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Gulfstream Aerospace announces production of the G-V

By Bryan Gross
Aeronautics Editor

Speaking at a press conference at the Farnborough airshow, in England, Gulfstream Aerospace Corporation (GAC) president and CEO William C. Lowe announced the new Gulfstream V (G-V), which will begin delivery in 1996.

The G-V will have a non-stop global range of 6300 nautical miles allowing it to stay in the air for over 14 hours plus the required National Business Aircraft Association's

(NBAA) reserves. It will also have an envelope of 51,000 feet. The maximum operating limit mach number (Mmo) is 0.90, although typical cruise will be mach 0.80 (529 mph) at 36,000 feet. The rate of climb at maximum gross weight, which is 85,100 pounds, is 4,340 feet per minute.

It takes 5,500 feet to take off in the G-V at maximum gross takeoff weight and 3,200 feet to land at the maximum landing weight of 70,000 pounds.

Nineteen passengers can be carried maximum, with fourteen being

carried when the aircraft is in business configuration.

A minimum crew of two is required for flight, but considering the endurance of the Gulfstream, more crew members would be necessary.

Two BMW/Rolls-Royce BR710 engines are used to power the new business jet. The total rated takeoff thrust produced by the engines is 29,500 pounds. Time between overhauls, on the G-V is 7,000 hours.

Lowe stresses that "this is not a paper airplane, not a design concept. We have completed wind-tunnel

tests and finalized our specifications. We will fly, certificate, and deliver the Gulfstream V to its first customer in 1996. It will deliver city pairs that were undreamed of until today.

New York to Buenos Aires (4,605 nm in 10:14 hrs), Honolulu to London (6,274 nm in 14:14), London to Singapore (5,869 nm in 12:47), all non-stop. And with only one fuel stop, any business center, any capital in the world is reachable from any other."

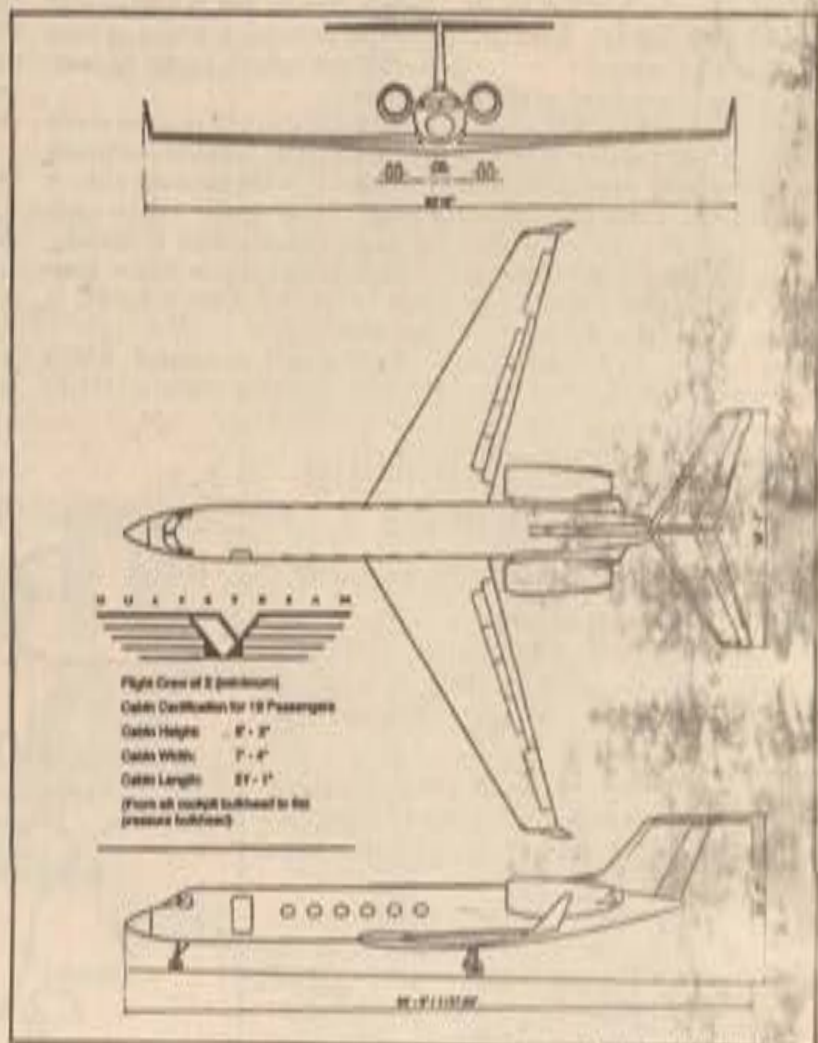
Being able to remain in the air for more than fourteen hours, the G-V will feature the most carefully conceived and designed interior in the history of business aviation. Lowe stated, "...the forward section will contain ample room for a variety of optional crew rest areas, lavatories, and galleys.

In addition to a complete, computerized, office, the Gulfstream V will have maximum room for a variety of super galleys, rest and exercise areas and lavatories which can accommodate a shower."

The complete and efficient airborne office includes satellite communications (SATCOM), fax capability and wide range of computer hardware.

"All of this computer technology will permit Gulfstream to exceed its already superior reputation for customer support and assistance," commented Lowe. Compared to the G-IV, the G-V has a larger cockpit, a longer cabin with a total volume of 1,905 cubic feet and a baggage compartment 30 percent larger.

Twelve cash deposits have been put down for the aircraft so far, including Canadian liquor giant



Compared to the G-IV, the G-V has a larger cockpit, a longer cabin, and a 30 percent larger volume for baggage.

Seagram Co. Ltd. The G-V sells for \$29.5 million without and interior furnishings.

A full scale mockup of the fuselage on the G-V with a complete interior will be on display at the 1992 NBAA convention in Dallas,

Texas, September 22-24.

"Since the NBAA theme this year is 'Global Vision', it is fitting and appropriate that we exhibit a full-size mockup of the world's first truly global business jet," exclaimed Lowe.



The first G-V is expected to be delivered in 1996. With a cruise speed of Mach 0.80 and a range of 6,300 nautical miles, this new corporate jet has the ability to link almost any business center in the world with only one fuel stop.

Collins Avionics announces new handheld GPS and liquid crystal multifunction display

By Ronald Hess
Business Manager

Collins Avionics and Communications Division of Rockwell International has introduced two interesting pieces of electronics hardware at the Farnborough International Exhibition. Collins has taken the opportunity of the 44 year old showcase to present its MFD-900, a recent edition to the Series 900 avionics equipment, and a low cost, handheld GPS receiver.

Collins Series 900 avionics are a group of next generation flight systems. Previous equipment include navigation, communication, identification and surveillance equipment. The systems are based upon Collins Series 700 products. The avionics have been upgraded with new environment and software improvements.

This new line of components meets industry and FAA requirements for Criticality Level 2 (Essential). This certification requires tolerance to real-world aircraft environments including extended (200 millisecond) power interrupts, immunity to High Intensity Radiated Fields (HIRF) and conformity to the stringent environmental requirements of DO-160C.

The MFD-900 is a singular unit that combines a multifunction display and a display generator. The unit has a maximum depth of 10 inches for cockpit installation. The display has a new, "smart" six inch by eight inch liquid crystal flat panel color display. Collins believes that this was the first demonstrated self-contained "smart" LCD multifunction display system.

The new LCD flat panel has many advantages over current displays. The screen has better readability in sunlight. It requires less power for operation. For the same acquisition costs, the liquid crystal display has less panel depth and significantly longer lifetimes than its cathode ray tube (CRT) predecessors.

The MFD-900 demonstrates Rockwell's unique anti-aliasing algorithms. This program creates crisper, sharper graphics and instrument representation. The color LCD can display various types of video. The unit accepts images from RS-170 video inputs in addition to Forward Looking Infrared (FLIR). The multi-function display can generate graphic overlays on real-time video images processed by the display generator.

The MFD-900 can be integrated in both fixed, and rotary-wing aircraft systems. The only external

connection requirements are for power and aircraft data input.

Another piece of hardware introduced by Collins was a handheld Global Positioning System (GPS) receiver. The unit, called Trooper, provides navigation based on Coarse Acquisition (C/A) code signals transmitted by Navstar satellites. The Trooper is a five channel system designed for portable and vehicular applications. The rugged, two pound receiver is ideal for local and national civil agencies such as drug enforcement, border patrol, search and rescue, police and fire departments, disaster relief and paramilitary units.

The Trooper has several features that distinguish it from other handheld GPS receivers. A 2.5 inch wide by 2.5 inch high liquid crystal display graphically presents navigation information. The LCD screen allows for viewing under any lighting conditions and is night vision capable.

The unit also contains an RS-232 serial data port and infrared ports for data transmission. Pre-planned mission data can be programmed on a personal computer-based Mission Planning Station designed by Rockwell. The data can then be downloaded to the Trooper via the RS-232 port. Information can be transferred between receivers by an opti-



Collins Avionics introduced its two pound, handheld GPS receiver at the Farnborough Air Show. The unit's rugged construction makes it ideal for military and civilian use.

cal data link through the infrared

ports. The Trooper is powered by the Rockwell NavCore V GPS engine. The system provides the user with accurate position (25 meter SEP),

velocity (0-300 meters per second) and time information from the GPS satellites. The unit's list price is \$1,340. Deliveries of Trooper units are scheduled to begin December 1992.

ERAU grad promoted at Delta Airlines

ATLANTA, GA (AP)—Delta Air Lines has announced the promotion of Joe Henebry of Peachtree City, Georgia, to director aircraft and component maintenance at its technical operations center in Atlanta.

A native of Park Ridge, Illinois, Henebry attended Marquette University in Milwaukee, Wisconsin, and Embry-Riddle Aeronautical University at Daytona Beach, Florida.

He also served the U.S. Army for three years in the Aviation Division in Viet Nam.

