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Embry-Riddle Aeronautical University

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THE AVION

An award-winning newspaper by students for students

Volume 76, Issue 2

May 26, 1993

Instructor honored for saving lives, plane

By Bill De Brauwler
Managing Editor

Flight instructor Pete Balestrieri was given a Certificate of Recognition by University President Steven Sliwa Friday, honoring his performance during an emergency landing the week before without causing injury or damage to the aircraft.

Balestrieri's feat started when the engine of the Mooney M20J, N194ER, he was flying malfunctioned while flying the base leg for an approach to runway 25R, here at Daytona Beach International Airport.

Flying at around 500 feet, Balestrieri was faced with landing the airplane on a busy street, the railroad tracks or on the fairways of the Daytona Beach Golf Course.

So, with what many called remarkable skill, Balestrieri touched down on the fifth fairway and came to rest on the sixth fairway.

Apparently, there was mixed reaction amongst the golfers about their interrupted golf game. Many congratulated Balestrieri, while others were angered about the airplane's intrusion.

According to Balestrieri, one of the golfers demanded his license number, so he could be reported to the Federal Aviation Administration (FAA).

Balestrieri was concluding an FA 300 Commercial Certificate dual flight with two students - Jake Benson, and Richard Kirk - when the engine would not respond to throttle inputs. Balestrieri and Benson were at the controls when they pulled the power to idle to slow the airplane down, according to Balestrieri. When the throttle was later advanced, the engine would not power up.

The aircraft was towed back to the Jet Center at 4 a.m. the next day down Beville Road and Clyde Morris Boulevard.

The FAA, which were initially notified, have turned the investiga-

tion of the incident over to the University, according to Chuck Moren, the flight department's director of flight training.

According to Jet Center mechanics, the airplane started up when they went to inspect it at the golf course. The decision to tow the airplane back instead of bringing it back under its own power was done for safety reasons, said Moren.

Although mechanics have not found any problems with the airplane so far, they are inspecting it and the engine "with a fine tooth comb," said Moren.

Parts of the engine have been sent to the University's FAA certified repair station for testing. Roger Sonneckfeld, who works at the repair station, said that the aircraft's engine has been replaced with a spare. This is common practice to prevent excessive down time when an aircraft's engine is being overhauled.

However, Moren said that the Mooney had not been cleared for flight status yet.

In the meantime, the University is praising Balestrieri for his actions. "We are very pleased with the performance of our flight instructor... he did an excellent job in getting the aircraft safely on the ground," said Sliwa.

Balestrieri seems to take a more modest approach to what happened that day. "You don't have time to be scared. You do or die," he said.

Balestrieri first came to Embry-Riddle as a student, while his wife worked here as a school nurse. He then joined the Navy where he flew CH-46s and Bell Jet Rangers for seven years.

He then worked as a regional representative for Ford Motor Company, a job that required much traveling. He also had his own business, but that failed as a result of the Gulf War.

He has been a flight instructor here at Embry-Riddle for two years and teaches mostly the FA 417 Certified Flight Instructor course.



Caution! Low flying aircraft

A Jet Center tug prepares to tow N194ER, a Mooney M20J (above), back to the airport, after it made an emergency landing at the Daytona Beach Golf Course. The five mile trip took almost an hour to complete, and was led by a procession of Daytona Beach police and Campus Safety vehicles. To avoid heavy traffic, the move was made at four o'clock in the morning. Pete Balestrieri (center in picture on right) is being congratulated by University president Steven Sliwa, as Robert Rockett, Dean of Students, looks on.



photos by KJ Foxman and Bill De Brauwler

Tragic start turns hopeful for abandoned baby girl

By Bob Davison
Campus News Editor

Last week, an infant baby girl, only hours old, was apparently abandoned in front of the mailbox room here at Embry-Riddle, according to Daytona Police.

The baby was found on the 15th at around 10:30 p.m. by Wilma Mitchell, a bulk carrier for the *New York Times* and the *Wall Street Journal*.

Mitchell told the *News Journal* that she was clearing the newspaper racks when she heard noises from a blanket lying in front of the mailbox room.

She said that the baby was obviously newborn, because the umbilical cord and the placenta were still attached.

According to police public information officer Al Tolley, the baby was wrapped in a pastel blanket and was only an hour old when found.

The baby girl appeared to be in fairly good condition when she was brought to Halifax Medical Center, according to Tammi Mayfield, the Halifax Medical Center public relations supervisor.

"The baby was in remarkably good health when it arrived," said Mayfield.

Although the baby is officially listed as baby Jane Doe, the maternity staff for the

hospital have nicknamed the baby girl, Allison Ann.

Two days later, Allison Ann had gotten so much attention from the press, that a possible disastrous beginning may have turned into something hopeful for the young child.

Early this week, Mary Derr, Program Administrator for the Department of Health and Rehabilitative Services (HRS), said that over 300 inquiries from individuals from across Florida, Georgia, and numerous other states had called her office to inquire about how to adopt baby Allison Ann.

Allison Ann stayed in the hospital for approximately six days and was released last Friday to HRS in excellent health.

Temporary custody of the child currently rests with HRS until a court disposition can be held to determine exactly what will happen to her.

According to police, if the mother is found, she could be charged with abandonment, child abuse, or child neglect, or a combination of the three charges, all of which are felonies.

HRS has programs to help any expecting mother who fears raising an infant is too much. You can contact the HRS at, 1-800-962-2873.



A newspaper delivery woman found the one hour old baby in front of the mailbox room.

Some adoptable kids can't find permanent homes

Associated Press

While baby Allison Ann's plight has peeked the interests of many want-to-be parents, many children are not so lucky in finding a permanent home.

There are roughly 450,000 children in foster care in the United States at an annual cost to the nation of \$9.1 billion, while at the same time the number of would-be parents outnumber the healthy infants available for adoption by 20 to 1.

The system was designed so foster children would wind up with permanent homes, J.N. Blackwell wrote in an article in the current issue of *Town & Country*, but it doesn't work out that way.

Often, for reasons ranging from abandonment to abuse, the state assumes care of a child. The youngster is referred to a public agency and placed in a foster home. After

18 months, federal law requires that a "permanent plan" be set up for the child, at which point the birth parents' rights are legally terminated.

That is the theory, but in practice most public agencies are reeling under annual caseloads that have more than doubled since 1986, now totaling some 700,000 nationwide.

Frequently these agencies do not notify the state when the time comes for a permanent plan - and states are lax about enforcing the time limit. Often a normal, healthy child can become a so-called special-needs child merely by growing older, or by suffering the kinds of damage that a series of foster-care placements can inflict.

Attempts at reform - or even at reaching a clear picture of the situation - have been hampered by the fact that, since 1975, the U.S. government has kept no accurate

see Foster Care, page 6

Inside this week:

Aeronautica	6
Campus News	3
Classifieds	8
Comics	7
Opinions	2
Space Technology	5



Lockheed SR-71 finds new home at NASA as a high altitude science research platform.

see Space Technology, page 5

News in brief..

Career Center offers seminars

The Career Center is offering Job Search Seminars during both summer sessions. The seminars will cover networking, cold calling, informational interviews, dressing for success, job cards and other job search techniques and strategies. They are also offering classes in resume writing which are already available. Contact the Career Center at x6054 for more information.

Movie of the Week

Touch 'n Go Productions will be showing *School Ties* tomorrow, a

gripping drama about a young college student who is accepted by his fellow classmates and friends until they find out that he is Jewish.

Attention Graduating Seniors

August graduating seniors (Summer A or B) must have a graduation application and correct mailing address on file in the Records and Registration Office (2nd floor of the UC) in order to evaluate you for degree completion and for ordering a diploma with your name spelled correctly. The deadline to apply is June 11. For more info., call x6345.



