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AERONAUTICA

Dates for EAA Fly-In Convention at Oshkosh announced

By Bryan Gross
Aeronautics Editor

Plans for one of the world's premier aviation events are already well underway for the 41st annual Experimental Aircraft Association (EAA) Fly-In Convention, in Oshkosh, Wisconsin. The convention will be held from July 29 to August 4 at Wittman Regional Airport.

Although a theme has not yet been announced, Convention Chairman Tom Poberezny stated that, "sport aviation has become a major focal point for new ideas in aircraft design and construction." He indicated that more than 500 educational forums, seminars and workshops will be offered during this week long event by the top names in aviation.

Approximately 450 exhibitors, that include the National Aeronautics and Space Administration (NASA), the Federal Aviation Administration (FAA), the National Transportation Safety

Board (NTSB), and the U.S. Customs Department, will display aircraft and conduct forums that cover the entire spectrum of aviation.

Daily air shows will showcase the talents of the world's top aerobatic performers.

An 8,000 foot long flightline will have a variety of aircraft ranging from homebuilts, antiques, classics and warbirds to light planes, ultralights, rotorcraft, aerobatic aircraft and more.

Forums will also be offered for these aircraft so that they may be seen and appreciated for their significant roles they play in aviation.

Also, an outstanding line-up of evening programs is being coordinated for the Theater in the Woods.

At recent conventions, Poberezny said he has observed the international aviation community come together to unveil new ideas, innovative aircraft designs and cutting-edge technology.

"There is something here for

every age and interest — young and old, pilot and non-pilot alike," believes Poberezny.

Attendance figures show that an increasing number of aviation enthusiasts are now arriving at Oshkosh earlier than the traditional Friday opening of the Convention. Because of this, EAA Oshkosh will open one day earlier. The Convention will continue through Wednesday, August 4.

The EAA Fly-in will conclude following the "State of the Association" address and presentation of the EAA Oshkosh Grand Champion awards at the Theater in the Woods.

"We feel it appropriate to conclude the convention after the awards have been presented because they represent significant achievements in aircraft design, construction, restoration and maintenance," Poberezny said.

Reservations for lodging or transportation should be made in the next couple months to ensure that space is available in the local area.



Almost anything aviation-related can be found at Oshkosh. People from around the world come to see the many spectacles offered at the convention. The EAA Fly-in will be held from July 29 to August 4 this upcoming summer.

McDonnell Douglas receives firm orders for its MD-11s

McDonnell Douglas Press Release

LONG BEACH, Calif. — McDonnell Douglas announced that International Lease Finance Corporation has increased its firm orders for MD-11s from five to six and its options from two to four as part of an agreement with World Airways to convert World's wide-body fleet of aircraft from DC-10s to MD-11s.

The long-range, wide-body MD-11s are scheduled to be leased from International Lease Finance Corporation (ILFC) to World Airways, which has plans to fly three MD-11s in a passenger configuration, one as a freighter and six as convertible freighters.

Delivery of the first three MD-11 jets into World's fleet is scheduled during 1993.

The MD-11 freighter is scheduled for delivery in 1994, and the first IWO convertible freighters in 1995. The four convertible freighters under option are planned for delivery in 1995 and 1996.

T. Coleman Andrews, III,

president and chief executive officer of WorldCorp, said, "We view this as an opportunity to modernize our fleet of long-range aircraft with a new, yet proven, airplane.

Andrews also said, "The effects of the recession in the aerospace sector, the lowest interest rates in 30 years, and the creativity of ILFC, McDonnell Douglas, and Pratt & Whitney have combined to give us the substantial economic and technological benefits of new Pratt-powered MD-11s at very attractive ownership costs."

Leslie L. Gonda, chairman of ILFC said, "The MD-11 offers our leasing customers the efficiency, range, operating economics, passenger capacities and freighter variants they need to operate successfully."

World, based at Washington Dulles International Airport in Virginia, is an all-charter airline. It flies U.S. domestic and international routes to all continents.

The MD-11 has been in service since late 1990 with airlines throughout the world.

The aircraft has flown more than 100 million statute miles and carried nearly five million passengers.

More than 60 MD-11s are in



The McDonnell Douglas MD-11, shown here in service with Delta Airlines, is scheduled to replace the DC-10s in World Airways fleet of aircraft. This is to take place in 1993, when the first three jets are scheduled to arrive.

service with 14 airlines. Freight versions of the MD-11 offer customers one of the largest revenue cargo capacities of any aircraft flying today.

MD-11 convertible freighters can be re-configured quickly, often

overnight, from an all-passenger aircraft to an all-freighter aircraft. Operators therefore can fly passenger routes on days when passenger volumes are highest and cargo routes on other days.

The MD-11 is also available in a

"combi" version, which provides for both passengers and cargo on the aircraft's main deck.

It is designed for routes with generally lower passenger traffic volumes.

Lockheed to develop composites with QuadraX

Lockheed Press Release

MARIETTA, Ga. — Lockheed Aeronautical Systems Company (LASC) and QuadraX Corporation, a supplier of advanced thermoplastic composite materials, today announced a cooperative venture to develop a lower cost method of manufacturing a form of composite materials.

Under the agreement, QuadraX will develop and fabricate composite materials, known as net shape preforms, by pultrusion at its Advanced Materials Systems facility in Portsmouth, R.I., using Lockheed equipment on loan to QuadraX.

"We selected QuadraX because of its commitment to low cost processing technologies for preforms and thermoplastic composites, in addition to the experience gained during the six years we have worked together on C-130 aircraft component development and on advanced aircraft programs," said Cecil W. Schneider, manager of LASC's Advanced Structures and Materials Division.

QuadraX will also use the equipment to pultrude its unidirectional and bi-directional QuadraX Biaxial Tape thermoplastic composite products.

LASC is a division of Lockheed Corporation, one of the nation's top defense contractors.

The Marietta facility is responsible for developing and producing advanced aircraft for airlift and maritime patrol, and is the home of the F-22 advanced tactical fighter.

AOPA's Brown addressed the association's position on these issues before the 37th annual meeting of the Air Traffic Control Association in a presentation entitled, "An ATC System for the 21st Century."

AOPA expands ATC department staff to focus on future

AOPA Press Release

ATLANTIC CITY, NJ — The Aircraft Owners and Pilots Association has established a centralized Air Traffic Control Department within its Government and Technical Affairs Division because of heightened interest in ATC issues.

AOPA Government and Technical Affairs senior vice

president Steven J. Brown announced the action to the Air Traffic Control Association annual meeting in Atlantic City as "a new AOPA focus on air traffic operations as the system begins to change for the 21st Century."

AOPA has been a leader in U.S. and international negotiations for accelerated implementation of satellite navigation services and ATC automation.

Leading the new ATC department, Martin W. Shuey was

named AOPA vice president-Air Traffic Control. Doug Helton, formerly director-Aviation Technical Services in AOPA's Membership Services Division, will join the consolidated ATC unit as director-Air Traffic Control Operations.

AOPA statistician Don C. Johnson, director-Industry and Membership Analysis, will monitor ATC plans and programs for the group and Kim Johnson (no relation) will join the new team providing

administrative support.