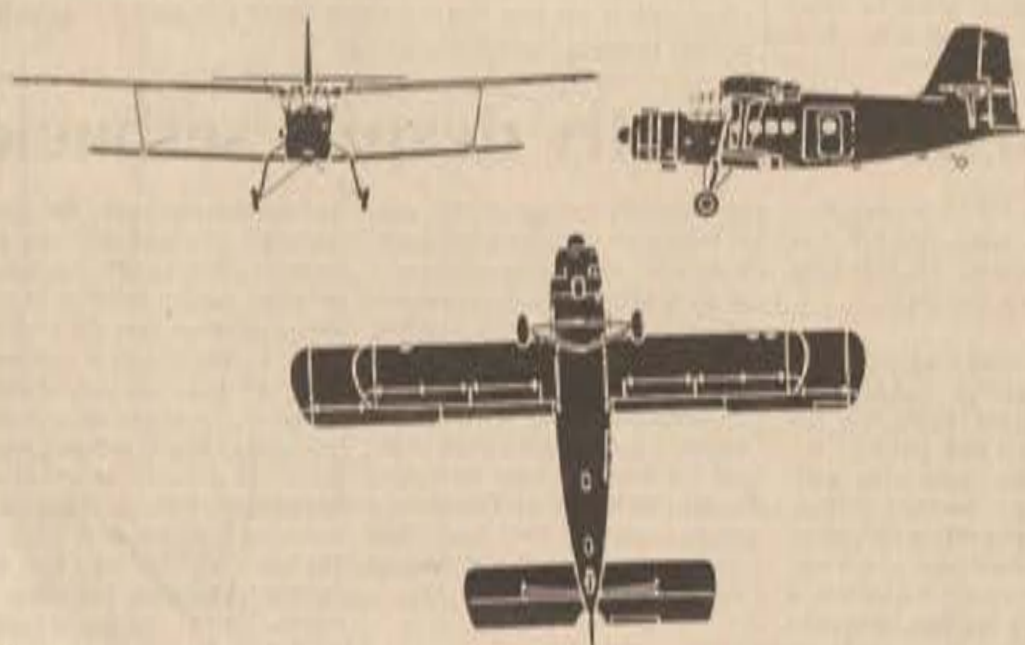
Henebry joined Delta in 1968 in Atlanta as a provisional mechanic and accepted positions of increasing responsibility through Delta's promotion-from-within policy as a L-1011 maintenance instructor, a methods analyst, a B-767 supervisor and a technical operations training coordinator.

He became a technical training manager in 1989 and staff manager of aircraft maintenance in 1991.

Henebry, and his wife, the former Diane Koltes of Mitchell, South Dakota, have three sons.

Henebry's mother, Marie Henebry, lives in Park Ridge, Illinois.

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'Global Vision' theme present at Farnborough airshow in England

FARNBOROUGH, England (AP)—Despite the recession, aircraft manufacturers are setting their sights on bigger jets.

Gulfstream Aerospace Corp. on Sunday unveiled a new corporate jet with the largest cabin of any business plane and the capacity to fly nonstop from New York to Tokyo, for a mere \$6 million more than its jets requiring one stop.

Airbus executives said their planes, despite technological improvements, are not invulnerable to the impact of the stubbornly long recession.

Airbus may need to adjust its production levels by the end of the year, managing director Jean Pierson told a news conference.

He declined to be specific, beyond saying "we will not certainly be obliged to make some drastic cut."

Airbus said a \$1.5 billion deal by China to purchase six A-300-600 passenger jets and six A330 passenger jets was delayed due to China's

anger over France's efforts to sell fighter planes to Taiwan.

For aviation buffs, the stars of the show are military aircraft from the former Soviet Union, some of them never before seen in the West, such as the Yakovlev Yak-141 fighter.

That the Russians came to market their warplanes underlines the end of the Cold War, which has some defense contractors from the West scrambling to defend the necessity of their combat hardware.

Executives from the European Fighter Aircraft, a project through which England, Germany, Spain and Italy hope to build a state-of-the-art single-seat, dual-engine fighter jet, acknowledged that the plane originally was intended to go up against some of the Soviet jets parked out on the runway.

"The last three years resulted in the end of the Cold War and the end of the direct East-West confrontation," said Roberto Mannu, chairman of the so-called Eurofighter project.

"Despite this most encouraging development, this does not mean world peace.

The situation in Europe and in the world is even more volatile, unstable and unpredictable we have had the Gulf War and now troubles in Yugoslavia, so the threat to peace has not diminished. It has changed its nature."

He declined to discuss the impact of facing the Russians as business rivals in the international arms industry rather than as combat foes.

But Eurofighter executives expressed confidence that the jet will be a success, although design changes will be necessary.

Germany announced in May it would pull out of the Eurofighter project, but later said it would consider a cheaper jet.

The planmakers hope to present their latest plans to the four governments next month, before a high-level meeting on the project in November.

Space shuttles have two landings sites to choose from

Endeavour scheduled to land at Kennedy Space Center on Saturday morning

By Brian Gamage
Space Technology Reporter

NASA's Kennedy Space Center (KSC) in Florida and Edwards Air Force Base (EAFB) in California serve as primary landing sites for the Space Shuttle orbiter. Each site offers unique advantages.

Endeavour is scheduled to land at 6:59 a.m. on Saturday at KSC.

Landing the orbiter at KSC, where it is also processed and launched, saves at least an estimated \$1 million and five to seven days of processing time for its next mission. Also, a KSC landing eliminates the necessity of exposing the orbiter, a national resource, to the uncertainties of a cross-country ferry flight

from the California landing site to KSC atop one of NASA's modified 747 Shuttle Carrier Aircraft.

Edwards AFB, with its diverse choice of concrete and spacious dry lakebed runways, is the preferred site when the returning orbiter is carrying a payload and is heavier than usual, is undergoing testing or there is a mission-specific reason for landing there.

Edwards also offers more stable and predictable weather conditions than the Florida landing site. A switch in sites usually can be made up to 90 minutes prior to landing. Almost half the shuttle orbiter landings in the future are expected to take place at KSC.

As originally envisioned, KSC's Shuttle Landing Facility (SLF)

would be the primary landing site for the space shuttle.

The initial six shuttle missions ended at EAFB so the crews and support teams could gain experience in landings. STS-7 in June 1983 was the first end-of-mission landing scheduled for KSC. The orbiter *Challenger* landed instead at EAFB, two orbits later than planned, because of marginal weather conditions at KSC.

The first landing at KSC was Mission 41-B on Feb. 11, 1984. KSC was the landing site for four of the next six missions. Extensive brake damage and a blown tire at the conclusion of the 51-D mission in April 1985 prompted officials to postpone further KSC landings until nose wheel steering and improved

brakes were installed in the orbiters. The Space Shuttle *Challenger* accident resulted in renewed concerns about safety, weather and runway conditions. KSC landings again were put on hold.

Planned end-of-mission landings at KSC resumed in 1990 after safety modifications were begun to the orbiters and KSC's landing strip.

The space planes have been outfitted with upgraded main landing gear and carbon brakes. Drag chutes are being installed on the three older orbiters to help reduce rollout speed after touchdown. *Endeavour*, delivered to KSC in 1991, was the first to have this modification.

Returning From Space
A returning orbiter's glide to Kennedy Space Center begins on the

opposite side of the planet. The deorbit burn which will bring the space plane back to Earth occurs about an hour before landing.

Approximately 30 minutes before touchdown, the space vehicle begins entering the atmosphere at an altitude of about 400,000 feet. At approximately 45,000 feet, the orbiter starts maneuvers enabling it to intercept the landing approach corridor at the desired altitude and velocity. As the orbiter nears the landing site, the commander takes manual control.

Depending on the mission, the space plane passes over Florida's west coast somewhere between Sarasota and Yanketown and proceeds across the central part of the state, with its tell-tale sonic booms heralding its arrival.

The sonic boom is really two distinct claps that occur a fraction of a second apart. The vehicle, in effect, compresses the air in front of the nose and the wing, creating shock waves that spread away from the aircraft.

At peak intensity, the boom is about as loud as an automobile backfiring on the next block or the clap of thunder from a lightning strike about a half mile away.

The boom should be barely audible as the orbiter crosses the western part of the state. It will get louder as the space plane drops in altitude, although for much of Central Florida it may be at a level which goes unnoticed by persons indoors. The orbiter goes subsonic as it flies over the Indian River before circling to the north or south for a final landing approach.

In contrast, the other prime end-of-mission landing site, EAFB in California, has several dry lakebed runways and one hard surface runway on which an orbiter can land. The longest strip is 7.5 statute miles long, but the concrete runways are generally preferred for night landings.

About the size of a DC-9 jetliner, a space shuttle orbiter does not require such a large runway for landing. However, EAFB offers an extra safety margin because of its choice and size of landing strips. The orbiter is unpowered during re-entry and its high-speed glide must be perfectly executed the first time—there is no second chance.

Landing Weather Constraints
General weather restrictions for a KSC landing are specified below:

1. Surface winds must be less than 20 knots in any direction, and less than 12 knots for crosswinds;
2. The ceiling must be greater than 10,000 feet. For scattered clouds below 10,000 feet, cloud cover must be observed to be less than 20 percent at the deorbit burn go/no go decision time;
3. Visibility must be seven miles or greater;
4. There can be no precipitation at the surface or aloft in the proximity of the orbiter;
5. Thunderstorms, rain or the potential for lightning cannot exist within 30 miles of the landing site.

Landing Aids
An array of visual aids as well as sophisticated guidance equipment at the Shuttle Landing Facility helps to guide the orbiter to a safe landing.

The Tactical Air Navigation (TACAN) and Microwave Scanning Beam Landing System (MSBLS) determine the orbiter's position and velocity coordinates during re-entry. The MSBLS also provides an autoland capability that can electronically acquire and guide the space plane to a completely "hands off" landing. So far, shuttle mission commanders have taken control of the orbiter for all final approach and landing maneuvers during subsonic flight, usually about 22 miles from the touchdown point.