Embry-Riddle places second in SAE Aero Design competition with their Eagle IV aircraft.

see Campus News, page 4

THE AVION
Embry-Riddle Aeronautical University

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Newspaper

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EXACTLY WHAT YOU WANT TO READ



Staff Commentary:

Gays in military: another look



Jason Simon
Senior Staff

In the last issue (May 12, 1993) of the Avion, Scott Augustus wrote an editorial entitled "Is this issue really necessary?" This piece discussed why openly gay and lesbian people should be in the military. I must now rebut this editorial and explain why openly gay people should not be in the military. After witnessing the gay rights parade on C-Span, I lost the majority of the respect that I had for the gay community. The 300,000 or so people who participated displayed an attitude that should not be tolerated in public. If these people, who dressed in drag or dressed in nothing at all and made fun of the very people who were supposed to be their saviors (i.e. a woman screaming into a microphone on the main stage about having Hillary Clinton being

in office; "Finally a President we can F#@!" she said. If you want more examples, find someone with a tape) are displaying the attitude that they will display in the real world or in the military; then we as the American majority should forget everything that they want. Back to gays in the military: Mr. Augustus stated that "it is tough to understand why the homosexuals in the military' debate drew as much of Clinton's (or anybody else's attention) as it did." Well, the answer, in Mr. Clinton's case, is money, cash, greenbacks, dead presidents. Need I say more? Yes. Many in the homosexual community donated a great amount of green to Clinton's campaign. The gays in the military would be a "payback" much like the blocked "Jobs Bill" which was actually pork (i.e. paybacks for support).

As far as anyone else paying attention: well, when you start telling military people, and their families, plus everyday people that gays are going to be in your military, you are going to attract much attention. Mr. Augustus stated that we in America were making a "mountain out of a molehill." Well, I do not consider the possible loss of combat effectiveness a molehill. Let me explain. The overall purpose of the nation's defense forces is to protect America and American ideals around the world. This is done through several ways. One is deterrence. A small country would not want to attack us because they know our military would crush them. Another way is combat. When we fought in the Gulf, our goal was to kill more people and break more things than the opposing Iraqi army. This would free Kuwait. This is what happened. We lost more of our people in training in the Gulf than we did in the actual war! While it is true that gays do fine in the workplace, like K-Mart, people who work at K-Mart do not have to sleep in the same bed with the gay K-Mart representative. On a ship at sea, straight personnel would sleep in the same beds, and use the same communal showers, toilets and

other facilities as the gay recruits. This cannot be tolerated. Now, when I hear on the Rush Limbaugh show that over 70 percent of our enlisted personnel (note: majority rollings are supposed to run this country) oppose openly gay people in the military, then they should not be allowed in. When top military officials testify in congress that they oppose gays since it would reduce teamwork, group cohesiveness and combat readiness, they should not be allowed in! Anything that reduces our combat effectiveness, our ability to kill and break things, should be avoided at all costs. Call it a breach of national security.

No openly gay people in my military (and it is my military just like it is yours). The military is for our protection, not for testing the social barometer of our nation. If gays want to serve, they can do so by lying on the application and by not telling anyone about their preference. They have been doing it for years. That is how the process should be now and in the future.

when you buy something. You are never quite sure how much something is going to cost. Why not use the system used by other western countries and figure in the tax into the price of the product? That way, with some rounding up and down, we can sell products at prices in increments of five cents. Then the consumer will not have to figure out how much extra the item will cost.

I am sure that by reading this editorial, you can tell I am not an economist, and that the solution I proposed may or may not work. But there has to be a way to fade out that penny. I am tired of spending all afternoon putting the pennies I saved in those coin wrappers and come up with a grandiose total of six dollars and 48 cents. By the way, next time you go to the gas station, pump in exactly one gallon of gas, go to the cashier and demand your 0.1 cents change.

The way we buy things will obviously have to change. The U.S. is the only country I know of (and I have lived and been in many countries) that adds the tax to the price

Letters to the Editor:

Faculty only

A military voice

If you have recently been over to the ASSL building since the completion of the new parking lot, you will understand what I am about to write.

At first I thought it was a cruel joke, but when I realized that the student parking lot turned into Faculty Only, I flipped out! Why on earth would this happen?

Since I began attending this school two years ago, parking has always been a problem (that is, if you didn't want to walk far). As an Aeronautical Science major, most of my classes are located "across the street."

When construction on the new parking lot was going on, problems began, and safety decided to start writing tickets to those who just sat there waiting for a space to open up. I agree with the no standing rule, but the issuance of tickets is a little extreme.

So instead of waiting, a lot of students started to park in the faculty lot at the front of the building. This means there had to be parking spots for them to park there.

This also means there should be no reason why the faculty need all that room for parking. There are plenty of spots for them in the front.

On the first day I realized that I couldn't park there, I saw a total of five cars parked in the "new" faculty lot, and there were about 20 empty spots in the "old" lot.

I'll agree that I am lazy, but I don't really mind walking the extra 500 feet.

It is just the fact that it isn't necessary to have that whole other lot for just the faculty.

If the safety department (or whoever is in charge) decides to leave the parking as it is, at least wait until the fall semester starts when it might be necessary.

Geoffrey Garrett
Box 7589

As part of a political America, I will tell you why I make a mountain out of a mole hill in regard to homosexuals in the military, you clueless boy.

I do not knock the ability of the homosexual. It is the psychological effect gays have on the military as a whole. In terms you may be able to understand: The United States Armed Forces are cohesive fighting units.

There must be trust, confidence, and camaraderie in all personnel. This will not happen with even one known homosexual in any given military unit. Our military is not K-Mart, and how uninformed you must be to compare the two.

And what sort of statement is "passing a bill to forbid homosexuals to be in the military won't kill anybody?" Hello, McFly... heard of gay bashing?

Well, it is not a term used for those who call homosexuals names. True, it is wrong, but it happens more every day. I won't even get into the possibilities for disaster on a battlefield.

Wake up! Maybe you should spend 10 weeks in boot camp to discover first hand why we cannot allow homosexuals into the military. Heck, who knows? You may even grow up a little.

Name withheld by request

Spaced out at ERAU

Why is it that the visitor's parking space in front of Spruance Hall still looks like a handicap space? I have been accosted by several people who feel that the space is still reserved for handicapped people. It would be greatly appreciated if the University would allocate some paint for this space. It would make everyone feel much better.

Name withheld by request

Pennies: who needs them, anyway?



Bill De Brauwer
Managing Editor

Tucked away in the corner of my desk at home, amongst books, magazines, notes and bills, sits a mason jar.

Everyday, after I come home, I empty my pockets of its change and dump them in the jar.

A quick look at my jar, however, reveals that most of my coinage has a copper tint to it. You see, it ends up being a jar filled with mostly pennies. Quarters, dimes and nickles are long gone to do laundry or to buy a newspaper or soda.

A search through my pockets also reveal that, most of the time, the majority of my change consists of pennies.

The infamous penny. Has its time come?

The coin that bears the portrait of arguably one of the most influential presidents of this country (before you reach in your pocket to look, it's Lincoln) may have seen its better days.

I think its time to put the penny out to better pastures. What does a penny buy you these days? Absolutely nothing.

All they seem to do is fill my pockets (or in my case, my mason jar) and the pile keeps growing.

Is it really necessary to have a penny?

Will it put a restaurant under if I pay \$4.95 for a meal instead of \$4.96? Don't you hate it when you have to break a bill when you are one cent short when buying something? You give the cashier a pleading look like "come on, its only one penny. You don't expect me to give you a crisp dollar bill because I'm

one penny short, so you can give me a whole bunch of pennies in change."

You see, it is a vicious circle that never seems to end.

Last year, the government made 9 billion pennies or \$90 million worth of what is probably one of the world's most useless coins. By the way, it costs 0.8 cents to make a penny.

The last time the government did a survey on the number of pennies in circulation (the lovely lady at the U.S. treasury department had no idea when this survey was taken), they came up with a grand total of 129 billion portraits of Abe. A couple billion are probably in my mason jar.