Marty Shuey has been directly responsible for action on AOPA airspace and air traffic AOPA senior vice president Brown "experience has covered avionics, charting, aviation standards, weather and frequency management."

AOPA president Phil Boyer described the association's renewed emphasis on air traffic control as "indicative that the air traffic community is now approaching the key decision points on what

space-based, random access ATC system will result from new SATNAV and ATC automation technology, and how much added utility general aviation can realize compared to today's constrained air navigation system."

Challenger and Learjet centers to be consolidated

Bombardier Press Release

Montreal, Quebec/Wichita, KS — The Bombardier Aerospace Group, North America, today announced the integration of its Canadair Challenger and Learjet service center operations.

Announced jointly by Brian Barents, president and chief executive officer of Learjet Inc., and Bryan Moss, president of Bombardier's business aircraft division, this integration combines the strengths of both organizations to provide expanded service center capabilities to Challenger and Learjet aircraft operators.

Donald Grommish, Learjet vice-president and general manager of product support, will be responsible for service center operations. Mr. Grommish and Peter Ginocchio, Canadair's vice-president of product support, state that the new organization is designed to provide the most effective service and support in the industry.

The expanded service capabilities will be available to all Challenger and Learjet customers at any of the facilities previously

operated by either Learjet or Canadair.

All other Challenger and Learjet customer support functions — including field service, service warranties, spare parts, technical support and technical publications — are unaffected by this restructuring.

According to Moss and Barents, "We intend to become the most efficient aircraft service organization by offering our fleet of worldwide operators the highest level of service from a growing number of facilities. Together, we can provide our customers with the most comprehensive range of services available in the business aircraft industry."

Challenger service centers are presently located in Hartford, Connecticut; Tucson, Arizona; Montreal, Quebec and Munich, Germany. Learjet-owned full service facilities are based in Wichita, KS and in Tucson. Further expansion is planned in the U.S. within the next few years as the combined customer fleet continues to grow.

Today's announcement follows Bombardier's recent introduction of Learjet service capabilities at Canadair's flagship Challenger service center in Hartford, and the

successful relocation last year of its service center in Long Beach, California to Tucson, where it combined Challenger service with Learjet capabilities for painting, interiors, refurbishment and completions.

"Our customers have indicated a strong level of satisfaction with the service they are receiving in Tucson," remarked Mr. Moss. "Learjet is providing excellent service in the areas of maintenance, painting, refurbishing and interior completions on Challengers."

"Learjet also designed and built the new full-scale mock-up of Canadair's Global Express aircraft introduced at the recent NBM Convention in Dallas. It is now on an extended tour of major U.S. cities," he added.

Moss and Barents emphasized that the two service organizations share the same philosophies and mandates.

Both Canadair and Learjet are regularly recognized in independent surveys for providing excellent product support.

They added, "We're confident this new structure will further enhance Bombardier's reputation as the

industry leader in customer service."

According to Grommish and Ginocchio, the principal benefits to operators will be a much broader range of services available from a greater number of facilities.

They added however that customers will be working with the same personnel currently servicing their aircraft at the Challenger and Learjet facilities.

"From the customer's standpoint, he will be working with the same people who have always taken care of his aircraft," says Mr. Ginocchio.

"This integration represents a progressive step towards supporting Bombardier's combined fleet of some 1,800 business aircraft," stated Mr. Barents. "We offer the industry's broadest product line of aircraft, and now we intend to offer the broadest and most comprehensive aircraft service program to complement our growing fleet of satisfied aircraft owners."

Bombardier Inc., a Canadian corporation with 32,000 employees internationally, and annual sales in excess of \$3 billion (Cdn.), is engaged in the fields of aerospace, transportation equipment and motorized consumer products.

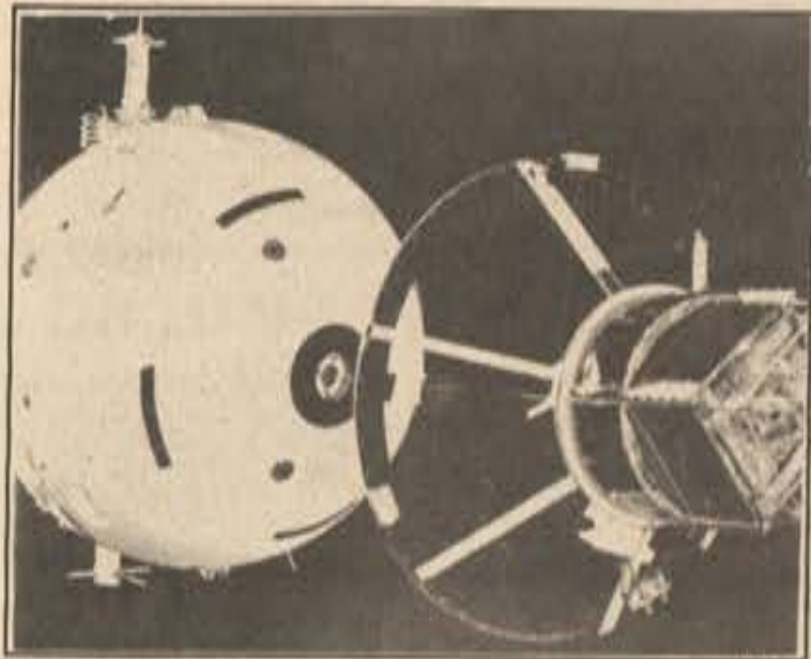
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Return this form to the Avion Office. A winner will be drawn from all correct entries received by 5:00 p.m. Friday. Two free passes to Pirate's Cove Adventure golf will be awarded to the winning contestant. The student publication staff and their families are not eligible.

Last week's correct answer: Mudry Cap 10



The tethered satellite, shown shortly after its initial deployment, failed to produce results expected by scientists. The problem has been traced back to a small bolt.

Extra bolt ruined \$379 million tethered satellite experiment

By Brian Gamage
Space Technology Reporter

WASHINGTON, D.C. — One small bolt installed in the wrong position doomed the \$379 million tethered satellite experiment on STS-46 last August, according to a recent NASA report.

The experiment was designed to extend a satellite on a 12-mile long shoelace-thin cord, but a bolt jammed the spool mechanism, and the satellite never got more than 850 feet from Space Shuttle *Atlantis*.

The 47 page NASA report examined five problems that occurred during the deployment effort and successfully identified causes for four of them. The report made recommendations for actions to be taken to prevent similar occurrences on future flights of the Tethered Satellite System.

Engineers investigating the problem found two major problems.

First, the tether-winding system,

consisting of a spool and motor, allowed too much slack cord to accumulate among the pulleys and the motor at the end of the 39-foot-tall tower extending from *Atlantis*' cargo bay.

The slack made the cord jam twice as the satellite was moved away from *Atlantis*.

The main problem though, was a bolt that protruded into the spool housing which prevented the system from unreeling all of the cord. The bolt was not a part of the original design parameters, but was added to the spool housing as a means of securing it to the orbiter's cargo bay after engineers determined that the original structure was not sufficient.