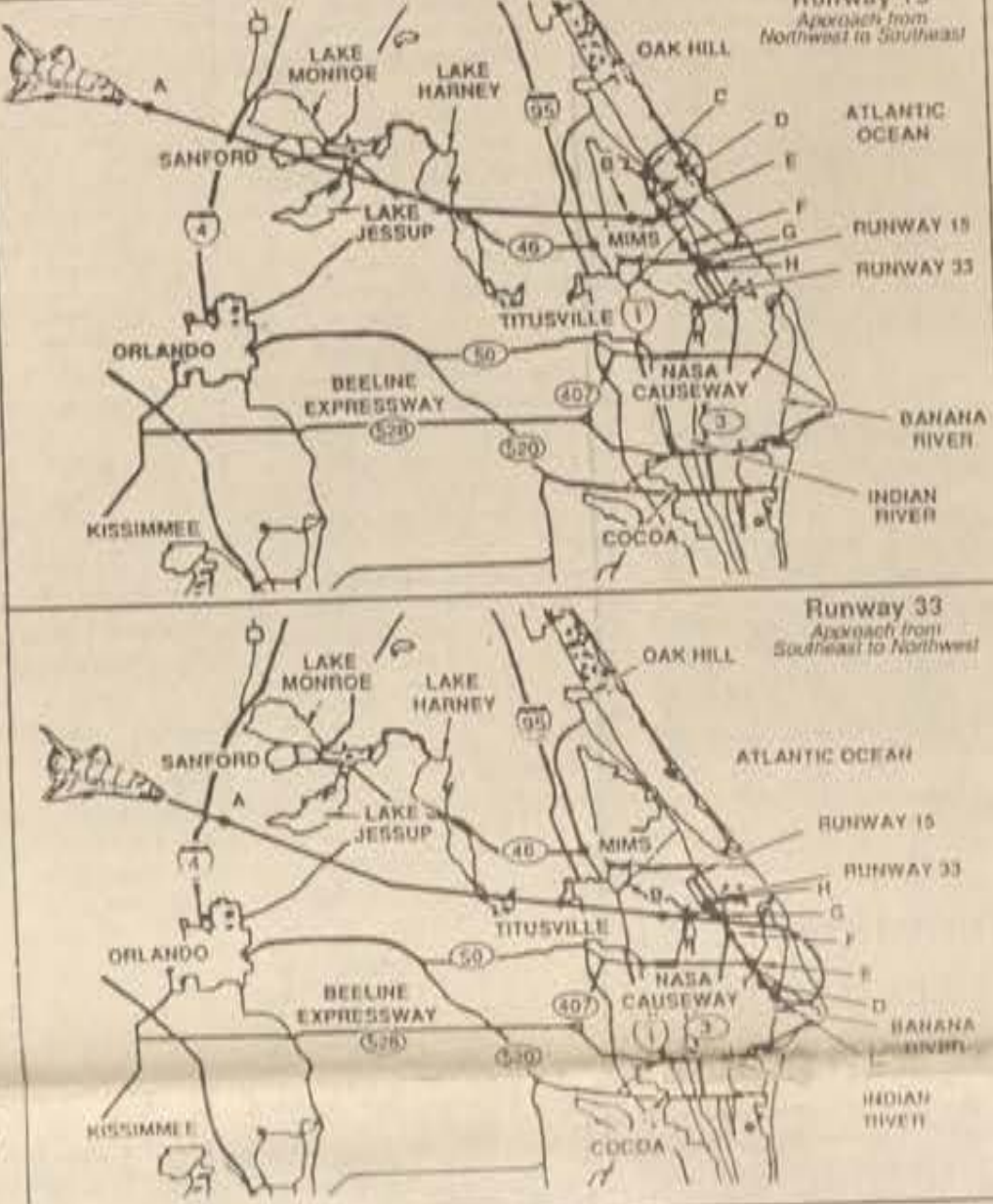
The initial landing approach at a glide slope of 19 degrees is more than six times steeper than the 3-degree slope of a typical commercial jet airliner as it approaches landing.

For night landings, the SLF has 16 powerful xenon lights, each of which produces up to one billion candlepower.

Approach and Landing Runways 15 and 33

Kennedy Space Center, Florida Shuttle Landing Facility

- A. Approximately 60 Nautical Miles Range to Runway Threshold, 83,347 Ft. Altitude, Mach 2.54, Approximately 7 Minutes from Touchdown.
- B. Approximately 26 Nautical Miles Range to Runway Threshold, 83,000 Ft. Altitude, Mach 0.99, Approximately 5 Minutes from Touchdown.
- C. Initiate Microwave Scanning Beam Landing System (MSBLS) Updating, Approximately 8.5 Nautical Miles (NMI) to Runway Threshold, 15,498 Ft. Altitude, 356 Knots, Approximately 2 Minutes from Touchdown.
- D. Initiate Prefinal Phase 7.8 NMI to Runway Threshold, 13,973 Ft. Altitude, 353 Knots.
- E. Terminal Area Energy Management (TAEM)/Approach and Landing Interface, Approximately 9,912 Ft. Above Runway, 36,137 Ft. to Runway Threshold, 334 Knots, Approximately 1 Minute to Touchdown.
- F. Initiate Preflare, Approximately 1,990 Ft. Above Runway, 13,291 Ft. to Runway Threshold, 298 Knots.
- G. Initiate Landing Gear Deployment, Approximately 195 Ft. Above Runway, 5,088 Ft. to Runway Threshold, 277 Knots.
- H. Weight on Main Landing Gear, Approximately 2,759 Ft. from (Beyond) Runway Threshold, 190 Knots.



This graphic shows the approach and landing sequence for the Kennedy Space Center Shuttle Landing Facility.

NASA and France join forces on mission

By Joshua S. Mussaf
Space Technology Editor

Washington D.C. — The National Aeronautics and Space Administration (NASA) and the French space agency, Centre National d'Etudes Spatiales (CNES) have cooperated on a joint satellite mission to map the circulation of the world's oceans. The Topex/Poseidon space oceanography scientific satellite was placed in orbit after a successful launch aboard an Ariane rocket on August 10, 1992. This was the first NASA satellite to be carried aboard a foreign launch vehicle.

Topex/Poseidon will fly highly accurate, high resolution altimeters designed to provide precise data on ocean topography, which is key to understanding ocean currents and how heat is transported throughout the globe. With this information, the Topex/Poseidon science team hopes to learn more about the ocean's role in global climate regulations and change. Topex/Poseidon is a key part of International Space Year, and is the third mission to be flown in phase I of Mission to planet Earth.

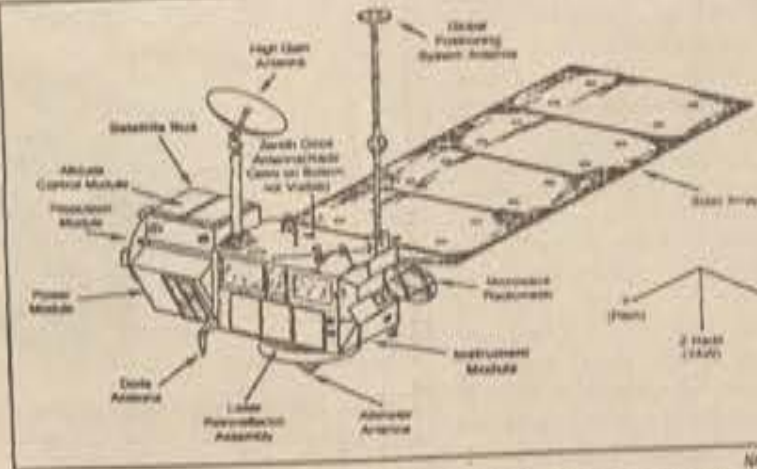
Topex/Poseidon will use radar

altimetry to measure sea surface height in over 90 percent of the world's ice-free oceans. Circling the Earth every 112 minutes, the satellite will gather data for three to five years, carrying enough fuel for a full decade of operation in combination with a precise determination of the spacecraft orbit, the altimetry data will yield global maps of ocean topography — the barely perceptible hills and valleys of the sea surface. From a knowledge of ocean topography, scientists can calculate the speed and direction of ocean currents worldwide.

This is the first mission designed to bring both high-altimetric precision and high-orbital accuracy to bear upon the challenge of ocean topographic mapping. It will provide a detailed, global snapshot of the ocean surface every 10 days over a period of three to five years.

A high orbital altitude of 830

miles, chosen to minimize atmospheric drag and the effects of spatial variations in the Earth's gravity, will permit this mission to be tracked with unprecedented accuracy. The orbital inclination of 66 degrees north and south latitude, will allow a thorough sampling of tidal signals. The satellite's measurements track across the Earth will be reproduced within 0.6 miles over every 10 day repeat cycle, so that the



The Topex/Poseidon mission will study the world's oceans as part of Mission to planet Earth.

altimeters can repeatedly measure nearly identical points on the sea surface. The widest spacing between tracks, at the equator, will be only 195 miles.

Oceanography is no longer tethered to the sea. Satellite technology has now enabled scientists to place sensitive sensors in space, far above the sea surface, to take a new measure of the "Ocean Planet."

STS-47 mission emblem



Designed by its crew members, the STS-47 mission emblem, depicts the Space Shuttle orbiter with the spacelab module in the cargo bay against the backdrop of the flags of the United States and Japan. The flags symbolize the side-by-side cooperation of the two nations in this mission. The land masses of Japan and Alaska are represented on the patch, emphasizing the multi-national aspect of the flight as well as the high inclination orbit. The initials "SLJ" on the left border of the emblem stand for Spacelab Japan. The Japanese characters on the right border form the word "Fuwatto" which means "weightlessness."

Orbiting observatories continue to perform nominally despite setbacks

NASA press release

HST
Hubble Space Telescope (HST) operations have returned to normal following the recent safemode entry and recovery. Starting on July 30, a chain of events caused HST first to enter an inertial hold safemode followed by a hardware sunpoint safemode. The first was caused by an incorrect ephemeris table that was loaded into the spacecraft computer, and the latter by a problem with an onboard computer software macro. Science observations that were scheduled for execution during the safemode events are being rescheduled. HST was launched

April 24, 1990 aboard the Space Shuttle *Discovery*.

Compton
Compton Gamma Ray Observatory scientists have discovered an unusually bright new source of X-rays and gamma-ray in the constellation Perseus. The source was detected August 8 using the Burst and Transient Source Experiment (BATSE). Compton was reoriented August 10 so that all four instruments could study the new source. The energetic radiation is coming from a location in the sky where there was no previously known sources of X-rays or gamma-rays, according to Dr. Gerald Fishman, at the Marshall Space Flight Center, Huntsville, Alabama, Fishman is the principal investigator

for the BATSE, the instrument which detected the source. Compton was launched April 5, 1991 aboard the Space Shuttle *Atlantis*.

UARS
Upper Atmosphere Research Satellite (UARS) attempts to restart the Improved Stratospheric and Mesospheric Sounder (ISAMS) chopper wheel motor have not been successful. The motor stopped working on July 29. The chopper wheel breaks up or "chops" the incoming light beam for analysis. Automated attempts to restart the chopper motor continue. ISAMS measures ozone, nitrogen compounds and other gasses important in ozone depletion. Most of these compounds are measured by other UARS instruments, so the loss of ISAMS has minimal

impact on the UARS science mission at this time. UARS was launched September 12, 1991 from the Space Shuttle *Discovery*.