What is the solution?

The way we buy things will obviously have to change. The U.S. is the only country I know of (and I have lived and been in many countries) that adds the tax to the price

Student Forum

The Avion Asks: If you could change one thing on campus, what would it be?



Jamie Duchow
Aeronautical Science



Kurt Keyes
Aeronautical Science



Tom Smyth
Aviation Business



Matt Brato
Aeronautical Science



Shawn Burke
Aeronautical Science



Andrew St. Hilaire
Aeronautical Science

Photos by David Gass

"I would change the 'Riddle run-around' - having to go all the way around campus to get something done."

"The inter-campus transfer process leaves a lot to be desired... and, they should have a pub on campus."

"The dorms... over here, they look like a mental hospital."

"More women. That's it."

"Beer facilities, and a bigger campus."

"I would... get WERU live on AM780 for Fall '93, operating from the empty room in Morrison's."

Eagle IV aircraft wins second place in SAE competition

By Bob Davison

Campus News Editor

The Society of Automotive Engineers (SAE) every year since 1986 holds an international competition to see just who has the right stuff and Embry-Riddle was there.

This year was the largest turn out of competitors from all over the world to compete in the 1993 SAE International Radio Controlled Cargo Competition at Wichita State University, Wichita, Kansas. Delegates from the U.S., Canada, and countries in Europe came to participate.

The Aero Design competition gives the students of engineering opportunities to apply the knowledge that was learned in a class room and use that knowledge on a real, practical level.

The Aero Design competition was designed to provide a challenging and educational project by taking an idea of an aircraft through all the stages of manufacturing and then to flight.

There are two competitions in which all of the competitors are required to compete in. The first, the flight competition, which will determine which aircraft can lift the heaviest payload.

The second part is the design competition, which will allow the contestants to present their designs and also demonstrate the accuracy of their calculations in the predictions of maximum payload that the aircraft will lift.

In the flight competition, each plane is required to carry a minimum weight of eight pounds and go from there. Weight is added in quarter pound increments in the cargo area of the aircraft until a maximum weight is achieved for the specific aircraft.

Each pilot has five minutes to take-off, within a 200 feet runway, make a 360 degree turn and land within the same 200 feet runway.

Pilots are allowed to go past the ending of the runway on landing as long as the plane does not bounce. If the aircraft does inadvertently bounce past the runway ending, the judges apply a penalty to the team.

The original design of the aircraft are presented during the Design competition and are not allowed to be altered during any part of the competition. However, if damage occurs during competition, repairs are allowed but the plane must finish with its original parts.

Embry-Riddle had four teams this year

that qualified for the competition, with even President Sliwa present to lend support for the University.

Among those present for Riddle were Design Team Members: Dan Abel, Todd Lee, Sean McInerney, Richard Orobitg, Adrian Palamarchuk, Raul Rosario, Javier Velez, Craig Winter, and Faculty Advisor, Dr. Ernest Jones.

Dan Abel and his team built the aircraft models called Eagle III-B and Eagle IV, which by the time the competition was over, the Eagle IV had won second place.

Also representing Embry-Riddle were the teams of Dr. Jose Rodriguez, who built the model aircraft called the Albatros and the team of Mr. Walker, who built the aircraft called Carbon Aire.

The Eagle team experienced a major setback on Saturday's competition when on coming in on short final, they lost control of the Eagle IV and crashed.

Although some teams may have given up at this point with the aircraft completely destroyed, not Embry-Riddle. The entire Eagle team worked straight through the night on Saturday to have the Eagle IV aircraft ready for Sunday's competition.

Even though the Eagle IV had already won second place by Sunday's competition, the teams resilience was now turned to winning first place.

As fate would have it, the Eagle IV team experienced a similar incident on Sunday to win the Most Spectacular Crash Award. The newly repaired aircraft took flight flawlessly, then made the required banking, and again was on short final.



Photo courtesy of Ernest Jones

The Embry-Riddle team took second and fifth in this year's SAE Aero Design competition. From left to right: Adrian Palamarchuk, Javier Velez, Richard Orobitg, Dan Abel, Craig Winter, Raul Rosario, Ernest Jones - faculty advisor, Sean McInerney.

The crowd was cheering the team on. Everyone knew this would be the winning flight, when suddenly, only seconds away from touch down, the Eagle IV sheared a wing spar and plummeted into the ground. This crash was so spectacular that the judges for the competition awarded the team Most Spectacular Crash.

The Aero Design competition was designed to provide a challenging and educational project

Scribner, Trustee Emeritus to address students

By Kerwin McKenzie

Copy Editor

On June 1, Captain Kimball J. Scribner, aviator and member of the board of trustees will speak in A109 at 7:00 p.m. This presentation is being done in conjunction with the Graduate Students Association (GSA).

Captain Scribner retired in 1977 at the age of sixty from Pan American World Airways (PanAm) as a Master and Chief Pilot. Scribner flew with PanAm as a captain for 35 years until his retirement as a Boeing 747 captain. He has accumulated over 27,000 hours of flying time with PanAm alone.

As a consultant for Bendix Avionics Division in Fort Lauderdale, Fla. he produced a visual training program on Digital Radar for the U. S. government and the avi-

ation industry.

In 1969 he was elected to the Board of Trustees of Embry-Riddle. In the same year, Embry-Riddle conferred a Honorary Doctor of Aeronautical Science on him.

He was the first Chairman of the Board of Daytona Beach Aviation, Inc., an Embry-Riddle-owned fixed base operation. Today he is Trustee Emeritus, and Chairman of the International Advisory Council.

He attended the University of Maryland from 1936 to 1939. He completed pilot, navigation, and aircraft training at PanAm's flight schools. In 1977, he was certified as a Nuclear Radiation Safety Officer at the University of Virginia.

At age 16 he soloed and performed his first parachute jump. In 1938 he invented and tested the first steerable parachute. In 1940, when Embry-Riddle was based in

Miami, he worked as an Advanced Ground School and Flight Instructor.

He flew the first Boeing 707 passenger flight from New York to Russia on July 7, 1968; the first 707 flight from New York to Johannesburg, South Africa on October 2, 1968; and the first 747 flight from New York to Paris on March 2, 1970.

Adventure in Aviation, is the title of his autobiography, published in 1990, it charts his aviation career. The book is illustrated with personal photos of his life, and a number of aviation firsts. Pictures from his last flight with PanAm are also included.

Please plan ahead to attend the speech on Tuesday, June 1, at 7:00 p.m. Do not miss out on this opportunity. It is a guarantee that you will come away with a wealth of important information which just may make a difference in your life.

Campus News briefs and notices

Student receives scholarship from Du Pont

Embry-Riddle's Tara Meikle, of Oakland, Ca., has received the annual scholarship sponsored by the Du Pont corporation.

For the very first time, an Embry-Riddle student has won this prestigious scholarship and a chance to do a work/study program in Wilmington, Delaware.

Meikle met all the award criteria as an undergraduate female in the aeronautical science program of at least junior standing with a minimum GPA of at least 2.7/4.0.

Brush fire stops traffic

On Friday of last week, traffic on Richard Petty Blvd.'s east-end was held due to a small brush fire.

At 3:40 p.m., Daytona Beach Fire Department asked for assistance from Embry-Riddle's Safety officers, who responded quickly.

Once on the scene, safety officers from Riddle blocked traffic on the east end of Richard Petty Blvd. until nearly 7 p.m.

The fire had apparently been caused due to the high temperatures and dry conditions in the wooded area.

Costly lesson

On May 18th a person was seen by the staff of the Embry-Riddle bookstore, behaving in a suspicious manner while inside the store, according to Campus Safety officials.

By the time campus safety officers arrived, the suspect was attempting to put a \$42 book back on the shelf. The suspect reportedly attempted to hide the book in his pants.

As the suspect is a student at Embry-Riddle, the case is now being reviewed by the University administration.

STUDENTS!