Terry Monrad, spokesman for Martin Marietta, the chief contractor for the \$129 million tether-handling system, said that the design change was not initiated by Martin engineers. Instead, a NASA safety review board concluded that adding

see Bolt, page B7

Report issued for future rescue flights Higher prices are in store for satellite recovery efforts

By Joshua S. Musaf
Space Technology Editor

WASHINGTON, D.C. — A task group, looking into issues concerning future satellite rescue and repair, says NASA should continue to perform such missions, but only when they "produce genuine benefits to U.S. interests in view of the inherent risks to the shuttle and its crew."

"The unique ability to accomplish satellite rescue and repair should not be forfeited," said task force Chairman Dr. Eugene E. Covert. "But these missions pose inherent risks to the shuttle and should be undertaken only when the benefits outweigh the risks." Covert added the authority to employ this capability should rest solely with the NASA administrator.

The NASA Advisory Council Group Task Force was established at the direction of NASA Administrator Daniel Goldin. Goldin called for the study after reading an article in *The Orlando Sentinel*, in which it reported that the International Telecommunications Satellite Organization, Intelsat, negotiated the \$93 million price for the rescue of an INTEL-SAT satellite last May.

Chairman Covert is a professor of Aeronautics and Astronautics at Massachusetts Institute of Technology. Vice Chairman was former astronaut Lt. Gen. Thomas Stafford, USAF (ret).

The charter of the group was to recommend "a policy outlining the criteria, the design standards and the pricing model to guide NASA in assessing the responsibilities for government and non-government satellite rescue and repair missions." Summary and Recommendations

While pointing out that opportunities for performing unanticipated satellite rescue or repair missions in the future are likely to be rare, the report says the unique ability to accomplish such missions should not be forfeited.

"We estimated that only one percent of the total satellites to be launched in the next few years will

be candidates for rescue and repair," said Covert.

And while the trend for scientific satellites is for smaller satellites that do not require on-orbit maintenance, the group did say the shuttle should continue to support those science payloads designed to be serviced, such as the Hubble Space Telescope. "Flexible" approach to pricing

The report notes that if NASA charged customers the full cost of a shuttle mission, the economic benefit to the manufacturer, the owner or the insurer "would be greatly diminished."

The report urges NASA to keep its satellite rescue pricing policy broad enough to accommodate U.S. government agencies and commercial enterprises as well as international government and commercial clients. Covert said the group recommends a pricing approach that would vary depending upon the customer for the mission.

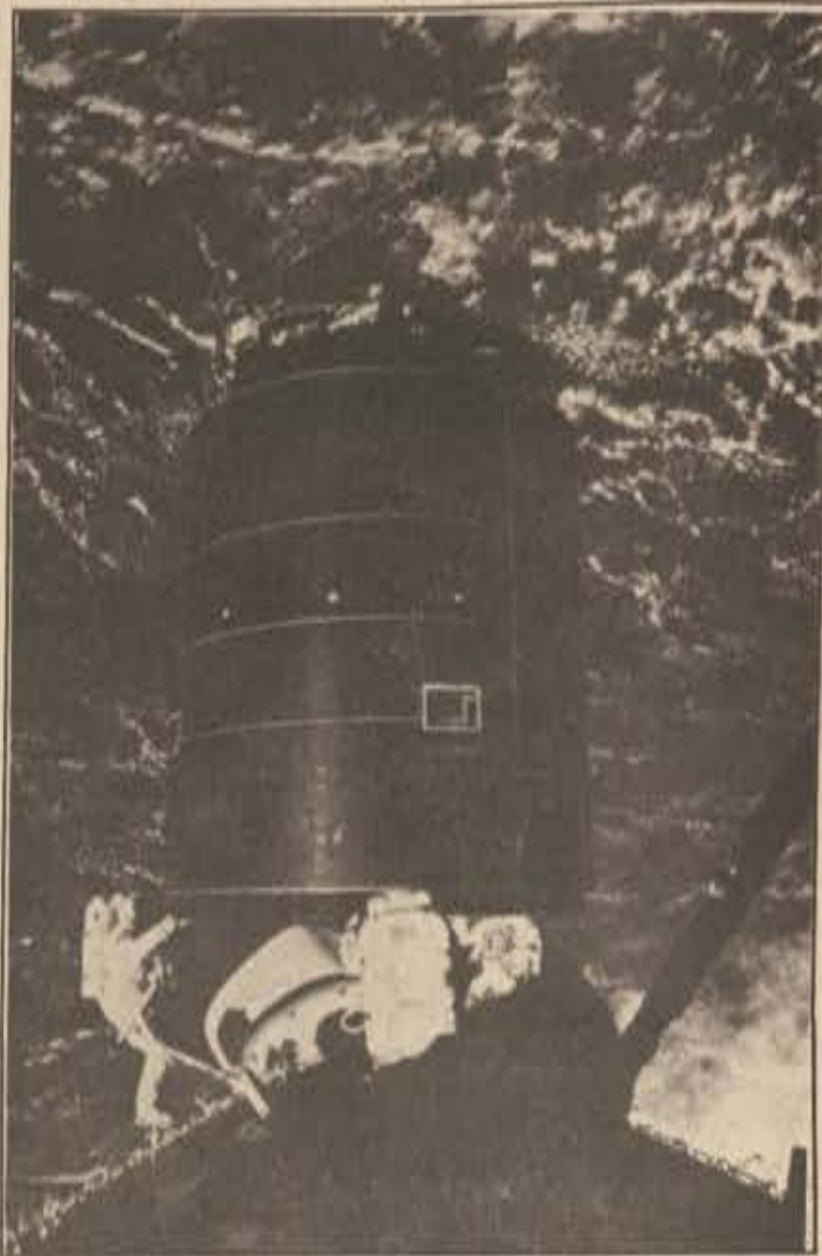
The task force recommends that non-NASA U.S. government customers pay marginal costs which NASA defines as the cost of adding or deleting a mission from the shuttle manifest.

Reimbursable customers (commercial and international) should pay the marginal cost for the mission as well as any costs up front which are unique to that mission.

"In addition to the marginal and unique costs, we recommend that if the mission is a success, NASA should receive a negotiated portion of the revenues until the full cost of the rescue is paid," Covert said. The government should not charge customers for shuttle replacement, NASA facilities or facilities amortization costs.

If the rescue provides significant benefit to NASA or the U.S. government, Covert said the task force recommended consideration be given to sharing costs with the customer.

Such is the case with the Intelsat rescue on the maiden voyage of the Space Shuttle *Endeavour* last May. Intelsat paid NASA only \$93 million for the rescue, even though some observers thought the price was



The Intelsat consortium paid \$93 million to NASA for the rescue of the Intelsat VI satellite. The satellite was successfully captured and repaired by the Space Shuttle *Endeavour* on May 13, 1992.

extremely cheap for the Washington based consortium of public and private telecommunications company. Intelsat expects to earn about \$1 billion from the satellite during its 10 year life expectancy.

Safety remains top priority
The task force said NASA should

continue to ensure that safety requirements are met for all satellite rescue and repair missions.

"We note in the report the Intelsat rescue mission did not have a mission manager," Covert said. "We recommend a mission manager be

see Intelsat, page B7

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V.FAST address modem's increased need for speed

→ **Computer News:** New standard to set high speed modem compatibility.

