performance of an aircraft.
McDuffee has given permission to Ken Stackpoole, Prescott Chief Flight Instructor, to delay implementing this policy at the Prescott campus, and is considering rewording the policy here at Daytona Beach.
John Stemmler, who was one of the students that met with McDuffee, was also upset that the University did away with the multi-engine program, which he says is very popular with students.
Unfortunately, the Prescott flight program has been losing money, between \$500,000 and \$750,000, while the Daytona Beach campus

made almost \$1 million, according to McDuffee. He says that the reason that Prescott is losing money is that the multi-engine program is not making them any money, and that the aircraft are not utilized to its maximum potential.
Since the University is not offering the multi-engine program, except for multi-engine transition training and the crew coordination course, the University has sold Prescott's 12 Seminoles, leaving them with eight Duchesses.
Students fear that eight aircraft will not be able to accommodate all the students that are still in the multi-engine course. But McDuffee says that with the proper utilization of these aircraft and a seven day flying week, this will not be a problem. Prescott currently flies only five days a week.
McDuffee admits that mistakes were made in how these policies were implemented. He understands that there are communications problem between the two campuses, and that Prescott does not like to be dictated by a campus over 2300 miles away, a viewpoint shared by Stemmler and Schultz.
McDuffee will now travel to Prescott once a month in an attempt to improve the communications between the two campuses, especially since both universities are operating under the same certificate.
"We got off to a rocky start," said McDuffee. However, he feels confident that things will improve.

Changes

(continued from page A1)
The Director of Planning and Effectiveness, Debbie Osborne, will take on the additional responsibilities of Records and Registration, and functions associated with academic computing and libraries.
While these upper echelon changes are going on, Siwa will serve as the Vice President for Academics until a new Vice President can be found.
It was decided that the College of Aviation and Engineering Science and the College of Aviation Technology will be dissolved because, as Siwa says, "The consensus was there were more barriers being created than natural interaction and that such a division was unnecessary for a college of our size."
All titles of Provost or Chancellor are being eliminated to make way for a new Dean of Daytona Beach. This position will have the responsibilities that were previously assigned to former Chancellors and Provosts. Several departments will report directly to the Dean of Daytona Beach including, academic departments, the graduate school, academic computing, and the library. Siwa has proposed that the Faculty Senate select candidates to be approved by Siwa himself.
Dr. Charles Martin will become the Dean for Faculty and Curriculum and Dr. Dan Kelly will become the Dean for Student Academics and Advising. Along with the new dean positions, associate deans will be appointed as necessary. The associate deans will work to largely to solve administrative issues and special projects. These positions will be rotating positions held for about two years.
There will be changes to the terms that Department Chairs will serve, Department Chairs will serve three year terms for normally two terms. It is possible to serve a third term. There will be an evaluation after each term. To add to this, there will be six to 12 new Department Chair positions here at the Daytona Beach campus.
Siwa hopes that these changes "will build the type of environment we need to thrive in the 90s."

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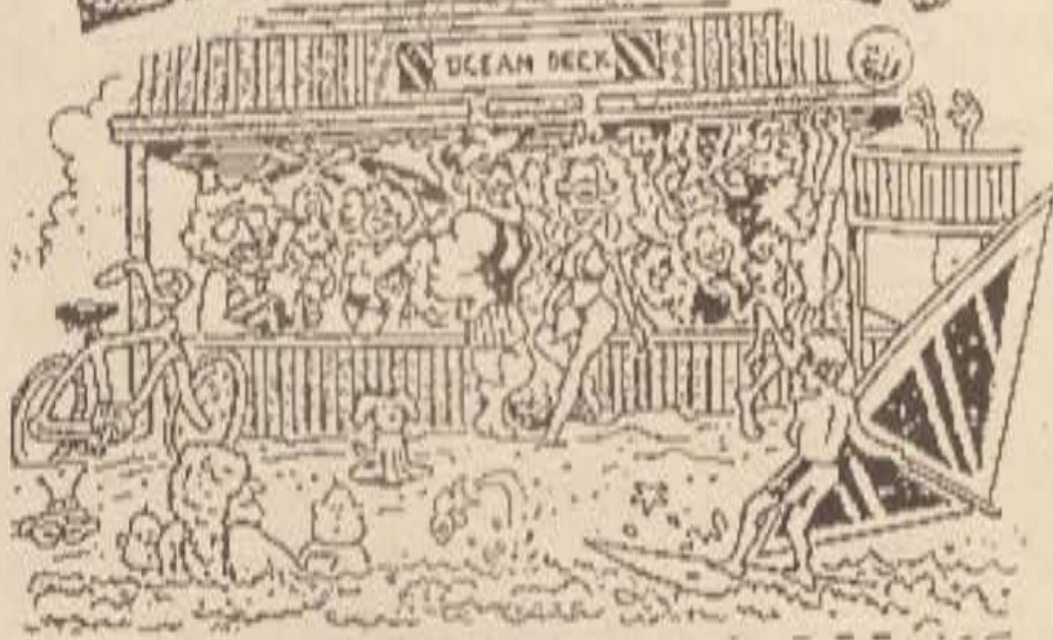
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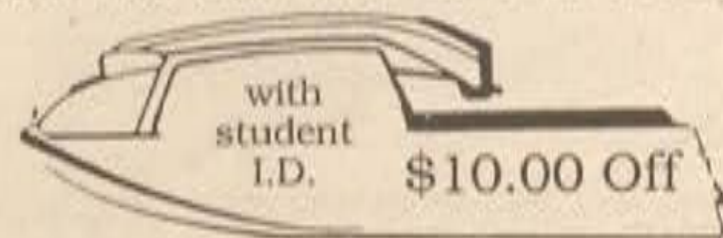
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