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Embry-Riddle loses one of its own students in accident

➔ A freshman Aeronautical Science Student was fatally injured when his car was struck by an oncoming train, while he was home for summer.

By David Gass
Editor in Chief

Two weeks ago, Embry-Riddle lost one of its own. Ryan Williams, a freshman Aeronautical Science student here at the Daytona Beach campus, passed away after being taken off life support following a tragic automobile accident with a train two days before.

Ryan had gone home to Elida, Ohio for the summer after finishing his first year at Embry-Riddle.

On May 12, Ryan was driving in

his car and approached an unregulated railroad crossing that had no lights or gates, according to Robert Rockett, University Dean of Students.

Rockett said that Williams was crossing the tracks when his car was hit on its right side by an oncoming train. The impact of the collision flipped the car several times, causing it to land on its back.

Ryan was found upside down in the car and 30 minutes later was taken to the local hospital in critical condition and put on a respirator, said Ruth Shaw, Williams' mother.

He had internal injuries including

a crushed chest as well as injuries to his brain. He never regained consciousness.

Two days later, Ryan was taken off life support and passed away a short time later, said Mrs. Shaw.

In the past, Ryan had told his mother if anything were to happen to him, he would have liked to donate his organs to those in need. Unfortunately, because of the medication he was given, that was not possible.

According to Rockett, the railroad crossing had a clear view to the left but a curve in the tracks hindered the view to the right. Mrs. Shaw said the

police told her Williams probably never saw the train coming.

Ryan was survived by his mother, Ruth Shaw, a registered nurse; his father, Stephen Shaw, a Circuit Court Judge; and his brother, Travis.

The funeral services were held on a beautiful sunny day of May 17 in Elida, Ohio. Before the service, Ryan's mother bought a helium balloon that said "Let's Party" to release at the funeral to honor his memory.

When Mrs. Shaw released the balloon to ascend to the heavens, it crossed the contrails caused by a jet flying overhead to form a holy cross in the sky. Mrs. Shaw said it was like a sign from above as if the jet was carrying him up to heaven.

Over 750 people came to the funeral including many of Williams' high school friends and fellow band members that he had played with for four years.

At the funeral, his mother placed an Embry-Riddle hat next to him that Ryan had bought before leaving

for the summer. Mrs. Shaw also had a portfolio of his life at the services.

There are plans for a memorial service for Williams here at Embry-Riddle in the Fall when his friends are back in school.

Ryan had gone home for the summer after receiving his pilot's license and had just gotten a job at Camelot Music.

He was very excited about returning to the school in the fall and moving off campus with some of his friends.

Mrs. Shaw said that she and her son were very close and he would never call her on the phone without saying he loved her.

Ryan loved to watch movies to relieve stress as well as listen to all types of music. He used to work at an automobile body shop and had a unique ability to fix things.

His mother said that his year at Embry-Riddle matured him and had been wonderful.

Ryan had touched many lives and



Ryan Williams

never had an enemy, according to Mrs. Shaw. She said he was always high on life and that he was a wonderful son.

According to Mrs. Shaw, Williams had told her shortly before the accident "that his first year at Embry-Riddle was his best and that he really loved Florida and the school."

"...his first year at Embry-Riddle was his best and he really loved Florida and the school."

- Ruth Shaw, Williams' mother

President speaks of new positions in the SGA

By Jeff Williams
Special to the Avion

The summer is here, and so are you. You're taking classes just like I am, so life as a full time college student goes on. It's a good thing that your SGA is here to help you get through the sweltering heat of summer (and those upper level engineering classes).

We have started the semester by increasing our representative board (SRB) from four members to nine. We began with David Hall, Engineering Technology; Gregory Meech, Aeronautical Science; and Avon Pan and Todd Hunt as Aviation Business and Management

representatives.

After the application and interview process, we added Jan Paladino and Darin Caudle as the two remaining Aeronautical Science representatives, Maurice Ragot as the remaining Engineering Technology representative, Kahoya Gibson as one of the Aerospace Engineering representatives and Raffi Patatian as the International Students' representative. Five positions will still be open for application in the Fall.

The Student Finance Board has added Rita Bona to the ranks as a member. She joins Steve Royer and Korosh Daryabeygi in deciding where and how the SGA monies should be distributed.

The three positions that remain open will be filled in the Fall by the application and interview process. My personal thanks go out to everyone that applied for both boards.

The Student Court has had their interviews for Associate Justices and those selected will be announced soon.

Although not everyone who applied was chosen for a board position, it is still possible to be involved in the SGA.

We are currently developing a program whereby any student who is interested in being active in the SGA, other than being a member of SFB, SRB, Avion, Phoenix or Touch 'n' Go, can still participate by sitting on a committee or by representing the students when elected Representatives cannot.

This program will be up and running very soon, so if you are interested, please stop by the SGA office in the Student Center for more details.

There are so many events and exciting things in the works for the Fall and Spring that we are going to

SGA notes

The Student Representative Board is open to all students and are invited to attend meetings every Tuesday at 4:00 p.m. in the Student Center Conference Room.

The Student Finance Board is open to all students and meets Mondays at 3:30 p.m. in the Student Activities Conference Room.

All students are encouraged to become involved with the SGA.

need the input from you, the student body, to decide what to do.

Watch for posted notices about how you can have a say in where your money is spent.

Remember, we are here for you and we do a lot for you. Stop by and let us tell you where your money goes, and what we plan on doing for you.

We are currently developing a program whereby any student who is interested in being active in the SGA ... can participate.

Rescue 911



The Safety Department has installed two of three Bollard style emergency telephones by the flight department and in the auxiliary parking lot. A third phone is to be installed in the AARC parking lot. The phones should be operational in the near future.

ATTENTION

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NASA uses SR-71A 'Blackbird' for research

By Mike Dienhart
Space Technology Editor

A former Air Force Reconnaissance aircraft has been modified by NASA to perform high-altitude astronomy studies at mach three.

NASA bought three SR-71A "Blackbirds" after the Air Force announced the retirement of its fleet.

Based at NASA's Ames-Dryden Flight Research Facility in Edwards, California the Blackbird made its first flight on March ninth.

In the plane's nose bay was an ultraviolet video camera that was used to study stars and comets.

A variety of instruments may be carried for future flights, including a fiber optics device and an ultraviolet spectrometer.

"This really is a case of turning swords into plowshares," said Jacklyn Green, Project Scientist for the SR-71 science research platform project. The project is based at NASA's Jet Propulsion Laboratory in Pasadena, California.

"We are taking what was once a spy plane and transforming it into a useful, cost-effective science platform," said Green. "This opens up a new ultraviolet window for research."

On the first mission the SR-71 climbed to just above 83,000 feet where scientists can observe stars and planets at ultraviolet wavelengths that are blocked to ground-based astronomers.

The SR-71 could also perform several other experiments now in the planning stage. One idea is to conduct infrared studies of the Aurora Borealis proposed by the University of California, Los Angeles Physics Department.

Another proposal is to use the Blackbird to do studies of the specific pollutants in the atmosphere. This would make it easier to determine what happens in the atmosphere and how pollution affects possible global warming.

"It's significant to the SR-71 program that the unique capabilities of the aircraft are being viewed as a platform for gathering data at high speeds and altitudes," said Dave Lux, SR-71

Project Manager at Dryden. "The SR-71 is the only aircraft that can meet their needs."

NASA's three Blackbirds also may serve as platforms for aeronautics studies in NASA's High-Speed Research Program.

"Boeing is investigating the possibility of using the SR-71 for testing ... and McDonnell Douglas is interested in conducting sonic boom studies," said Neil Matheny, Dryden

point of contact for the program.

The High Speed Research program is researching and developing technology for a future environmentally friendly, economically feasible high-speed civil transport. The program is a joint NASA-industry effort led by NASA's Langley Research Center in Hampton, Virginia.