By Joe Cambron
Data Technology Editor

If you have a modem, chances are that it operates at 2,400 bits per second transmission speed. Indeed it took years to bump up the average user's modem from 1,200 bits per second to the current entry level 2,400 bps.

Most people know, however, that for a little over \$200 (as opposed to about \$50 for a 2,400 bps) a modem can be purchased which will be capable of at least 9,600 bps and for a few dollars more—14,400 bps. Now a new standard is likely to double transmission rates.

The need for speed

Why there is such a need for speed, you may ask? For local phone calls, the speed difference is only a matter of convenience, but over long distance lines even the most expensive modems pay for themselves in a hurry.

For file transfer, an average 2,400 bps modem generates a transfer speed of about 220 bytes per second, whereas a v.32 bis/v.42 bis 14,400 bps modem can pump out 1,700 bytes per second. Even during off-peak calling times, downloading a megabyte of data long distance costs about \$9.30 and requires 77 minutes.

A 14,400 bps modem can do the same job in ten minutes and costs just \$1.20. Downloading just 30 megabytes of data (just five hours of use on a 14,400 bps modem) will pay for the difference in the purchase price between the two modems.

Now, the difference in price may seem more reasonable.

Enter V.FAST

For years technicians from phone companies and hardware designers from modem manufacturers have complained that limits in the capability of current phone lines have pushed transfer speeds past reasonable limits, but now a new standard promises 28,800 bps for about \$1,000.

At that price, such a modem would pay for itself versus a 14,400 bps modem in about 140 hours of use, versus a 2,400 bps modem in just two hours of downloading. Even better, prices will fall rapidly from \$1,000 to at most \$500 in the first 18 months after its introduction. Already US Robotics will offer a \$200 upgrade to its \$600 line of V.32 bis modems which will bring the modem up to the V.FAST standard.

This standard does differ from past ones in at least one important way. Its capabilities surpass the capacity of most existing phone lines. Using a complex diagnostic scheme, V.FAST modems will test lines constantly while linked, adjust-

ing on-the-fly to changing line quality conditions. On a perfect line 3,400 bytes per second is possible, but most of the time this speed may be reduced by an average of 25%.

Digital Communications

There is hope for full performance. Currently digital communications networks are being established by phone companies. This upgrade will improve line quality dramatically. The fewer switches and digital/analog conversions that are necessary to complete a call, the faster the transmission speed will be.

Over the next few years, residential customers will have the option to upgrade their phone lines to digital by roughly doubling their monthly phone bill. All analog devices hooked up to the phone line will have to be replaced, however. This includes all existing FAX machines, phones, modems, answering machines, and so on. In return, customers will get the equivalent of two phone lines, full-motion video capability, and possibly such services as on-line movie rental.

V.LAST

All these things may seem futuristic. V.FAST is now being called "V.LAST" because it may be the final stop before digital communicating modems replace analog types. Wherever things end up, faster transmission speeds are in your future and it is definitely time to sell your 2,400 bps modem and upgrade to a 14,400 bps device.



Photo by Dave Meehan

Modems like this one are already outdated, but face another challenge to their market dominance by an all new super-fast standard.

Affordable color presentation technology combines two products

→ **Software Review:** NTSC and Powerpoint combine to add presentation power to IBM PCs.

By Joe Cambron
Data Technology Editor

Want to make the most unbelievable presentation possible? All you need is a couple of commonly available products. These two products are Microsoft's Powerpoint software and a product called an NTSC converter.

NTSC Power

With an NTSC converter, a PC owner may place a monitor image

on a television screen. From there it may be videotaped and played back on any VCR. So what, you may say? This means you can have color presentations.

If you have tried to get color overheads printed lately, then you know they can cost as much as \$20. For the cost of ten, an NTSC converter can be purchased.

Limitations

However, NTSCs cannot take advantage of Super VGA resolutions. Televisions only have about 400 lines of resolution, so displaying anything above standard VGA is out of the question. With the quality of standard television, Super VGA

would be unnecessary anyway.

Prottek Videomaster

The Prottek Videomaster, though not at the technological top of the heap is inexpensive and easy to install. Priced at about \$175, this product does not require a card slot. Instead, it links into your monitor cable. Using simple software, a key combination will switch between television and monitor mode easily.

This product is lacking in several areas. It cannot display readable images both on the computer monitor and on the television simultaneously. It does not work reliably with high resolution modes. Finally, it is prone to interference from multi-

sync monitors unless they are switched off.

Still, for less than \$200, the product is still a good value when compared to \$500 internal expansion boards.

Microsoft Powerpoint

When coupled with Powerpoint, an NTSC card can make powerful presentations. Powerpoint for Windows allows users to combine images, color schemes, text, and templates to make professional quality overheads and slide shows.

Such presentation capabilities as fills, shading, shadowing and outlining are all available. Patterns are available for backgrounds or an

image may imported as a background. A uniform background may be applied to your entire presentation to establish a uniform appearance.

Easy Color

Its color overhead capability is useful, but printing good color overheads is at best expensive, if you can even find a print shop capable of accepting Powerpoint files. Using a laser printer, tiles can be printed for each color of a slide. Theoretically, these tiles can be converted to one color overheads and overlaid on top of one another to create a full color slide. This process is both expensive and hard to get done.