SAMPEX
Solar Anomalous Magnetospheric Particle Explorer (SAMPEX). Project officials report that the ground system and three of the instruments are performing well. Team members continue to troubleshoot the anomaly with one of the onboard instruments which was reported July 21-23. SAMPEX, a small explorer satellite, launched July 3, 1992 from Vandenberg Air Force Base in California aboard a Scout rocket.

GEOTAIL
Spacecraft controllers report that all operations are going according to

plan. Scientific instrument high voltage tests were completed last week. Deployment of the long wire antennas for Geotail's seven instruments is scheduled for next week. The first lunar swing-by was scheduled for September 8. Geotail, a joint U.S./Japanese project, is part of the Goddard Space Flight Center managed International Solar Terrestrial Physics (ISTP) project. Geotail was launched July 24, 1992 from Cape Canaveral Air Force Station onboard a Delta II rocket.

without any problems. The project scientists continue analyzing data from all three COBE instruments including the Far Infrared Absolute Spectrophotometer (FIRAS). In April, COBE scientists announced that DMR data show that the cosmic explosion that began the expanding Universe 15 billion years ago was not perfectly smooth and uniform. Regions with different temperatures, densities and sizes were produced. The spacecraft was rolled back to its normal four-degree sun angle this month. This is the last maneuver needed to reconfigure the spacecraft after its three-month eclipse season (May - July). COBE, built and managed by the Goddard, was launched November 18, 1989 on a Delta II rocket.

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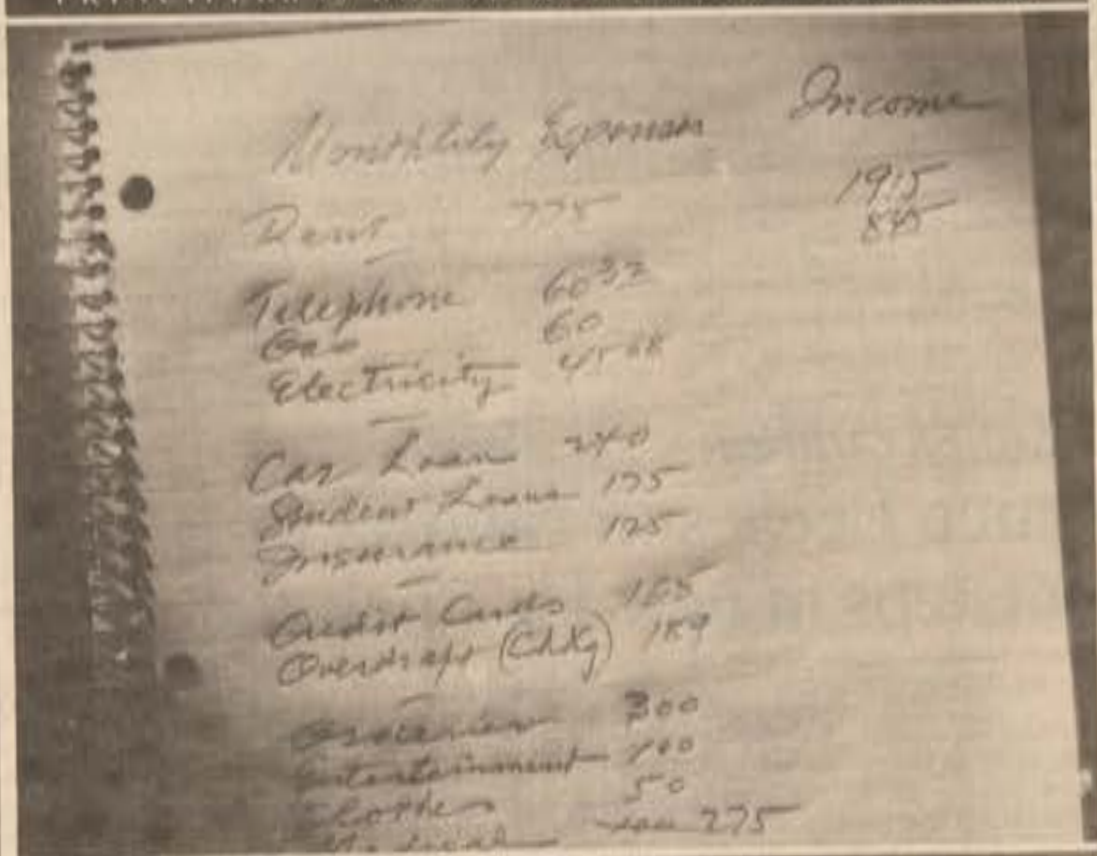
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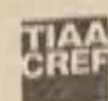


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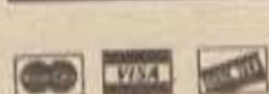


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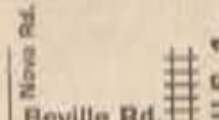
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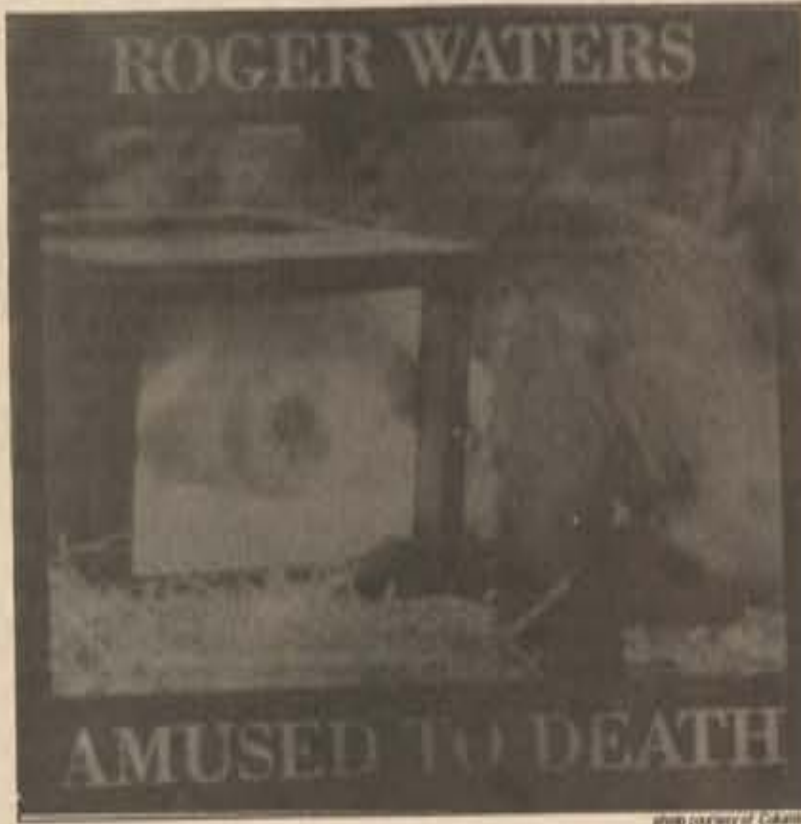
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Waters knows what God wants on *Amused To Death* album

By Boyd Kelly
Diversions Editor



Roger Waters releases his latest album with the theme that we are amusing ourselves to death.

Roger Waters was born on September 9th 1944 and has influenced the music world in ways that will be heard for years. He ended up being the driving force behind Pink Floyd and wrote some of the most influential and popular albums of the last twenty years. For instance, *Dark Side Of The Moon* has been on the charts longer than any other album in history.

Roger became frontman for the band in 1968. This involved getting Syd Barret, the original band leader and writer, to leave the band.

Since Waters' departure from the current Pink Floyd he has embarked on a rather popular solo career. His first album was released in 1984 and titled *The Pros And Cons Of Hitchhiking*. It involved such artists as Eric Clapton, David Sanbon and the ever popular Michael Kamen. It had a pretty good following and I have heard that it was one of the greatest concerts in the last decade.

The next album was *Radio KAOS* and was centered around a theme, nothing new for Waters. It involved a paraplegic, a now defunct radio station and world peace. It was a very powerful piece and followed in a similar theme to a soundtrack that he did for Raymond Brigg's animated movie *When The Wind Blows*. I was living in Los Angeles when the album came out and believe the album name is based on one of the last great FM radio stations without a play list, 94.7 KMET. This station was reformatting to what basically amounts to elevator music and the DJ's were out on the street. If you are interested in the beginning of FM radio or the people around it, Jim Ladd wrote a great book called *Radio Waves*. He is an ex-KMET jock and also collaborates on the *Radio KAOS* album.

Waters' most impressive and perhaps the biggest coups d'etat that he could have over his ex-band members was *The Wall* in Berlin. It turned out to be the biggest concert ever. There were well over 500,000 people in attendance and it had another Fisher-Price set that is touted as being the biggest ever. The concert was broadcast live around the world on television and radio. It was only available in the U.S. on radio much to many people's dismay.

Waters' most recent endeavor, five years in waiting, has finally been released, *Amused To Death*. This may be Waters' idea of his perfect album, and it may not be far from the truth.

This album runs over 72 minutes, which is quite impressive by today's standards and well worth the price. It isn't a rock opera, but if there was an equivalent to a symphony this would be it.

This album is recorded in yet another new sound technology. *The Pros And Cons Of Hitchhiking* was recorded using Holophonics for directional sound. Q-Sound is the new audio technology and provides a wider, more natural sound field. There are a lot of sound effects throughout the album that sound exactly like they are really there with you such as dogs barking and telephones ringing.

The album involves many different people including guitar great Jeff Beck, Andy Fairweather Low and many others. The type and amount of instruments and styles of playing are immense and adds to the symphonic feel to the album.

Song titles like "The Ballad Of Bill Hubbard," "What God Wants," "The Bravery Of Being Out Of Range" and "Amused To Death" are all in the true tradition of Waters' style and are all lyrically very powerful.

It involves dealing with humanity on a higher level, much like a 2001 standpoint on things. "Perfect Sense" involves a monkey, which is a repeating thing throughout the album, and daily life. The monkey, of course, is man. There is a lot of crossover between religion and military and some rather sharp pokes at people like Andrew Loyd-Webber and global corporations.