NASA photo

NASA's SR-71A streaks into the twilight on the first night/science flight from the Dryden Flight Research Facility at Edwards AFB, Calif.

"We are taking what was once a spy plane and transforming it into a ... science platform."

- Project Scientist Jacklyn Green

Supercomputer assists aerospace research

NASA Press Release

NASA's Ames Research Center, Mountain View, Calif., has added a new computer to its Numerical Aerodynamic Simulation (NAS) supercomputer complex that will boost the computing power of the system by more than six times.

Researchers use the NAS computers by programming a proposed new aircraft design into the supercomputer. The computer then solves equations millions of times to replicate the "real" air flow around the proposed design.

"These advances in supercomputer aerodynamics are important because aerospace is the largest favorable contributor to the U.S. balance of trade - \$30 billion last year," said Victor L. Peterson, Ames' Deputy Director. "The

U.S. share of the world aerospace market has been declining, but machines like the C90 may help reverse this trend."

The NAS is a unique national facility linking approximately 1,400 industry, university, government, and NASA users via a high-speed, wide-area network known as AERONet.

The new Cray Y-MP C90 supercomputer, the world's fastest, is now in full operation after completing its acceptance tests. It routinely will perform more than six billion floating point operations per second (FLOPS), up from one billion FLOPS for the current NAS system. FLOPS is a measure of a computing system's speed in doing basic arithmetic operations.

The C90 is one of the newest "parallel processing" computers, which use many processors to work simultaneous-

ly on various parts of a problem. The C90 has processors and a memory capacity of 256 million words. An upgrade to one billion words of memory is scheduled for September. Cost of the system is \$48 million.

For 20 years, Ames has worked closely with supercomputer makers on advanced hardware and software to reach the hyper-speeds needed for aerodynamics simulation. Ames is NASA's leading center for supercomputer research. Its supercomputer systems and facilities are the most advanced in the aerospace field and among the best in the world.

According to Dr. F. Ron Baily, Ames' Director of Aerophysics, speeds for NASA's next large computer, to be acquired in three or four years, might well be around 50 billion FLOPS. Speeds could reach about a trillion

NASA commercializes inventions

By Mike Dienhart
Space Technology Editor

NASA announced on May 19th the kick-off of a new initiative to commercialize NASA inventions.

Top graduate students at Case Western Reserve University will work with NASA's Lewis Research Center and the Battelle Memorial Institute to come up with new product ideas and strategies.

Lewis Research Director Larry Ross said, "this important new program will put some of the best young minds in the area to work on finding new product ideas for some of our top scientists."

The precedent establishing project is known as the Strategic Technology Evaluation program. A dozen top graduate students at Case Western Reserve will work as a team to develop commercialization strategies for selected inventions developed at Lewis over the past several years.

Over the next eight weeks the students will examine more than 90 NASA patents. The inventions the students will be concentrating on will be in the materials, electrical and electronic, and mechanical areas. The students will be guided by an industrial advisory group comprised of leading industrialists, venture capitalists, patent attorneys and commercialization experts from throughout Ohio.

"This kind of government-university-industry cooperation has been critical to American economic competitiveness in the recent past," Douglas Olesen, President and CEO of the Battelle Memorial Institute, said.

The students have been chosen on the basis of both their academic work and work-related experience and will be supervised in their research by the faculty of the Weatherhead School of Management.

Students involved with the program will be compensated for their work and will have the option to receive academic credit as well.

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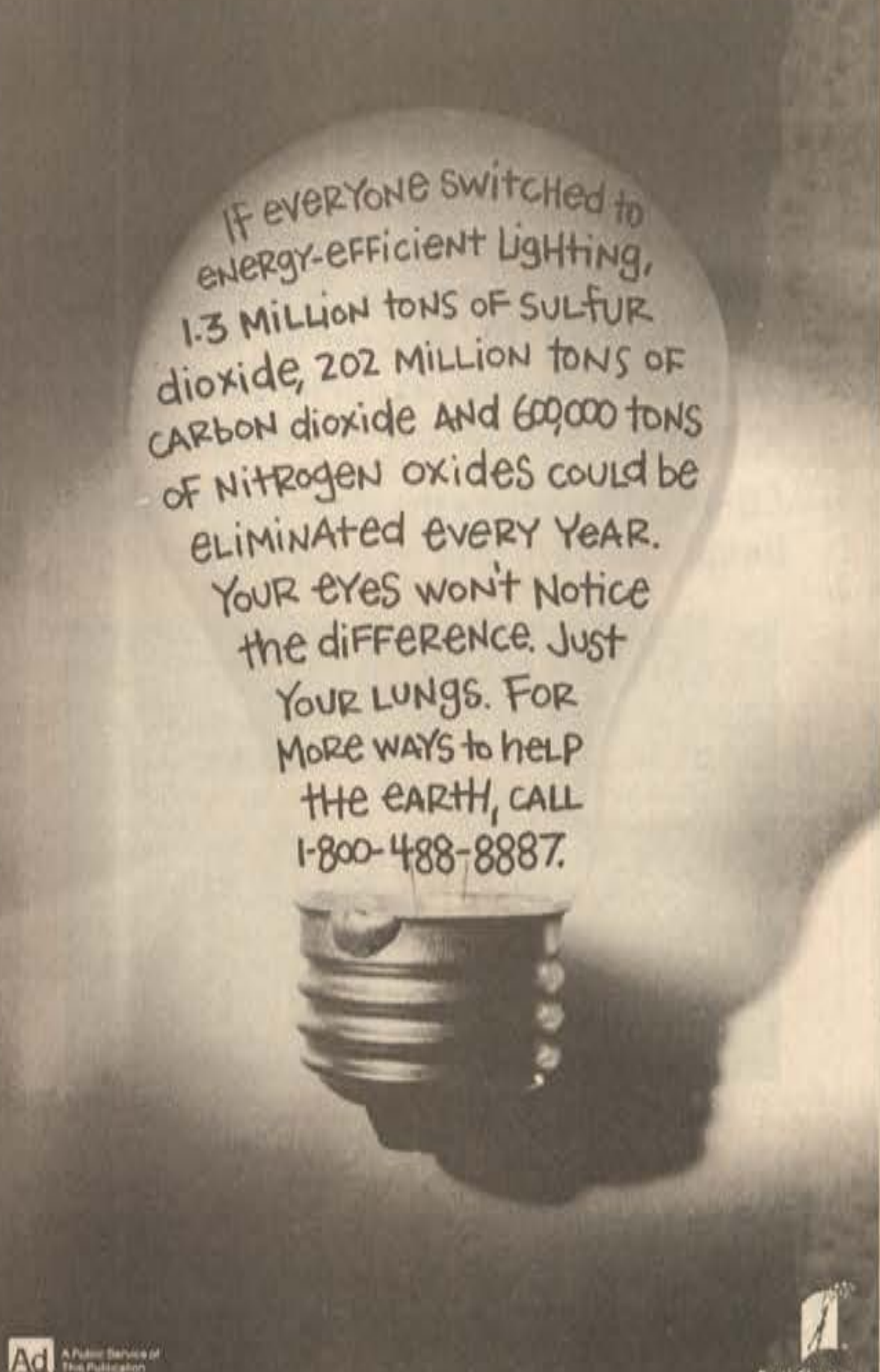
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Earth Share

Bud Blimp to make its first appearance at Oshkosh

EAA Press Release

The "Bud One Airship," a 194-foot blimp operated by Anheuser-Busch, Inc., will make its first appearance at the EAA Fly-In Convention, which will be held July 29-Aug. 4 at Wittman Regional Airport in Oshkosh, Wis.

Tentative plans call for the airship to arrive prior to the Fly-In's Opening Day and remain throughout Convention week. During its stay, the colorful blimp is expected to make daily flights in and around the Oshkosh area.

When not flying, it will be tethered adjacent to the Convention site at the EAA Air Adventure Museum's Pioneer Airport.