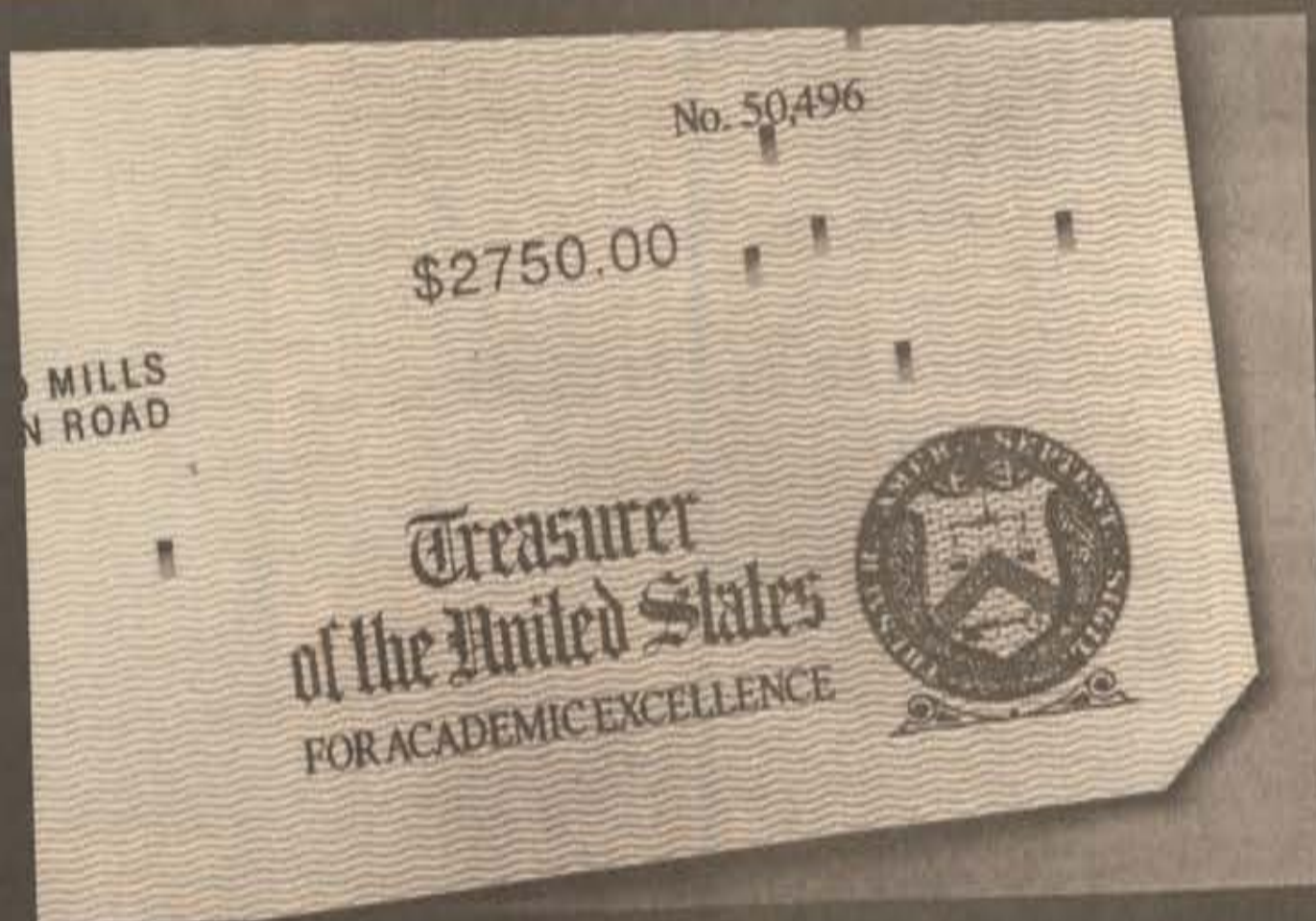
With Powerpoint's slide show feature, slides can be arranged to play one after another in sequence with a variety of transition options. Using an NTSC, these slideshows can be captured to videotape.

Conclusion

The result is a highly impressive video presentation that can easily have sound added as well. Television quality is not the best, but using enhanced Super VHS formats, the quality can be improved dramatically.

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R.E.M. takes up original acoustic style

By Boyd Kelly
Diversion Editor



Photo courtesy of Warner Bros.

Mike Mills, Peter Buck, Michael Stipe and Bill Berry of R.E.M.

"The Sidewinder Sleeps Tonite," takes off on the theme from the original song "The Lion Sleeps Tonight." It just had a little bit of R.E.M. spicing thrown into it. "Man On The Moon" and "Nightswimming," are two great songs that tackle each other towards the end of side two. It is important to point out that the orchestration on the album was arranged by ex-Zepplin John Paul Jones. The strings have been creeping into R.E.M. songs for a while now and are almost as surreal as their typical mandolin sound. "Find The River" is the last song on side two and sort of makes the book end effect of countering "Drive."

Naturally we couldn't have any R.E.M. and avoid politics. "Ignorland" takes the political tone

for the whole album.

"Everybody Hurts" is a nice piece. It takes on the very down to Earth style of R.E.M. and the way they feel.

"Star Me Kitten" is difficult to explain but it stands to reason, because their titles and songs have always not quite matched.

Remember that each song was written for an individual feel and not as a complete album.

Needless to say the whole album does fit together extremely well with surprising symmetry. It is soothing and calm and seems to be over almost as soon as it starts. When you get done with it, there is a kind of yearning to hear some of the songs again, yet you would rather listen to the whole thing again.

Will you like it?
Automatic!

Coppola's *Dracula* brings horror genre of '20s and '30s back to silver screen

By Boyd Kelly
Diversion Editor

"The power of the vampire is that people do not believe he exists," says Dr. Abraham Van Helsing who, for those of you not up with your *Dracula*, is our savior of sorts.

In an advance screening, five members of the *Avion* staff saw *Dracula* presented as it was intended to be, the way Stoker wrote it.

Well, that is the opinion of Francis Ford Coppola and James V. Hart, who wrote the screenplay for *Bram Stoker's Dracula* opening Friday.

They have taken Bram Stoker's original story and followed it very closely and put together a movie that is more like Stoker's book than any other that has ever been done.

Another interesting fact is that Coppola used effects that were fostered in the '20s and '30s when Bela Lugosi was playing *Dracula*. There are effects using smoke, mirrors and trap doors instead of the more conventional "blue screen" and computer animation.

Hart's screenplay opens in 1462, when the Romanian prince Vlad *Dracula* saves his country from the Turks but loses his great love, and swears an unholy oath to avenge her. Four centuries later, a young Englishman, Jonathan Harker, visits the Transylvanian castle of an old count—and the classic tale unfolds.

Bram Stoker's Dracula stars Gary Oldman as *Dracula*, Winona Ryder as Mina Murray, Anthony Hopkins as Professor Van Helsing, Keanu Reeves as Jonathan Harker, Sadie Frost as Lucy Westenra, Bill



Scenes like this one depicting Vlad the Impaler dining among his victims bring historical background to *Dracula*.

Campbell as Quincey Morris and Tom Waits as Renfield.

The star-studded cast is an asset to the movie and in Coppola-style, is basically hand picked.

The sets are wonderfully gothic and follow Stoker's descriptions almost identically. The costumes, designed by Eiko Ishioka, are wonderful and fit Coppola's declaration that "The costumes will be the set."

The cinematography is excellent and the color is wonderfully vivid, complete with undertones.

If you like the basic theory that *Dracula* really is a "true love" story, then you will probably enjoy this movie as much as I did. If you liked Stoker's original book, likewise. If, for some reason, you think that *Dracula* should be done like *The Lost Boys*, then you will be out of luck.

Go out and give yourself a triskadeophobic treat this Friday and see *Dracula* and I'll be back next week to give you a little more history and tell you about the books.

CLARKE'S CORNER:

Passenger 57 is stranded at gate

By George Clarke
Diversion Movie Critic

In the world of Wesley Snipes, while men can't jump—and in his new film, they can't hijack a plane worth a darn, either.

Everybody's favorite celluloid roundball hustler, fresh from *White Men Can't Jump* and *Jungle Fever*, is back in the new flick *Passenger 57*. It's a kind of *Die Hard* at thirty-thousand feet. Is it as good as it looks? You'll find out in a second. First, listen to my lengthy plot summary.

Snipes plays a retired airline security agent named Jack Cutter. Why is he retired? Because his girlfriend was killed in a convenience store robbery while back. You see, she was at the register, he was in the potato chip aisle, and the thug was in between. Bad guy grabs girl, good guy pulls gun, bad guy grabs gun and points it at girl, good guy hesitates, bad guy blows good guy's girl's brains all over the magazine rack. Happens all the time. This really bothered Cutter, so he quit his job. Now he just stays in his apartment with the lights off and works out on his *SoloFlex*. All day.