"It's A Miracle" is probably the most sarcastic song on the album with lyrics like:
"Miraculous you call it babe
You ain't seen nothing yet
They've got Pepsi in the Andes
McDonalds in Tibet
Yosemite's been turned into
A golf course for the Japs
and
A Brazilian grew a tree
A doctor in Manhattan
saved a dying man for free
It's a miracle"

As you can see it is a little bit bitter but it does reflect on the most important social issues today, especially the ones not being touched by the current Presidential candidates.

"The Bravery Of Being Out Of Range" looks at the safety of being in a bomber high out of reach of the people you are bombing and the military way of life.

"...in the cockpit's techno glow
Behind the Ray Ban shine
The kid from Cleveland
In the comfort of routine
Scans his dials and smiles
Secure in the beauty of military life

There is no right no wrong,"
One of the most interesting parts of the album is Marv Albert, the voice of the NBA, doing commentary for a submarine attack in "Perfect Sense, Part II." It is an attack on the great countries of the world sending out huge military forces to protect our pocketbooks in regards to oil.

Of course, most of you have heard "What God Wants" on the radio. It is a rather catchy theme that manages to stick in your head for a few hours after you hear it.

"What God wants God gets God help us all
What God wants God gets...
God wants peace
God wants war
God wants famine
God wants chain stores...
God wants sedition
God wants sex
God wants freedom
God wants semtex"

I guess, basically, he is saying that if it is here it is because it is supposed to be. This view is much like the one George Carlin takes in regards to the Earth. Carlin said something to the effect that if the Earth didn't want things like plastic that it wouldn't give it to us.

The album ends up with the title track "Amused To Death." It is all about the human race amusing itself

to death.

"It was the greatest show on earth
But then it was over
We oohed and aahed
We drove our racing cars
We ate our last few jars of caviar
And somewhere out there in the stars

A keen-eyed look-out
Spied a flickering light
Our last hurrah
And when they found our shadows

Grouped around the TV sets
They ran down every lead
They repeated every test
They checked out all the data on their lists
And the alien anthropologists
Admitted they were still perplexed
But on eliminating every other reason
For our sad demise
They logged the only explanation left

This species has amused itself to death."

I saw Roger Waters in Los Angeles when he toured *Radio KAOS*. It is still one of the best concerts I have ever been to. The crowd was completely into the show and Waters is a true musical God.

There was one point where the Earth "blows up" at the end of *KAOS* and every single person in the Los Angeles Sports Arena had one singular thought on their minds. It was awesome.

I have even heard it said that it is a little bit like having two Pink Floids. I completely disagree with this premise. Waters is the only true Pink Floyd if you are going to get down to the bare bones of things.

Take a look at the writing credits for any of the Pink Floyd albums that you own. Next, take a look at the new Pink Floyd. Do you have any trouble recognizing some of the writers who helped Gilmour write the songs?

Roger said in 1987, "...the kind of justice I was after I could only get from the public - the law is not interested in the moral issue but in the name as a piece of property. In the best possible words, my public, will turn around and say, 'No, this is not the Pink Floyd, it meant more than this. No, it shouldn't just be a kind of franchise.' When does a band stop being a band? They presumably have the same sort of definition as the people going around calling themselves The Drifters... I'm out on the road in competition with myself - and I'm losing. I'm sure I would be happier if I could murder them, professionally as Pink Floyd."

This is his next great piece and another chance for you to see the true Pink Floyd.

To quote his shirt from the last tour, "Oh by the way, which one's Pink?"

If you are a true fan you could do no worse than listen to it.

Burning Questions asks the question, Graham Parker delivers the answer

By Rick Arkwright
Diversions Writer

No folks this isn't some new artist, not by any stretch of the imagination. Graham Parker released his first album in 1976 and this, *Burning Questions* is his 15th recorded effort, including EP's or live collections. Does this mean that this is some boring, pathetically cliched piece of work, reminiscent of any Rolling Stones album since the early 80s or worse yet, some 80s corporate fave trying to squeeze a couple more bucks out of their copyrighted name? Hardly.

First of all, Graham Parker has never received the commercial success of a longtimer in the biz. Most always critically acclaimed but relatively ignored by the american buying public, with *Burning Questions*, Parker not only takes a stab at turning a few bucks profit, but also turns around a career that's been floundering since the mid 80s.

Parker, always a talented wordsmith with the cynical bent of Elvis Costello, also provides all the vocals, lyrics, guitars and, oh yes, harmonica on what should be the album that makes him an "overnight success."

Opening with "Release Me," an ordinary bit of work highly reminiscent

of any Greg Kihn son, Parker rolls into "Too Many Knots To Untangle". This is a very Elvis Costello-ish sounding song, that could've been on Costello's "Armed Forces" album.

After "Just Like Joe Meeks Blues," another early 80s Costello sound alike, Parker's own vision and persona begin to take hold. The next song "Love Is A Burning Question" with such inspired lyrics as "I'll endlessly search for your heart, with a carnal switchblade", and his summation of the current music scene, "Don't make me take a look, just let me off the hook, I've seen the future of rock and it sucks," speak of his uncertainty regarding both of his loves, the physical and the musical.

Parker continues to spew a lot of well aimed bile on the next cut, "Platinum Blonde," using a sparse arrangement devoid of multi-track overkill, and every bit as angst-ridden as any Nirvana cut.

Parker manages to pull the "new wave" sound of the early 80s, kicking and screaming into the 90s, and manages to make it sound as relevant today as it would have ten years ago.

On "Here It Comes Again," Parker tackles the issue of Fundamentalist right wing intolerance, while taking a few well

deserved shots at those who would thrust their "family values," upon you and declare them to be the only way to fly.

As the CD moves on though, Parker's mood turns warmer and fuzzier. Songs like "Mr. Tender" and "Oasis" actually find him celebrating love and happiness. He's in fine voice on these cuts and the musical arrangements can best be described as pretty.

Though, there are several clinkers on the album, most notably "Long Stem Rose," with annoyingly sappy string section and relentlessly bleak tone, the majority of "Burning Questions" is a winner.

Parker made the album in 22 days and he was obviously inspired and energetic during the process. The energetic and production are top notch. Parker is able to do a lot with relatively few overdubs and a sparse guitar driven instrumentation. If you enjoy intelligent and witty lyrics and a no nonsense approach then you're really going to want "Burning Questions" in your collection.

Grade: B+

Parker... a talented wordsmith with the cynical bent of Elvis Costello

Lincoln breaks onto the new music scene with without label

By Fred Block
Diversions Writer

"With time comes healing," and so it has been proclaimed by Lincoln, a band pure in its music and in its ideology.

As an eruption in the times of a general distaste in the arts, Lincoln believes in a positive focus of reaction. React not with violence or distrust, but react with curiosity and a fervish desire for gain. By living through their music, Lincoln has become one of the most legitimate and true bands of our time.

A band to revitalize contemporary music. A band that blends desire and need. A band finally for us.

The music has a feeling of purity amongst the contemporary's generally disasteful offerings. With their melodic, stirring and rhythmic songs, Lincoln has captured the beauty of their influences and developed a sound that envelopes a clean, solid feel.

The comfortable sense of their music is obvious. In the tradition of such powerful bands as U2 and The

Police, Lincoln is a band to bridge musical gaps.

After some lineup changes, Lincoln now stands on a solid foundation of musical integrity.

Singer and rhythm guitarist Joe Beard has a broad level of experience in the performing arts. His raw and powerful yet smooth vocals as well as his soothing twelve-string guitar add a beautiful texture to the band's sound.

Lead guitar player Joel Stearns has a distinct talent for balancing the extreme with the discrete. As an ex-bass player, his creative rhythms develop another side to Lincoln's sound. More than just a sound, Joel's versatile playing style lends to the bands sound immeasurably.

Lincoln's rhythm section is led by drummer Stephan Brown. With driving rhythms and lively fills, Steve's sound is densely powerful and creates a solid background for the other musicians. His formal African drum training has given Steve a unique sense of rhythm and has enabled him to select a powerful sound for the band.

Joined with bassist, saxophonist, and background vocalist Spice Anderson, Lincoln's rhythm section is complete. With an extensive knowledge of jazz music and theory, Spice has been able to uniquely shape the direction of Lincoln's songs by coordinating the sounds into cohesive works.

Much easier said than done. Spice's thundering bass playing adds a powerful sense of security to the music and completes the band's sound. Altogether, they are remarkable.

Based in Minneapolis, Lincoln is still without the backing of a record label. Demo tapes are being distributed, and are circulating rapidly. It is just a matter of time before they are signed and ready to tour.

So what does the music actually sound like you might ask. This is difficult to explain, so I will simply make this offer.

Have a listen for yourself. If anyone would like a copy of the demo tape, just give me a blank and I would be glad to tape it.

I bet that it will be one of your favorites.

CLARKES CORNER:

Bruce Lee's son follows in Dads footsteps in new Fu-Flick *Rapid Fire*

By George Clarke
Diversions Movie Critic

Fans of Bruce Lee will be saddened to hear that the former king of karate is still dead - but his son Brandon is kicking and flailing his way onto movie screens right now, in *Rapid Fire*.

Lee the younger plays Jake Lo, a college art major who has no family, no job, no house, and no money; he apparently spends all of his time out of class wandering around nonstop on his bike. He also has the gift of karate - or whatever exactly it is that he does with his hands and feet. Lee gets girls, too, even though all he's got is a bike and buff forearms; I guess that's all it takes, since throughout the film he practically sweats testosterone and has women hitting on him whenever he walks out of a men's room.

Anyway, I'll make a short story long by saying that Jake gets into big trouble when he inadvertently witnesses a mob hit. But the hitman inadvertently witnesses Jake too - and it turns out that the triggerman was none other than the boss himself, who's already miffed because his heroine empire is crumbling.

With nothing else on his mind, he decides to make it his personal obsession to find and kill Lo.

So now the FBI guys find out and offer our boy Jake a fabulous two - day, five night stay in beautiful downtown Chicago.

You see, Jake agrees to testify against The Bad Guy - the first man willing to do so, since The Bad Guy likes to kill people at random, especially people who rat on him. And Chicago's the place. I guess all Bad Guys are spawned in Chicago.

Well, it turns out that the Feds have been bought out, and Jake soon finds himself running for his measly life in the butt-naked city. Everyone turns out to be after him - except, of course, for a renegade police fire team headed by Powers Boothe (the fighter pilot in *Red Dawn*). God only knows why they try to help Jake get out of this insane mess, but they do anyway.