Known as the official flagship of Anheuser-Busch's Budweiser brand, the Bud One Airship began a nationwide aerial tour with its January 31st appearance at the Super Bowl football game in Pasadena, California.

"We are pleased the Bud One Airship will participate in this year's

Fly-In," said Convention Chairman Tom Poberezny. "The blimp represents one of the many special dimensions of the world of flight that can be experienced at EAA OSHKOSH. Aviation enthusiasts of all ages will enjoy the sight of this remarkable aircraft and its unique flying characteristics."

The Bud One Airship measures 194 feet from nose to tail, is 63 feet wide and stands 67 feet tall. More than 235,000 cubic feet of non-flammable helium are contained within two chambers (called "ballonets").

The ballonets, in turn, are covered by a non-rigid, polyurethane-coated polyester envelope.

A crew of 25, including pilots, ground support mechanics and line-men, operate the airship on its various voyages.

The pilot and co-pilot orchestrate each flight from an instrumental panel of advanced navigation and communications equipment. Pilots no longer use the rudder-and-wheel configuration of older airships.

Rather, they utilize a yoke, similar to those found in other aircraft.

The blimp has a passenger capacity of nine in addition to the pilot and co-pilot.

At the rear of the blimp, tail fins are attached to the envelope by guy wires.

The fins feature elevators and rudders that control the blimp's horizontal and vertical direction.

Power is provided by twin 204-horsepower, vectored thrust, Porsche 930 engines. Cruising speed is 38 m.p.h. with a maximum speed of 55 m.p.h.

The Bud One Airship has a maximum altitude of 10,000 feet, but normally cruises between 1,000 and 3,000 feet. It has a range of 230 miles.

The Bud One Airship was first flown in 1992 and is based in Orlando, Fla., when it is not touring North America.

The blimp will be used for aerial photography and video taping during the Convention, as well as a promotional tool.



The "Bud One" airship, owned by the Anheuser-Busch Company, will make its first appearance ever at the EAA Fly-In Convention at Oshkosh.

A new addition



The MD-90-30 is the first of a new family of jetliners by McDonnell Douglas that are being powered by International Aero Engines V2500 engines. Delivery of the MD-90-30 will begin in 1994 to Delta Airlines. In addition, an extended range MD-90-50 will be offered for delivery starting in 1995.

C-17 sets flights test record

McDonnell Douglas Press Release

U.S. Air Force/McDonnell Douglas C-17 Globemaster III transports set monthly records for flying hours and flight test missions during April, recording 38 missions and 158.8 flight test hours.

This eclipses the previous monthly flying hour mark by more than 17 hours. To date, the flight test fleet has flown 1,344 hours on 378 missions. The record April results were achieved by four test aircraft.

They are designated as T-1, P-1, P-2 and P-4. Two more test aircraft, P-3 and P-5, are undergoing ground tests at bases in Florida and Maryland.

Previously, the highest number of month-long cumulative flight test hours recorded was 140.9 hours during 35 missions flown in September 1992.

Second highest month for flight test hours was November 1992 with

130.7 hours on 37 missions.

This same number of missions that was flown in March 1993.

T-1, the first test aircraft, has begun Phase III of high angle-of-attack testing that includes stall warning evaluation.

P-1, on May 3, successfully completed the first heavy air drop by dropping a platform weighing 6,374 pounds from an altitude of 2,000 feet above the ground.

P-2 is continuing cruise performance evaluation and P-4 is being used to train Air Mobility Command pilots.

At the Patuxent River Naval Air Warfare Center, Maryland, P-5, the fifth production C-17, successfully completed electromagnetic radiation (EMR) tests on schedule in April.

Testing involved subjecting the aircraft to various radar frequencies to ensure that the Globemaster's systems operate properly.

No anomalies were discovered that would require any changes in

the C-17's avionic systems.

Currently, P-5 is being prepared for the start of lightning strike tests to begin in June.

Non-conductive platforms are being set up around the aircraft and equipment is being installed to simulate lightning by striking the aircraft with electrical charges that return to a generator to complete the circuit.

Meanwhile, in the climatic hangar at Eglin Air Force Base, Florida P-3 the third production C-17, has been subjected to blowing snow for four hours and is being cold-soaked at -40 degrees Fahrenheit for mission systems testing this week.

Heavy air drops were attempted and successfully completed.

Paratroop dummy drops and bundle drops simulating paratroop equipment were tested along with loaded platform drop.

The platform drop was from an altitude of 2,000 feet above the ground.

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Foster Care

(continued from page 1)

records of the number of adoptable or foster-care children.

Mary Beth Seader, vice president of the National Council for Adoption, a trade and adoption-advocacy group representing 143 private agencies, said that each year many babies - no one knows how many but probably thousands - are abandoned at birth in hospitals by mothers who leave false names and can't be traced.

"Instead of putting them in foster care for what may be years," she said, "let's wrestle them out of the system and allow adoption procedures to start after 30 days."

A federal law has been proposed, requiring states to declare appropriate infants abandoned, thus adoptable, after a 30-day period. But child-welfare experts question parts of the bill and a new version is in the works.

The issue of a child's age, so pivotal in this legislation, also surfaces in discussions of transracial adoption. When an increasing number of white families were adopting

African-American babies in the mid-1960s and early '70s, a group of organizations, including the National Association of Black Social Workers and the NAACP, said the adoption of black children by other-race parents threatened the loss of the children's heritage.

In 1975 these views were incorporated into most agencies' adoption procedures, which generally now hold that every effort must be made to keep a birth family together or to place a child with same-race parents. Only after all other avenues have been exhausted is transracial adoption considered.

On paper that seems reasonable, but in actuality it has meant potential adoptees end up lingering in foster care for years. In the mean time, the number of adoptable minority children continues to outstrip those of same-race adoptive parents.

"Listen carefully to the rhetoric of transracial adoption discussion," Joe Kroll, executive director of North American Council on Adoptable Children, has written. "Very seldom is the debate over who can or should adopt older waiting children with special needs."