Anyway, Cutter's friend Sly (an airline executive and old co-worker) convinces him to come back to work, partly because airline terrorism is supposedly on the rise, planes are blowing up, innocent civilians are dying, and Cutter is the best man for the job—but I think mostly because Cutter needs a source of income to finance his purchases of *Mega-Mass 2000* and

Flex-Fire weight-training aids.

Immediately upon re-entering the airline security business, Cutter is called to Los Angeles to deliver a dissertation to executives on the state of international terrorism (and, I suppose, its relationship to Rich Gisparic, world champion body builder). But guess who's on the flight to L.A.? No, not Gisparic. Charles Rain, that's who—the most infamous, the most vile, the most wretched of all the airline terrorist guys. He's on his way to Los Angeles for a trial; he is being escorted by some FBI guys.

During the flight, he gets loose—with the aid of several of his Bad Guy friends. Cutter is caught with his pants down—he's in the bathroom when the terrorists take over—so he has to use his cunning to somehow get these guys. The action takes place almost entirely on an L-1011.

The script is pretty lame. It's full of those old clichés we've come to expect in films of this type—for instance, the good guy has a ghostly problem from his past that he has to overcome (Cutter's screw-up at the 7-11); every word that falls out of Rain's mouth has been uttered by every manic-depressive psychotic insane crazy fruit nut that ever appeared on film. And the story itself seems to have been lifted straight from *Die Hard*. Can you get away with something like that? The FBI guys who escort Rain on the plane must be pretty dumb too. I could spot the terrorist stowaways from miles away. Every one of them has that European look, with

those shifty, evil eyes and hair so slicked back, it looked as if they used 30-weight oil for mousse. Plus, whenever they walk by, sinister music would play. That's a dead giveaway.

If you're wondering how one man can avoid getting cornered in an airplane (after all, it's just a big bus with wings—I mean, where can you go?), the writers of *Passenger 57* have gotten around that problem, too. Snipes crawls into these magic doors which apparently yield access to any part of the plane he wishes to go. I was surprised not to see his head pop out of the ladies room toilet ("Sorry ma'am, wrong turn...nice tattoo.")

But I can't sit here and slam on the picture that much. It was cute. Snipes has some good one-liners, and the action is pretty good at times. There are a few minor characters that are almost endearing, like the Louisiana sheriff and the little old lady who manages to convince everyone on the plane that Cutter is actually Arsenio Hall in disguise.

Yeah, the terrorist in the jet-black suit—who suffers the inevitable fall from the plane at thirty-thousand feet—looks humorously similar to Mary Poppins as he tumbles kicking and screaming to his death, but it sure is fun to watch him drop. Taken at face value, *Passenger 57* isn't totally stupid. It's just mostly stupid. It's a good matinee; see it with someone you love.

See it with Rich Gisparic.

Young At Heart appeals to the kid in all of us, no matter how old you are

By Boyd Kelly
Diversion Editor

If you are a pops fan, or just enjoy children's music or really liked children's music while you were growing up, then this one is for you. Erich Kunzel and the Cincinnati Pops Orchestra have released a new album called *Young At Heart*.

The disk runs over an hour and contains some of the greatest childhood memories from just about all of our lives, from the Muppets to Charlie Brown to Mother Goose.

The album starts off with "Sing (Sing A Song) I Believe in Music" followed by "I won't Grow Up" from Peter Pan. The chorus is provided by the Cincinnati School for Creative & Performing Arts.

"I'd Like To Teach The World To Sing" comes next and is an excellent bridge into the "Medley of Famous Cartoon Themes." These start off with the Looney Tunes Theme and includes the themes from *Mighty Mouse*, *Felix the Cat*, *Popeye*, *Casper the Friendly Ghost*, *Rocky and Bullwinkle*, *Magilla Gorilla*, *The Flintstones*, *Yogi Bear*, *Woody Woodpecker*, *The Jetsons* and *The Simpsons*, not to mention some wacky sound effects.

"The Doggie in the Window" and the "A-B-C Song" comes next.

From *The Land Before Time* we get "If We Hold On Together."

This is followed by one of the most famous songs from Charlie Brown history. "Linus and Lucy" is an excerpt from *A Charlie Brown Christmas*.

The "Mother Goose Medley" takes us back to the likes of "Itsy

Bitsy Spider," "Humpty Dumpty" and "Mary Had a Little Lamb" to name a few.

The next three were Muppet songs and a big hit in the office. We have "The Muppet Shoe Theme," "Movin' Right Along" and "The Rainbow Connection."

"People in Your Neighborhood" from *Sesame Street* adds to the Muppet influences and is sung by Bob McGrath.

"Young At Heart," the title track,

finishes up the album and is sung by *Night Court* favorite Mel Torme.

This is a great album for the kid in you and a wonderful testimony to the great and short time we all spent as children.

This is an album that will continue on into generations of children. The songs we learned as children will always stay with us.

Besides, how many of you could forget Kermit sitting in a swamp and singing "Rainbow Connection?"



Erich Kunzel and the Cincinnati Pops Orchestra take us back to the songs that made growing up fun.

AC/DC releases first live recording in 14 years

By Boyd Kelly
Diversion Editor

AC/DC have been at it a lot longer than I had realized. *AC/DC Live* is their fifteenth release and encompasses their 1990-1991 world tour that covered twenty-one countries and one hundred and fifty-three shows.

Many of you who have been listening to the radio are already familiar with the first live cut that has been on the Top-ten lists, "Highway To Hell."

The rest of the album is just as good and is also a nice compilation of their great hits.

Side one is more of the newer stuff while side two takes you back to the older stuff and what you would expect to hear in an encore type environment.

The tape kicks into it with the power hit "Thunderstruck," which

was the first release of their 7 million plus selling *The Razors Edge*.

With a full blown Angus stomp, we jump into "Shoot To Thrill," ever popular "Back In Black" and *Maximum Overdrive* favorite "Who Made Who."

Next we blast into "Heatseeker," "The Jack" and "Moneytalks."

Side two is my personal favorite; just because it is straight forward AC/DC.

The all too familiar chiming of church bells brings in "Hell's Bells" followed by "Dirty Deeds Done Dirt Cheap," "Whole Lotta Rosie," "You Shook Me All Night Long," "Highway To Hell" and "T.N.T."

Naturally the last song on the album and the epitome of encores is "For Those About To Rock (We Salute You)."

From the mid-70s they have been rocking the world and this is the short version. Grab it.

Megadeth and Suicidal Tendencies storm Lakeland

By Boyd Kelly
Diversion Editor

Vic Rattlehead was well represented on November 1st at the Lakeland Civic Center for the Suicidal Tendencies and Megadeth concert.

I was late and missed Suicidal but was just in time as Megadeth came out on stage, but first a few words about the venue.

One of the first things I noticed about the Lakeland Civic Center was that parking was free. The second thing I noticed was that there was a huge area roped off on the floor for handicapped people. This was a really cool addition. Third, and most noted by fans, was the large cups of water they handed out at the front wall for all the hot fans. Many of these fans had been at Lollapalooza his year where they barely threw enough water on you to get wet.

Well, like I said, I didn't get to see Suicidal Tendencies because I was late. I was late because I got off a plane from Chicago at 6 and into a car and headed for Lakeland on the other side of the state.