One of the team members is a hot girl. You can piece together the rest, if you think you're smart enough. The film then follows the poor Lo character as he beats the hell out of every Chicago mobster from here to, well, Chicago. I think he even goes after Bessy's cow. Sorry, that's another movie.

So is it any good? Well, that depends on what you're looking for. The plot is ridiculous and contrived. The direction is sometimes confusing and detached. Ahh, but the fighting...

The action is incredible. I was mesmerized by Lee's athletic ability. This guy flips over backward, ties himself into a pretzel knot in mid-air, comes back down, unwinds, and kicks people with his left foot - all while playing This Little Piddie with his right. I still can't believe it. Steven Segal, stand back...or else. I predict we'll be seeing a lot more of Brandon Lee in the years to come. He's a great fighter.

Obviously the plot of the film was simply a digression whose sole purpose was to get from one action scene to the next, just like in those movies (I hear) they show at bachelor parties. The one-liners were stale. The love scene was cheesy. But oh, the action. This was better than playing Karate Champ at the pier.

If you want quality film making, rent *Ben-Hur*. If you want to see somebody kick the doodie out of Chicago mob bosses, *Rapid Fire* is the film for you. Just ask Bessy's cow.

If you want to see somebody kick the doodie out of Chicago mob bosses, *Rapid Fire* is the film for you

DEAR WANDA:

Dear Wanda:
I came to this school in hopes to find a man. Unfortunatley the man I picked has the same goal.
Utterly confused

Dear Wanda:
Are left handed people really inferior and have homosexual tendencies.
Just Wondering

untrustworthy). Next time you're in class watch the lefty write, secretly or what? They're all hunched over as if they have something to hide. Are they homosexuals? A good friend of mine (lefty no-doubt) recently reminded me (verbally) what an attentive lover he would be.

Dear Utterly confused:
I guess the 8:1 ratio gets the best of everyone, at least now you've got a great (girl) friend, you can relate to. I'm sure the two of you will have tons of fun together checkin' out guys at the beach. Oh and by the way when you do find the guy of your dreams, keep him to yourself just in case.

Dear Wondering:
Left handed people are generally perverse, they do everything backward. Left handedness is condemned in the Bible (look it up yourself 'cause I ain't quoting it Mathew 6:4). It's a known fact that you can't trust a lefty, look at aron Burr and benedict Arnold for example. In latin the word lefty is sinister (so the Latin knew they were

Are you interested in asking Wanda a question that is bothering you?

Feel free to drop questions off in the Avion/Phoenix office and address them to the Diversions Editor.

Chainsaws, The Other Place and the animalistic power of Jackyl

By Douglas O. Fischer
Diversions Writer

Geffen recording artists Jackyl rocked Daytona Beach locals and tourists Sunday September 30th at The Other Place.

Jackyl is currently on the road promoting the August 11th release of their self titled debut.

The band is comprised of Jesse Dupree on vocals and chainsaw, Jeff Worley on guitar, Jimmy Stiff on guitar, Chris Worley on drums and Tom Bettini on bass. Together these guys put on a show which is pure energy.

They did such a good job at the Fern Park Station that some people made the trip to Daytona to see them again.

Jackyl does not wear lipstick, or play any wimpy ballads. They play real rock 'n' roll with plenty of power chords.

They started the show with

"Reach For Me," a real hard driving song from their debut.

As far as stage presence goes, they don't just stand there and play music; they put on a killer show which included a good story about waking up next to somebody you had no recollection sleeping with and being shocked.

This was all a lead in to "White Boy Boogie." Too bad this song is not on the album because it's a real good true story, but I am sure it will be on their second along with "Spare a Dime," another excellent song.

The most interesting part of the night was when Jesse wielded a chain saw for the performance of "Lumberjack."

This device was used as a musical instrument, not an implement of destruction (The chair used to "Tune" the chainsaw does not count). The resultant sound produced fit this hard rocker perfectly.

For an encore Jackyl played a

unique love song. Jesse explained, "The record company said all rock n roll albums need a love song, so we finished the album with one. "She Loves My Cock" is the name of Jackyl's power rock love song. "A true love song" explains the band.

If you have a sense of humor you will love this song and the album which contains songs that are about things the band lives, not things they dream about. If you don't have a sense a humor Jackyl suggests you return the album, shrink wrap undamaged, and buy a Perry Como record.

As for the album, I think it is great. The cover is a work of art, the lyric warning was creatively worked in. The cover seems to tell its own story.

I agree with Jackyl that it's a real rock album. The best part is all the songs are hard driving, there are no wimpy ballads slowing down this true to the grave metal album.



You can say anything you want on the road, but this band still prefers to carry the warning sticker with them just in case Tipper is close by.

"Love is on the way," places Saigon Kick on the charts and the map



Saigon Kick fills The Other Place to capacity on September 10th.

By Douglas O. Fischer
Diversions Writer

Atlantic records recording artists Saigon Kick put on a stage diving performance at The Other Place on September 10th.

Formed in south Florida in the late 80s, Saigon Kick is Matt Kramer on vocals, Jason Bieler on guitar, Phil Varone on drums and new bassist Chris McLerman.

The band was originally scheduled to perform in central Florida a few months ago but had to be postponed due to good fortune.

Their recently released second album, *The Lizard* has a ballad on it entitled "Love is on the Way." This song started to receive airplay and climb the charts at a fast pace. It wasn't long before it was the number one song in central Florida. With the songs' success Saigon Kick postponed the tour to make a video; a good video say the people who have seen it.

Saigon Kick is a band that most

definitely appreciates its fans, especially the ones with them since they were a local band.

When they hit the stage this became evident: "We started our tour in Florida because we are a Florida band and want to start our tour at home where they rock the best." With that the crowd went wild and didn't let up until after the show.

The electrifying metal sounds of the songs played kept the crowd rocking all night. These songs included- "Body Bag," "Coming Home," "What do You Know" and "Love is on the Way" which the band is real happy about the air play it is getting.

The standing room only head-banging crowd wasn't just watching a show, they became part of it as Matt dove off the stage into the crowd.

This began a night of wild stage diving that won't soon be forgotten. There were no casualties to the crowd or the divers during the stage diving which went on all night long. One fan was even able to show how

big a fan he was by sharing the microphone with Matt and singing along. This was loved by both the band and the crowd.

It was more than a show, it was an audience participation event. An event which only happens when both band and audience are on the same wavelength - having a great time while enjoying excellent heavy metal performed at its best.

The most interesting comment I heard during the night was: "I liked every song they played, even the ballad, and I hate ballads." Daytona's best rock 99.9 was also there. They wanted to see Saigon Kick play the songs they have been playing on the radio. They also handed out CD's and t-shirts.

The fan base continues to grow for this south Florida band who gives it their all when performing on stage, and after a performance like tonight's where after the show could be heard, "Excellent show! Let's go see them in Tampa," a bad review is not possible at all.

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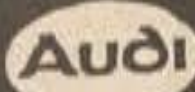
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CD-ROMs catch on, titles keep increasing

By Joe Cambron
Data Technology Editor

Bookshelf for Windows from Microsoft

One of the best CD-ROMs available, industry leader Microsoft has a way of going one better than its competitors. This fully multimedia package includes animation, digital sound, and a complete desk reference. Included in this Windows package is a world atlas, the 1991 World Almanac, *Rogert's Thesaurus*, *Columbia Quotations*, *Barlett's Famous Quotes*, the *Columbia Encyclopedia*, and the *American Heritage Dictionary*.
Mail-order price: \$150
Grade: A+

Multimedia Beethoven: The Ninth Symphony from Microsoft

While obviously not as comprehensive as *Bookshelf* which is also from Microsoft, this CD-ROM offers a complete reference to one of music's greatest works. Included in the package are: a Pocket Guide to the four movements of the symphony (which allows all, or pieces of the symphony to be played), *Beethoven's World* which documents the life and times of this great artist, the Art of Listening which teaches the untrained ear to respect the nuances of classical music, a Close Reading which describes the music as it plays, and the Ninth Game which asks trivia questions.

A unique 130 megabyte format allows both data and conventional music tracks to be stored on a single CD. The first track contains four megabytes of data which, sadly, must be loaded onto your hard drive. The remaining four tracks may be played using the software or on a regular CD player.

This program is an excellent primer for anyone interested in learning to love classical music.
Mail-order price: \$59
Grade: A+

Aircraft Encyclopedia from Quanta Press

A simple database of military aircraft throughout the world. Performance and dimensions are among the information stored in this CD-ROM. Fighters, bombers, transport, utility aircraft, and others are included. DOS searching software included.
Average retail: \$99
Grade: C

Freshe Arte from Quanta Press

A variety of hand drawn images in monochrome form are available on this CD-ROM. These images range from telephones to fruits to automobiles.
Average retail: \$99
Grade: B

Prescription Drugs from Quanta Press

A surprisingly useful disc that will inform you about prescription drugs. The user may type in a symptom and have a drug which will cure it pop up on the screen. Drugs are fully detailed including dosages and side effects. Both a Windows and a DOS based search program are included.
Average retail: \$99
Grade: A-

Scouting Report: 1992 from Quanta Press

This software package is a must for true baseball fanatics. Every conceivable piece of data concerning the up-and-coming players of major league baseball is included.
Average retail: \$99
Grade: C+

Illustrated Encyclopedia from Software Toolworks

A full encyclopedia including sound and 256 color images. Bird calls, music, and other effects are included. This product is not a multimedia product, but it is probably the strongest encyclopedia written for DOS based systems.
Mail-order price: As low as \$39
Grade: A-

Star Trek game celebrates 25th anniversary

→ **Software Review:** *Star Trek: 25th Anniversary Game* is available for the IBM.

By Joe Cambron
Data Technology Editor

Since America recently celebrated the 25th anniversary of the immortal series *Star Trek*, Interplay decided to take advantage of this milestone by releasing an adventure game tied to the original series. Happily, this game captures the humor, adventure, and excitement of the original series. **Space, the final frontier**

Like most adventure games, this one has a single centralized character (Kirk) that you must manipulate through one problem after the next. This game builds upon this simple formula as a result of necessity, however.

Unlike most adventure games which ignore or skim over the transportation needs of the player, *Star Trek* has to capitalize on it since so much of Kirk's time is spent on board the *Enterprise*. Also since *Star Trek* has three main characters (Kirk, Spock, and McCoy), it probably seemed like a bad idea to ignore the other two.