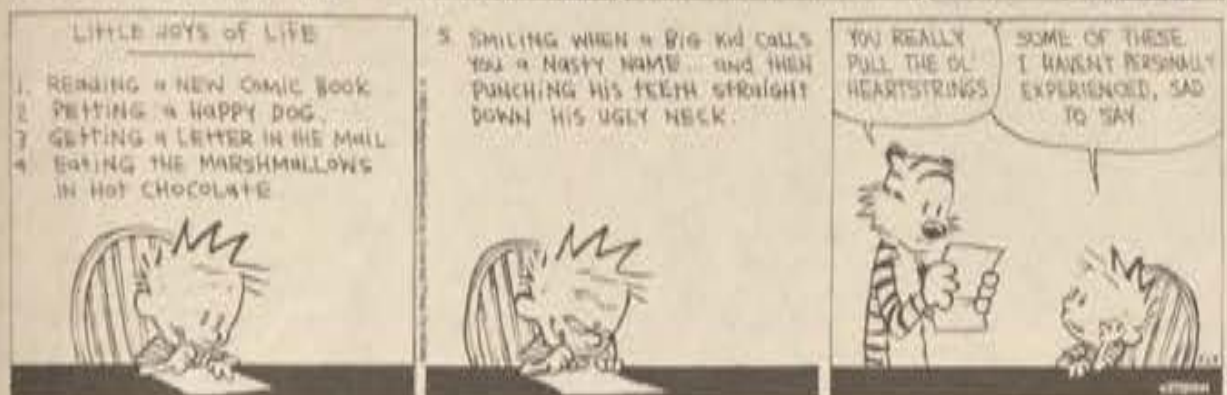
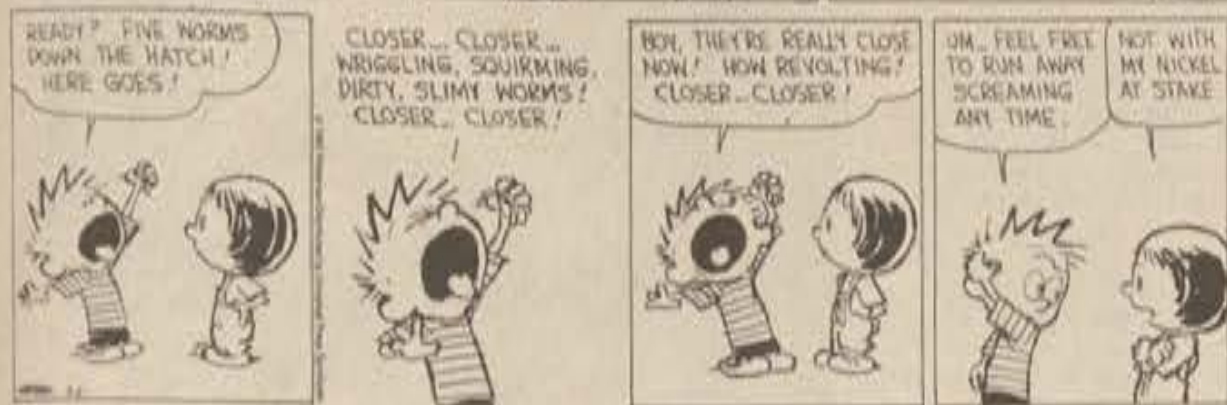
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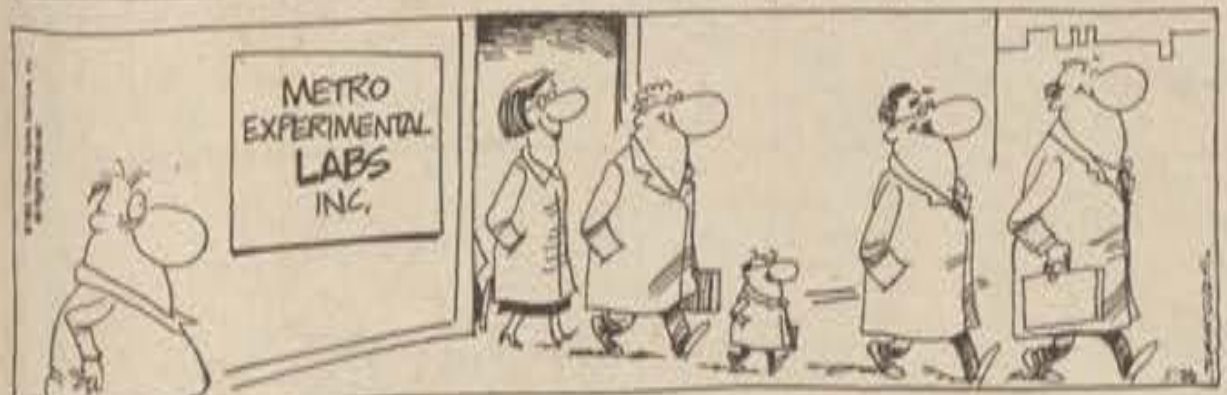
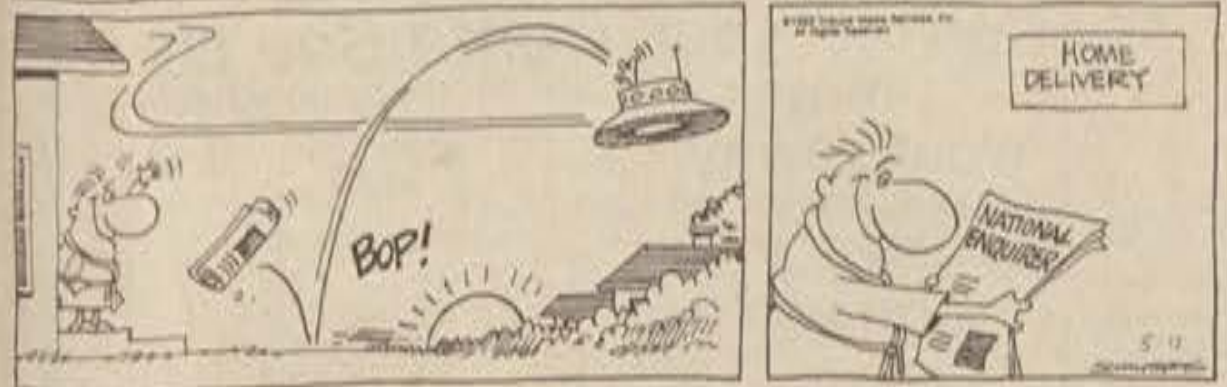
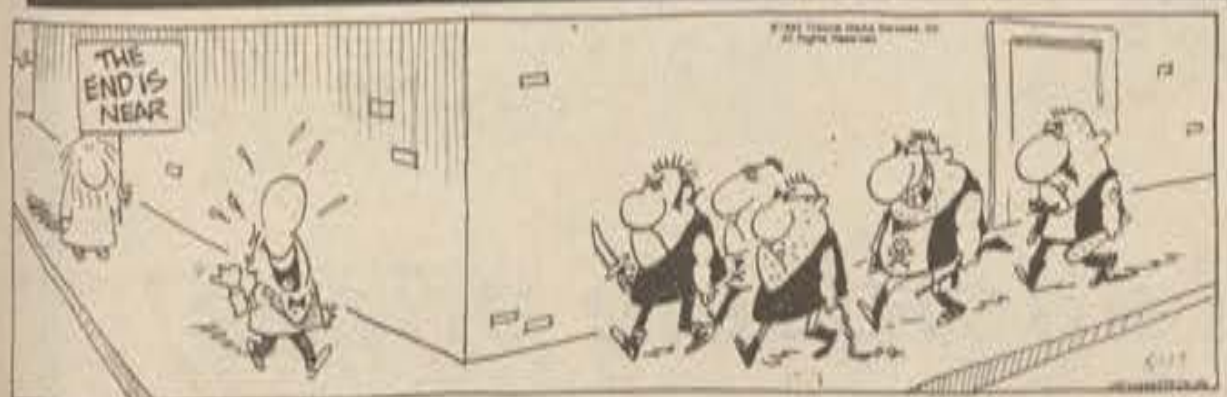
Calvin and Hobbes