I didn't see them, but I know they put on quite a show because the crowd was really fired up. If you have spent a lot of time in the pits at shows then you know whether or not an act has been good. Of course, the whole floor was a pit because it was general admission.

Megadeth was firing up their act as we walked through the doors and we were greeted to the all-to-familiar sound of music Megadeth style.

They played a good mix of songs from *Rust In Peace*, *Peace Sells... But Who's Buying*, and *Countdown To Extinction*.

The crowd was most riled up by newer songs like "Symphony Of Destruction," "Foreclosure Of A



Photo by David Jody

Marty Friedman plays at lightning speed.

Dream" and "Sweating Bullets."

Other favorites of the night included "Hanger 18" and "Peace Sells..."

The biggest treat of the night was the second encore where they played

"Anarchy U.K." by The Sex Pistols.

This left the young MTV crowd a little lost but was a big pleaser for those of us who are well and truly familiar with the rebellious sound of Sid Vicious and Johnny Rotten.

Calvin and Hobbes

by Bill Waterson



Outland by Berkeley Breathed



Far Side

by Gary Larson



Mother Goose and Grim by Mike Peters

by Mike Peters



Aerospace Society

By Joshua Mussaf
Club Historian

Congratulations to the new officers of the Embry-Riddle Aerospace Society for the 1993 calendar year. They are:

President: Stephanie Perkins
Vice President: Ronald Hess
Treasurer: Alicia Coulombe
Secretary: Eric Sorton
Historian: Joshua Mussaf
Tonight we will be hosting a guest speaker from Lockheed Space Operations Company. Dr. John Williams will speak on the role of Lockheed in space shuttle operations at the Kennedy Space Center. Tonight's meeting will be at 7:00



By Boyd Kelly
Writing for my #1 Proq

Don't worry, everything will be back to normal now that I'm back and the articles will flow smoothly once more.

Everyone apparently had a good time at the Halloween party while I was out of town and there are some pictures floating around if you missed it too.

A good number of shirts are left if

p.m. in room E-611.

Next week we will host an Embry-Riddle graduate who currently works at Gulfstream Aerospace.

In two weeks, on November 25, we will be having our final meeting of the semester and we will be giving out awards for our points-for-prizes accumulated throughout the fall semester.

For those of you who will be here for Thanksgiving, our outgoing president, Brian, will be hosting a Thanksgiving gathering, with turkey, stuffing, and all the trimmings cooked by our illustrious new president.

And finally, those beautiful club T-shirts are still available for only \$6.00.

you or your friends didn't get one, see Dan Turner.

Nobody could have foreseen the rain this weekend, but I still don't understand why we couldn't sell our Bratwurst! Oh well, thanks to Morrison's we should be able to get rid of them.

I think that formal will go extremely well this weekend. Catch up with Travis if you have any questions or comments.

Save your extra money for the trip. It should be fun.

Senior Class Council

By Dave DeFossey
Communications

Well seniors, here it is... ONLY FIFTEEN (15) MORE CLASS DAYS UNTIL the unemployment, uh... Graduation line. Now is the time to grab the horse by the... reins and zoom into the final weeks.

The Senior Class Council is working diligently to get everything ready for the big party! T-Shirts are on the way for sale and the spirit is building!

There is the car wash still planned for this Saturday. There are also three more tentatively scheduled as well. Be on the look out! We need as much help as possible so pull off a

successful fundraising bid.

Homecoming was hopefully a success. The senior class did partake in selling soft drinks (soda, not pop!) in order to raise some more money for future events.

A discount hotel/motel guide is in final production and copies should be mailed soon.

Various hotels and motels as well as restaurants and attractions offer discounts to Riddle students and guests during the graduation weekend.

The next meeting of the Senior Class Council will be on Tuesday, at 8 pm in the old career center room in the U.C. All are welcome to attend!

See ya there!

Semper Fi Society

By Daron Hool
Member

Daytona Beach, Fla. The first annual Inter-Service Field Meet of Embry-Riddle, held on October 31, was won by the Semper Fi Society. Outstanding Marines!

For those of you who missed the beating that the Semper Fi Society handed to the other services here on campus, here is a brief run down of the way it went.

After the first five events, the Semper Fi Society was out in front of Army ROTC by four points.

The club then began to stagger in the volleyball competition and Chariot race, somehow allowing Army ROTC to close in on the once untouchable lead. This, however, was not to stand.

The final event of the day was the Tug of War. The event where the men are separated from the boys.

This event would decide the winner of the whole day's events as well. Although the Naval Aviation Club, and Air Force ROTC gave it their best shot throughout the day, they would not be a factor in the deciding event of the competition.

It was now a question of which organization had the raw strength,

AHP

By Jason Piper
Historian

This week has been an outstanding one for the brothers of Alpha Eta Rho. A number of alumni brothers were in town for Homecoming '92.

Scott Roper, graduate of the class of '87, is currently based in Atlanta with Delta. Scott is a Flight Engineer on 727's.

Joe Elm, who is a graduate of the class of '85, is currently employed with American Eagle. Joe is based in Chicago and flying ATR-42's.

Pat Aversa, a December '87 graduate, is a DC-8 captain for Arrow Air out of Miami.

Tom Starkey, also a graduate of the class of '87, is based in Michigan and flying Dash 8's for Mesaba.

All of the brothers that got to spend time with the guys learned a lot from them. After a few minutes

courage and determination to win this field meet... The answer was not Army ROTC. The Marines pulled their way to an easy victory and took home the trophy.

This reporter would like to thank all those in charge of their detachments and clubs who rallied their men and women to make the Field Meet a success:

Army ROTC - Hilton J. Nunez, Air Force ROTC - Bridgette Smith, Naval Aviation Club - Eric Heizer and a special "OOH-RAH" goes out to Cleve McFarlane, from the Semper Fi Society, who for the most part, put this whole thing together and ran the show.

The warriors who participated in the days events for the Semper Fi Society are:

Erin Martin, Eric Hurley, Mark Larson, Mike Brunnschweiler, Charles Bell, Ben Buerke, Doug McPadden, Reinaldo Morillo, Jame Denny, Mark Bosley, Julio Drake, Dave Shultis, Tyson Kennedy, Cleve McFarlane, Ron Brand, Frank Rodriguez, Steve Stormant, Chris Dever, Nick Marciano, Woodster Woodward, Frank Farmakis, John Moore, Sean Long, Mike Redd, Angel Alvarez, Martin Stastney and Darren Hool.

talking with them you can't help but be green with envy. It just shows what a determined Rho brother can accomplish. We're looking forward to seeing you all at ritual.

The Beta Nu pledge class threw an excellent party for the brothers. We spent the night cruising the Halifax on a huge boat. Everyone had a blast, even the people hanging over the side of the boat. We survived the night with no personal damage and minimal damage to the boat.

A big congratulations to the pledge class for their excellent planning and creativity. Regretfully, the alumni didn't make it to the dock on time to catch the second tour. I guess even though they are alumni, they still run on the same "rho time" schedule. They got held up at the alumni dinner.

Remember pledges: ritual is approaching fast, don't procrastinate.

Air Force R.O.T.C.