Both of these problems were

solved as Interplay fashioned this game. As for the former problem, Interplay elected to divide the game into two distinct sections, on the ship and off the ship. While on the ship, Kirk has access to Spock, Uhura, and Scotty as well as unnamed helmsmen and weapons officers. Kirk can initiate a transport, use the computer, or control weapons and shields.

While on board ship, the *Enterprise* is usually engaged in one of three pursuits: communication, navigation, or annihilation.

Uhura is the key to a variety of diplomatic communications with other ships and planets, as well as with the Federation. Navigation acts as the game's copy protection scheme. Without the map of destinations, your ship will undoubtedly find itself needing space bandages.

This leads us to the third action, fighting. The *Enterprise* frequently gets itself into some gruesome battles. If you have done well in the game, your crew will fight better and better throughout the game. If you have done poorly, however, you are doomed. The fighting is very much like the battles fought in *Wing Commander II*.

Everywhere else, the last frontier

When making use of the transporter for some highly dangerous

visits off your ship, you should remember three things. First, the security guy in the red uniform is toast. Spock always knows something you never dreamed of, and by the end of the trip you will be saying to yourself, "I didn't know you could do that."

While on the planet or wherever you transport yourself, Kirk carries a large burlap sack containing his possessions (strange, I only remember a belt, well maybe that was Batman). Inside you will find a communicator, a couple of phasers, a tricorder, medical equipment, and whatever goodies you pick up. Kirk can also control Spock and McCoy, talk to others, use his hands (hopefully in a politically correct way), and look at things.

Conversing with others

When communicating, a variety of choices are usually given for you to choose from. For example one might be, "...hand over the hostages or we will destroy your whole planet." Another choice might be, "...the Prime Directive forbids us from taking action against you, but can I offer you some cheese for your trouble?" The third choice is usually in the middle, "...I'll leave it up to you, give us the hostages, and we'll just forget this little incident." These little options screens really point out

the difference between the old *Star Trek* and the *Next Generation*. The real Kirk would undoubtedly choose the first option on most occasions, while the more diplomatic Picard would likely choose the third choice. Graphics, sound, and melange

The cartoonish graphics are similar to the failed *Star Trek* animated series and are often very detailed. Finding objects, however, can be very difficult because of the shaded backgrounds. This may be by design, however. The sound effects, when pumped through a Soundblaster, are excellent. Even the transporter effect is very realistic. Digitized speech is not used in the game, although a future CD-ROM version could add them. The melange is above average in quality and speed, but suffers in its use of frequent horizontal banding (all right there is no melange, but I had you going).

The whole deal

As a whole, the game is funny (funnier than this review), very enjoyable, frustrating at times, addictive, and hard to make yourself erase off your hard drive even after you have finished its many missions. With all that going for it, it would be hard not to want to celebrate along with Interplay by buying *Star Trek: 25th Anniversary Game*.

Tom Landry kicks off football season with game

→ **Software Review:** *Tom Landry Strategy Football* is available from Merit Software for the IBM.

By Joe Cambron
Data Technology Editor

Merit Software has carefully timed the release of its new game *Tom Landry Strategy Football* to coincide with the beginning of football season. The combination is a potent one.

The interface allows a player to choose from all the NFL teams which have skills and apparel similar to the last season. The NFL motif does not extend to the players, however. Tampa Bay's quarterback is named Testy, for instance.

Teams have relative strengths and weaknesses, just as the real teams do. Some teams are passing teams, while others are running teams. Defenses are the same way. A whole season may be completed by selecting teams for your team to play, or playing all the teams. Players may be either computer operated, human operated, or remotely controlled via modem.

Precipitation, temperature and winds are configurable, but rain and snow only influence play instead of actually appearing on the screen.

Game play

The game, as its name implies, is one of strategy. The game player may only select plays for the offense and defense, rather than actually playing. The options, however, are impressive. Pass patterns, motion,

play action, and outlet receivers are all configurable to create a custom offensive play. Players may even be substituted.

Defensive plays are equally controllable. As with offensive plays, clock management is available and a choice of man-to-man or zone pass coverage. Several alignments are options including 4-3, 3-4, short yardage, and nickel package. Blitz and line shift options are also available.

Audio-visual

The animation in the game is flawless and looks great on a fast 386 based computer. The sound is fully digitized and sounds great on a Soundblaster.

Complaints

The game does lack some features that would be nice to have. Other

teams should play their own games in order to simulate a real season without playing every game yourself.

Players also may not be traded even at the end of the season. This prevents the game from being very dynamic. Luckily, the games do not take three hours to play, mainly because the clock does not run in between plays. A set amount of time is instead deducted. This takes away the pressure of coming up with a play before the clock expires.

Overall

Konami's NFL Football has many of the features missing from Landry's game, but Landry's game is still a fine simulation. The look and sound of the game as well as its intensity makes the game fun.

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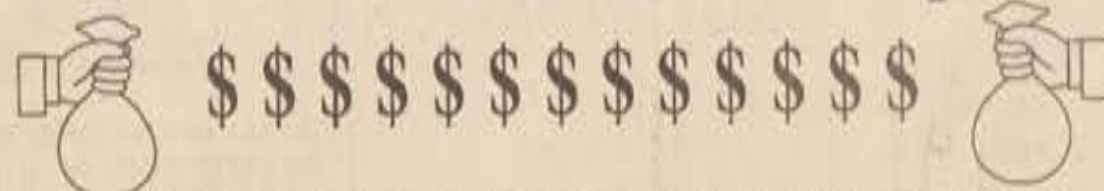


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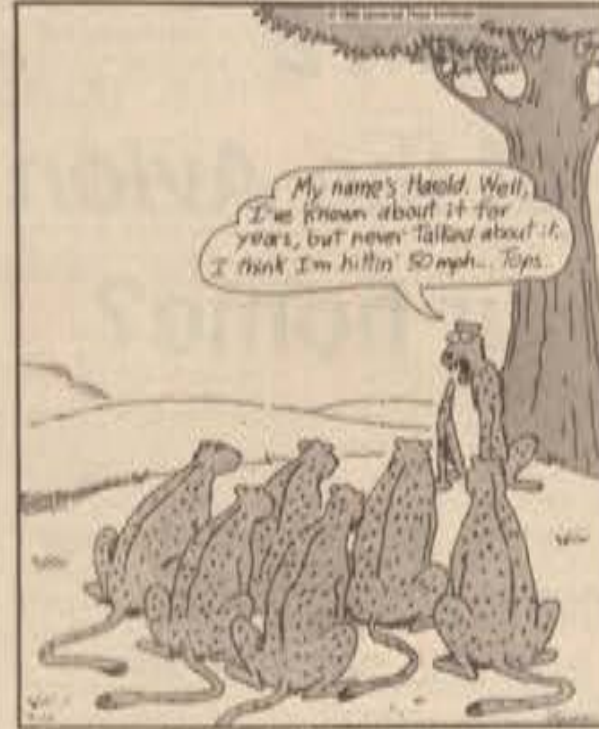
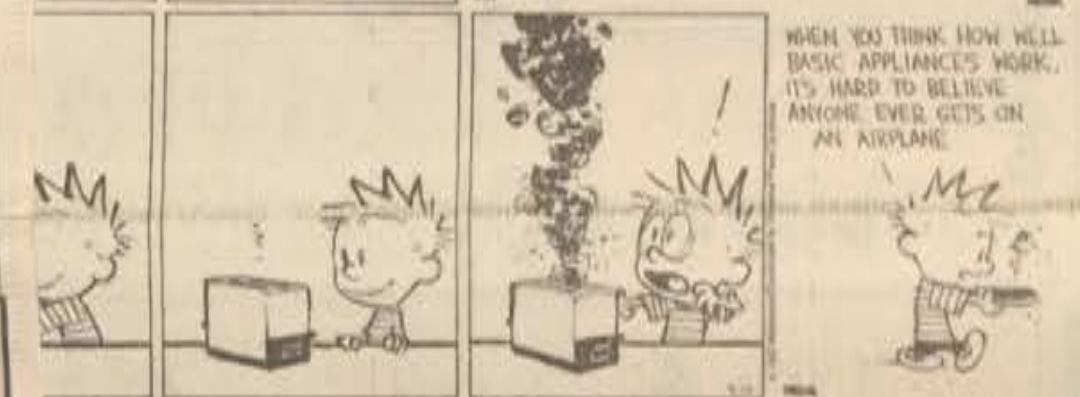
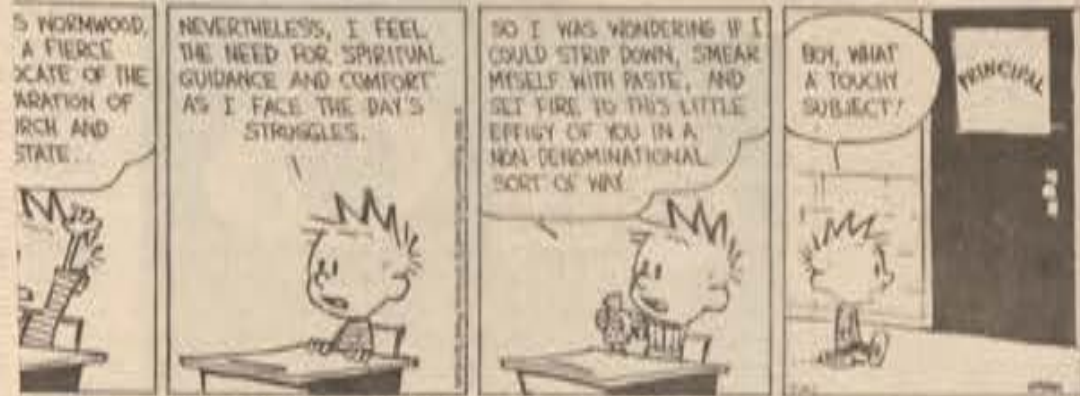
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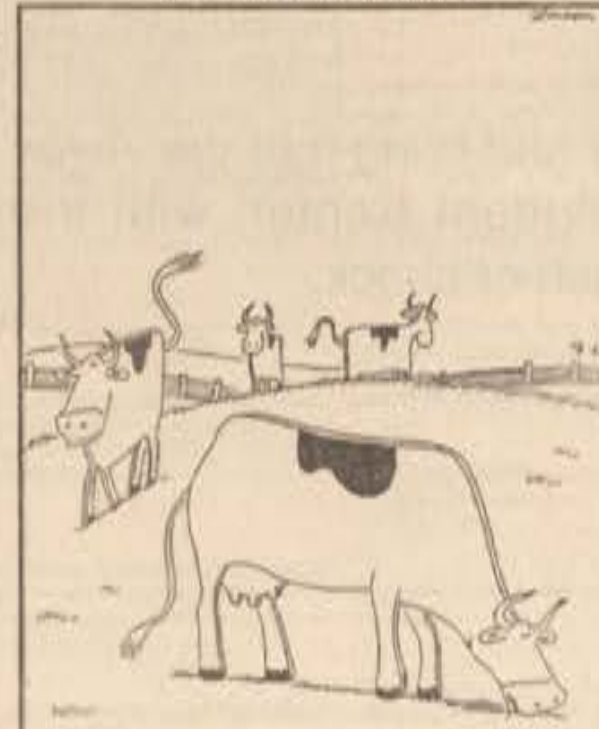
by Bill Waterson