by Bill Waterson



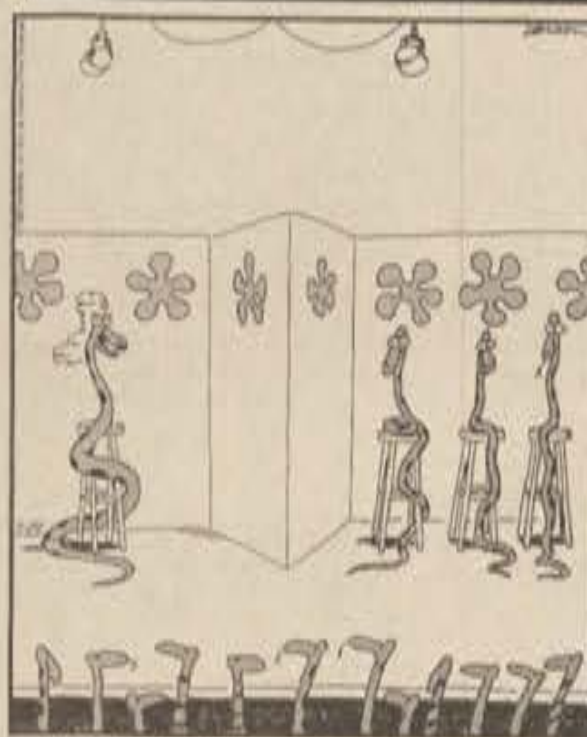
Bound and Gagged

by Dana Summers



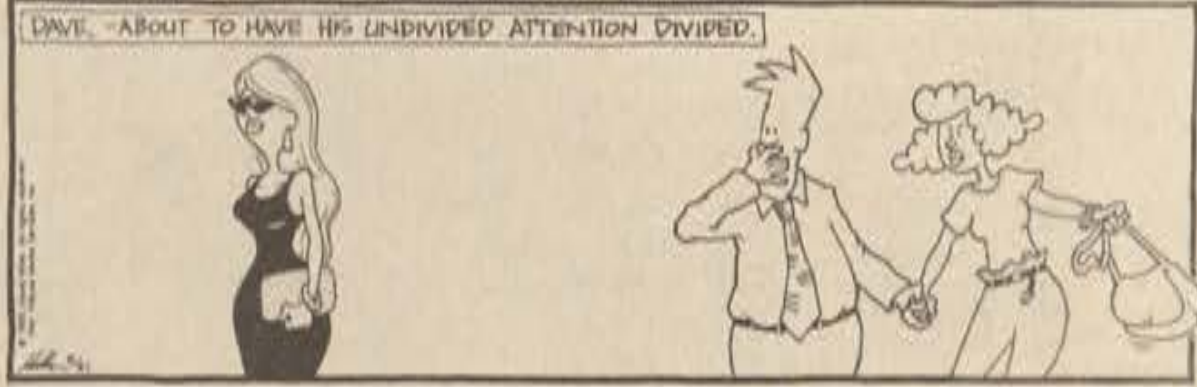
Far Side

by Gary Larson



Dave

by David Miller



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Room-mates needed to share 3 bedroom apartment. Only \$180/month + 1/3 utilities! Near Clyde Morris and Big Tree. Call Ed at 756-2999 now!

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Word Processor, Panasonic W1500, comes with all accessories & extras. 3.25 IFO \$200. Call James 788-8959.

For Sale: 12 speed touring bike "Schwinn LeTour". Front and rear quick release, 41/30 chrome only frame. Dial comp brakes & toe clips. Asking \$199. Call Charles 274-2722.

Twin size bed, ortho-pedic mattress, good condition. \$40obo, Livingroom chair \$15, Livingroom lamp \$10, Deluxe large coffee \$10. Call Mike @ 788-0751.

National CXC-O-LINE 1000 exercise bike \$60, Fancy rocking chair, \$55, Medium size dresser, \$25, Call Mike 788-0751.

→ Miscellaneous

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Scuba-Altonai is proud to announce the opening of Sea Dogs Dive Center at 1135 N. Dixie Hwy. in New Smyrna Beach. We specialize in local alive charters, Fly/Dive excursions, instruction & equipment sales/service. Call Nick 424-1644.

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JAY,
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KRYSZYNE

JOKE OF THE WEEK
(Overheard in Spruance Hall) Nevermind what his SAT scores are, how much does his parents make...

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16 days left

PUSSYCAT

The jungle is growing again. How did you like your birthday cake and present? Meow, Meow!

KITTY

AVION STAFF!

Did you guys notice that the stretch is no longer in the office? Wonder why? You know who I mean!

KEVIN

Once your girlfriend has left this weekend you can go ahead and sign up for some chess lessons. In fact, you can go ahead and bring Ben along.

Alton

KAISHUN

Stop being so miserable. You have had a chance to play with the Avion's new scanner, right? Hang in there, there is not too much more to go, then you can start over with Chris for next year.

Alton

I'm gonna jump on my bike and grab some tacos or something...Thanks!!!!

J.T.

More Bialy Spasport...you'll never find a more watched live of steam and villainy...we must be cautious!

Oh-Wan Kenobi

To What's left of Phoenix Staff
Alton, I has no responsibilities hear what ever. Photo. Just realized I'm clueless to what time management is. Also, sorry about 7...OH #5 @:1
Spartan

Prank phone calls are the subject of *The Jerky Boys*

By Joshua Mussaf

Production Editor

Much of what comprises *The Jerky Boys* album has been in subversive circles and on answering machines for a few years now, but this release makes it available on a commercial basis. This "material" consists of prank phone calls made to doctor's offices, auto mechanics, attorneys - basically anyone who can bear the brunt of a good joke.

The Jerky Boys are made up of Johnny B., who plays the voices of Frank Rizzo, the Flaming Model and Sol Rosenberg, and Kamal, who plays the voices of the Egyptian Magician, the Cab Driver, Home Wrecker and Sushi Chef.

Upon listening to *The Jerky Boys* series of candid calls, your initial thought might be, "Who are these guys?" According to Select Record label officials, no one is really certain. It is known that it took just one call to Select Record label President Fred Munao to get the group signed. It is believed that the call went something like this:

"Freddie, how many records do you want us to sell, babe?" said Jerky Boy Johnny B. in his demanding Frank Rizzo voice.

"Who is this and why are you calling me?" queried Munao.

"Listen up, fruitcake, we want to make a record of our candid calls and if you don't cooperate, I'm going to come down there and rap your head in with a ratchet!" stated Johnny. Thus was the introductory communication between the Jerky Boys and their label president.

The Jerky Boys album consists of 21 prank phone calls. The following is a brief "G" rated version of each of the tracks.

"True Tile Man" introduces Frank Rizzo who is fed up after buying kitchen tile and finding half of the tiles broken.

"Unemployed Painter" calls a newspaper ad looking for work, and finds a painter looking for a job himself.

"Laser Surgery" calls a doctors



The Jerky Boys made a prank phone call to Select Record label President Fred Munao in order to sell their material *The Jerky Boys*.

office complaining of hemorrhoids.

"Insulator Job" calls an office

looking for a job as an insulator.

"Egyptian Magician" calls for a

job as a magician who does interesting

acts that are "normal in Egypt."

"Sol's Glasses" introduces Sol

Rosenberg whose eyes are going

crazy after getting glasses.

"Car Salesman" calls an automot-

ive dealer asking "what he wants

him to sell?"

"Sushi Chef" calls a Japanese

restaurant claiming to cook sushi.

"The Home Wrecker" calls a

demolition expert who wants to get

even with his wife by destroying her

home.

"Auto Mechanic" calls wanting a

job as a mechanic after working for

years on race cars.

"Dental Malpractice" calls as a

dentist who had a very bad experi-

ence after going to the dentist.

"Hurt At Work" calls an attorney

because of an accident at work.

"Hot Rod Mover" calls a moving

company offering services as a driver. Jake claims experiences by driving a stolen truck from New Jersey into New York City.

"Firecracker Mishap" calls a doctors office after having an accident with a firecracker.

"Punitive Damages" calls another attorneys office wanting to sue a lawyer for punitive damages.

"Piano Tuner" calls a piano tuner who wants help when his dog gets stuck in a piano.

"Uncle Freddie" calls a plumber and winds up finding out that his uncle has died.

Other tracks include: "Super Across the Way," "The Gay Model," "Starter Motor Repair" and "Gay Hard Hat."

When ever you need a good laugh, just listen to a little of *The Jerky Boys* and you will be ready to hit the books again. One word of warning, *The Jerky Boys* has a Parental Advisory warning because of the explicit lyrics.

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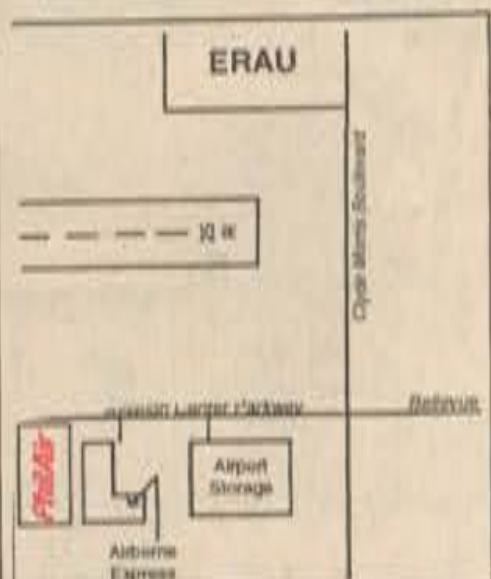
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