By Nicole L. Malloy
Public Affairs Officer

The cadets of Embry-Riddle Aeronautical University's Air Force ROTC Detachment 157 received a rare privilege Tuesday night, October 27th.

Retired General James R. McCarthy, president of the local Air Force Association Chapter, attended and spoke at an Arnold Air Society meeting. The meeting, normally closed to nonmembers, was opened to the entire cadet corps so that all could be challenged by General McCarthy's words.

During his twenty-eight years in the Air Force, General McCarthy served in various Command and Staff assignments.

In addition to a tour in the Air Staff, he also served in the Joint Chiefs of Staff. He flew over seven thousand hours in bomber, fighter, and transport aircraft during his Air Force career.

During his four and a half years in Southeast Asia, General McCarthy flew over twelve hundred combat missions.

In December 1972 he was awarded the Air Force Cross, the nations second highest award for valor, for leading the largest bombing raids in history against heavily defended targets in the Hanoi area. These raids were responsible for freeing our prisoners of war.

In addition to the Air Force Cross, General McCarthy was awarded the Distinguished Service Medal with one oak leaf cluster, the Legion of Merit with one oak leaf cluster, the Distinguished Flying Cross with one oak leaf cluster, the Air Medal with twenty two oak leaf clusters, the Bronze Star, the Vietnam Service Medal, with eight battle stars, the Republic of Vietnam Cross of Gallantry, and the Vietnamese Air Service Medal.

After hearing about General McCarthy's accomplishments, the cadets were listening intently to what he had to say.

General McCarthy told the cadets about the history of Air Commandos in Vietnam. They were the behind the lines fighters supplied by Air Operations. He was specifically talking about Project Jungle Jim, which was to transport supplies to the

took place in the 1960s. He shared some amazing details of what those pilots went through in order to get their planes on and off the ground.

The commandos had to land on an extremely narrow airstrip. The pilots had only one foot of pavement, extending past their landing gear on either side of the aircraft. Normal runways extend at least twenty yards past the wing tips on either side of the largest aircraft using that runway.

Not only did the pilots have to land on an almost nonexistent runway, they also had to deal with the expansive forests surrounding the runway. On each end of the runway, there was a wall of one hundred and fifty foot trees. This meant that the landing pattern had to start high, with a quick dive, and level out right before touchdown.

Taking off was just as difficult. The pilots had to keep the aircraft perfectly straight while taxiing, so they would not go off the side of the runway. They then had to get the aircraft off the ground quickly, or face a solid wall of rubber trees.

What made this situation even more dangerous was the incessant fog. In order to land while the airstrip was hidden in the fog, one pilot would fly above another who was on final approach. The pilot above had a better view of the runway because he could see straight down, while the landing pilot could only see straight ahead. After the first pilot was safely guided to the ground, the other pilot had nobody to fly above him to guide him in. In order for the last pilot to land, the pilot on the ground had to listen for the landing pilot's engines and direct him by saying "left" or "right".

Few people have the courage and motivation it takes to accomplish this type of warrior mission. General McCarthy is one such man. His warrior spirit and dedication to the service of our country are evident in his life even after retirement.

The cadets walked away wanting to strive for excellence and to see their own warrior spirit and motivation show through.

We can find that same courage and dedication within ourselves. There is a warrior inside each and every one of us.

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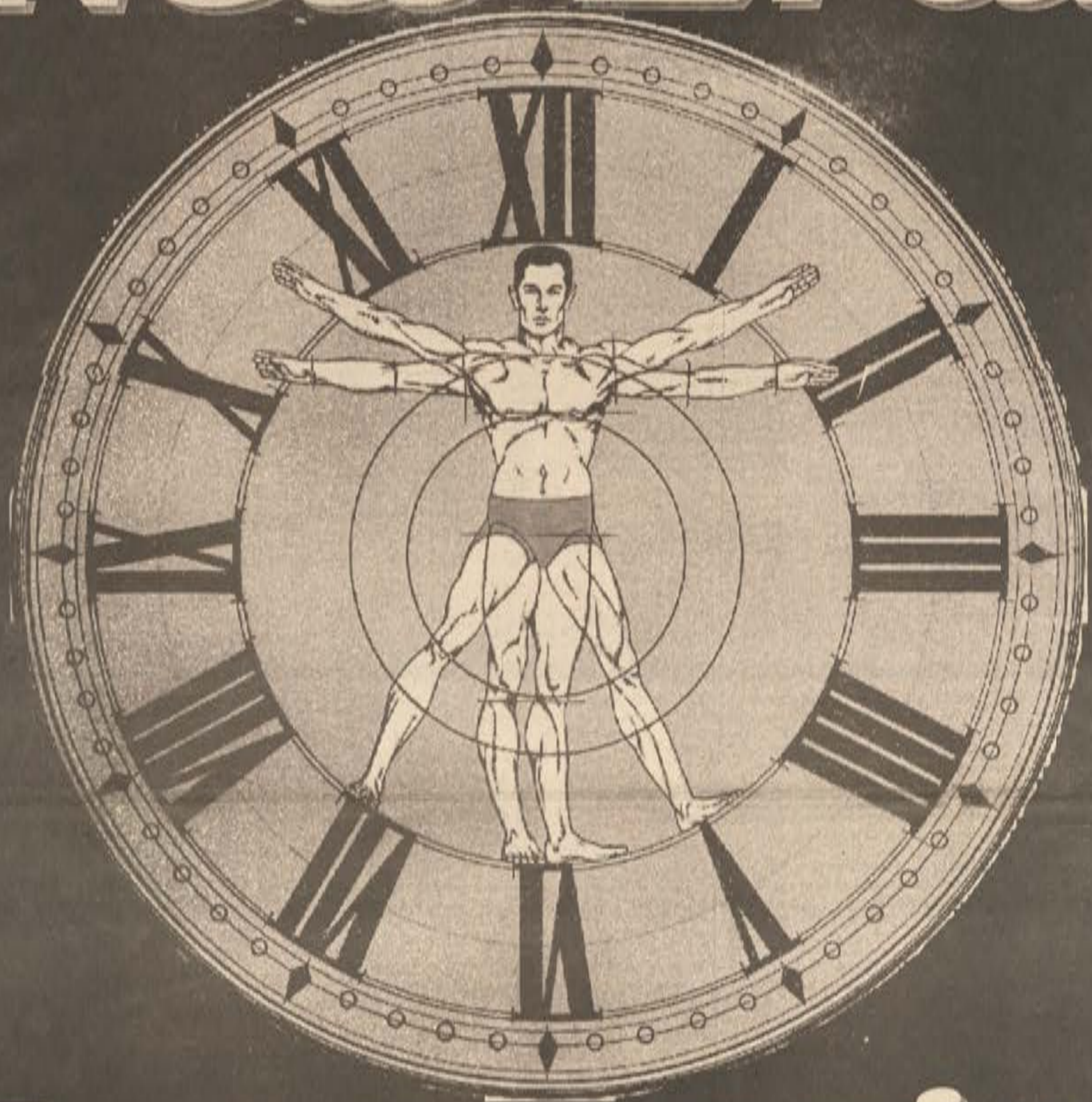
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