Far Side

by Gary Larson



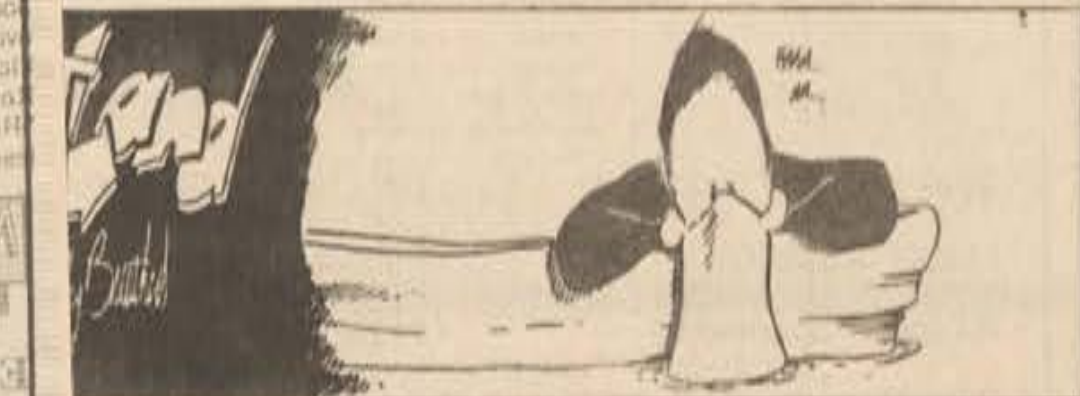
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Female roommate needed: three bdrm, 2 1/2 bath, 2 story house for rent, \$200/mo. no deposit. Split utilities, pool, tennis court, 10 min. drive from ERAU. Prefer dependable, outgoing, fun. Call 254-7981 and leave message or box 3058.

Wanted: female to share house in Port Orange. \$250 plus 1/2 utilities. Large room with private bath. Call 767-3383.

All non-smokers, 2 rooms for rent in a 3 bedroom, 2 bath new house. One room furnished, one unfurnished. \$250 per month and 1/2 utilities, located 6 miles from school in Cross Creek subdivision. Contact Ed at 756-4505.

Roommate needed: location 1 1/2 miles from school in the Breakers, rent \$170 monthly. Contact Mark 239-0314. Nice area, pool, jazz, weight room.

Roommate wanted, non-smoker, jazz, pool, tennis, pool, weight room, on bus. \$230 plus 1/4 utilities. Call Mike, Tina or Paul 252-8901.

Roommate wanted: non-smoker to share apartment at Indigo Pines (2 miles from campus) \$166.33 pr. mo. plus 1/3 utilities and phone. Call Ron or Keith at 274-2292.

Non-smoking roommate needed for nice 3 bedroom, 2 bath house in Wilbur Run, Port Orange. Big back yard, microwave, cable, VCR, etc. \$225 month rent and 1/3 utilities. Call see 767-2908.

Misc. for sale

HP 485X includes two volume manual. Excellent tool for Eng./math courses, \$180 (good condition). Call 676-1115 ask for Matt.

Queen size, semi-wearable waterbed w/pads, heater, and sheets, \$200. Wooden dinette set, round table, 4 padded chairs \$100. If interested please contact Cheryl at 252-5681 or leave message in box 8186.

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Mini refrigerator for sale (perfect for dorms). Call 252-3119.

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2 place Flight Comm intercom, new, unused. Expansion jack, voice recorder jack, battery backup, cigarette lighter adapter. In Sporty's \$100 here \$70 firm. Call (800) 369-8210 or ERAU box 5491.

CX1a Pathfinder, new unopened, ERAU bookstore \$90, here \$70 firm. (800) 369-8210 or box 5491.

Queen size sofa sleeper. Good condition. Will deliver, \$200. Brass and glass dinette set, four chairs \$150. Call Betty Gross fax. 2656.

IBM PC convertible (portable), 512k, two 3.5 inch disk drives, print adapter, AC adapter, and battery pack. Comes with Dos, Lotus 1-2-3, Wordstar Professional, PPI File. \$400 O.B.O. Contact Steve, ext. 6689 or 673-1607 after 6 pm.

Amiga 2000HD, 3mb RAM, 44 mb removable HD, monitor, modem, printer color or B and W plus interim upgrades. Can be IBM and Apple compatible. Software and more. List price over \$3500, asking \$2500/offer. Call 274-4846.

Single bed for sale. Mattress and boxspring. In great shape. Call Brian at 258-7521 even.

Jaguar semi automatic paintball gun w/silencer. \$200. Call Mike 258-1685.

Miscellaneous

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- Only paid ads will run for two issues and may be renewed by filling out another classified ad card.
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Looking for students who can juggle (3 balls, rings, pins, etc.) and magicians for an upcoming party. Only the best need apply! Call Jason 756-1494.

Personals

To the 5'4", blonde, hazel eyed, woman for Michigan: I have changed my mind. Call me I'd tell you what you really want to know! MK PHONE SEX PHREAK

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BOYD KELLY (DIVERSIONS EDITOR) Just what do you mean by "entertaining young lads"? METALLICA STAGE RAIDER

SUSAN I hope you have a happy Birthday. I miss you. Come and visit soon. SHAWN

LAURA Congrats on the belt test! Hope you like dinner on Sunday! ROOMMATE #1

Box 9044
Have you checked your mail lately?
A.N.A.

T.M.
Ich glaube, wir haben dieselben Interessen. Ich moechte Sie gern naeher kennenlernen. Mir, mienen werte geliebte.
Ilse Freunde

METALLICA STAGE RAIDER I meant "entertaining." In that it would have been entertaining if they had stumbled upon some of the many pyrotechniques placed out of the way of the stage, i.e. on the scaffold. It is obvious from Hatfields barns that their fire breathing devices are nothing to be scoffed at! BOYD KELLY (Diversion Lemming)

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Clubs



From left to right Kelly Spires, Jim Culty and Arnold Rodriguez enjoy some cake at a birthday party.

AAS

By Nicole L. Malloy
Public Affairs Officer

The Kenneth L. Tallman squadron started off the semester with a birthday bash for Arnold Rodriguez who had birthdays over the summer months. The party kicked off around 8:30 p.m. with Konda Brown cutting a huge "Happy Birthday" cake for all to eat on.

This year's opening social served not only as a birthday celebration, but also as a welcoming. Members welcomed new cadets, prospective pledges, and the new advisor, Capt. Long.

Everyone had a great time sharing summer experiences and considering the up coming exciting year. We've got a lot of great events planned this semester, so keep your eyes open and dare to get involved

Aerospace Society PFT

By Roland Houle
Former President

The Embry-Riddle Aerospace Society will be having its second meeting of the semester tonight at 7 p.m. in E-611.

This weekend, 16 members of the Society went to see the shuttle launch. With two, yes two, NASA Causway passes, we were able to get everyone in to Kennedy Space Center to see the launch go up on time.

At this week's meeting we will be having either a guest speaker or points for prizes.

Also, we will be collecting dues. The cost is just \$5 per semester or \$9 for the school year (at these bargain prices memberships won't last long, so hurry).

Other activities scheduled for this semester are a BBQ/picnic, a tour of Kennedy Space Center, guest speakers from the aerospace industry, and much more. Don't forget tonight at 7 p.m. in E-611.

Clubs Policy

- All articles must be type-written, double spaced or on disk format (unformatted in Word Star or Microsoft Word).
- Deadline for submission of all club material is Wednesday at 5 p.m., one week prior to publication.
- Photos may be submitted with club articles.
- All submitted material becomes property of the Avion with the exception of disks.
- The Avion reserves the right to edit all submitted copy.
- For more information stop by or call the Avion office at (904) 226-6079.

Notices

Eagles Flight Team December Grads.

The 1992 New Member Search Extravaganza begins this week! If you're interested in becoming a part of the 1992 National Champion Eagles Flight Team, come to the mass briefing. Meetings are Tuesday at 1800 in G-102, the mass briefing will be Thursday, September 17 at 7 p.m. in A-109.

All students anticipating Degree Completion by December 15, 1992 must formally apply at the Office of Records & Registration. An application for ceremony attendance is also required and there is a \$40 charge should you choose to attend the ceremony. Applications will be accepted through the deadline date of

October 9, 1992.

Applications are also being accepted for those anticipating April 93 degree completion. Come to the Office of Records & Registration and fill out an application to receive a Preliminary Graduation Evaluation. We will try to have one done and mailed to your box before Advanced Registration for Spring.

Auditions

An open call for auditions for Daytona Beach Community College's production of "The Boys Next Door" by Tom Griffin will be held Monday, September 28, in the Goddard Theater, 1200 Volusia Avenue, Daytona Beach. Auditions will be held 2:00 p.m. to 5:00 p.m. and 7:00 p.m. to 8:30 p.m.

The following parts will be cast:
2 females, age 18-25
1 female, age 25-35
1 female, age 45+
8 males, age 25-45
1 male, age 45+
Cast members begin rehearsals Oct. 5. The play opens Nov. 5.

Theatre shows

"America's Giant Puppet

Company" comes to Daytona Beach Community College on September 19 to present a new original musical for children and families - *Three Billy Goats Gruff*. Performances are at 3:00 and 7:00 p.m. at the Theater Center. Tickets are \$4.00 and can be purchased at the Theater Center Box Office Monday through Friday from 11:30 a.m. to 2:30 p.m., one hour before showtime or by phone.

All submissions to the Avion are due by 5 p.m. on the Wednesday before publication.

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