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Committee to study Prescott's future

By Bill De Brauwier

Managing Editor

The University's Board of Trustees has formed a special committee to study the future of the Prescott campus.

The Special Committee on the Prescott Campus was created at the Board's Executive Committee meeting held two weeks ago, following its recommendation by University President Steven Sliwa.

With this move, the Board of Trustees has taken it upon itself to find a solution to the financial problems that seem to plague the Prescott campus.

According to Sliwa, the Prescott campus has been unprofitable since it was opened 15 years ago. So far, funds generated from Daytona Beach and the University's Centers for Continuing Education have covered the losses created by Prescott.

The Board of Trustees had passed several resolutions during last April's Board meeting in Prescott, asking the University administration to study what should be done with the Prescott campus.

The Board's resolutions were passed to determine if the campus could be made profitable, and if that was not possible, to study the feasibility of closing it.

The administration had set up two task forces, one at the University's administrative headquarters here in Daytona Beach, and one in Prescott.

The two task forces were to submit their findings to a central task force, who would then present the information at the Executive Committee's meeting.

However, according to an Executive

Committee member, the Prescott task force had sent their findings directly to the Board of Trustees.

Prescott officials were apparently concerned that the findings of the administrative task force may not have been accurate and may have been biased.

Although the University administration represents both main campuses and all off-campus facilities, all of the members on its task force live in Daytona Beach, according to Jeff Williams, SGA president and Executive Committee member.

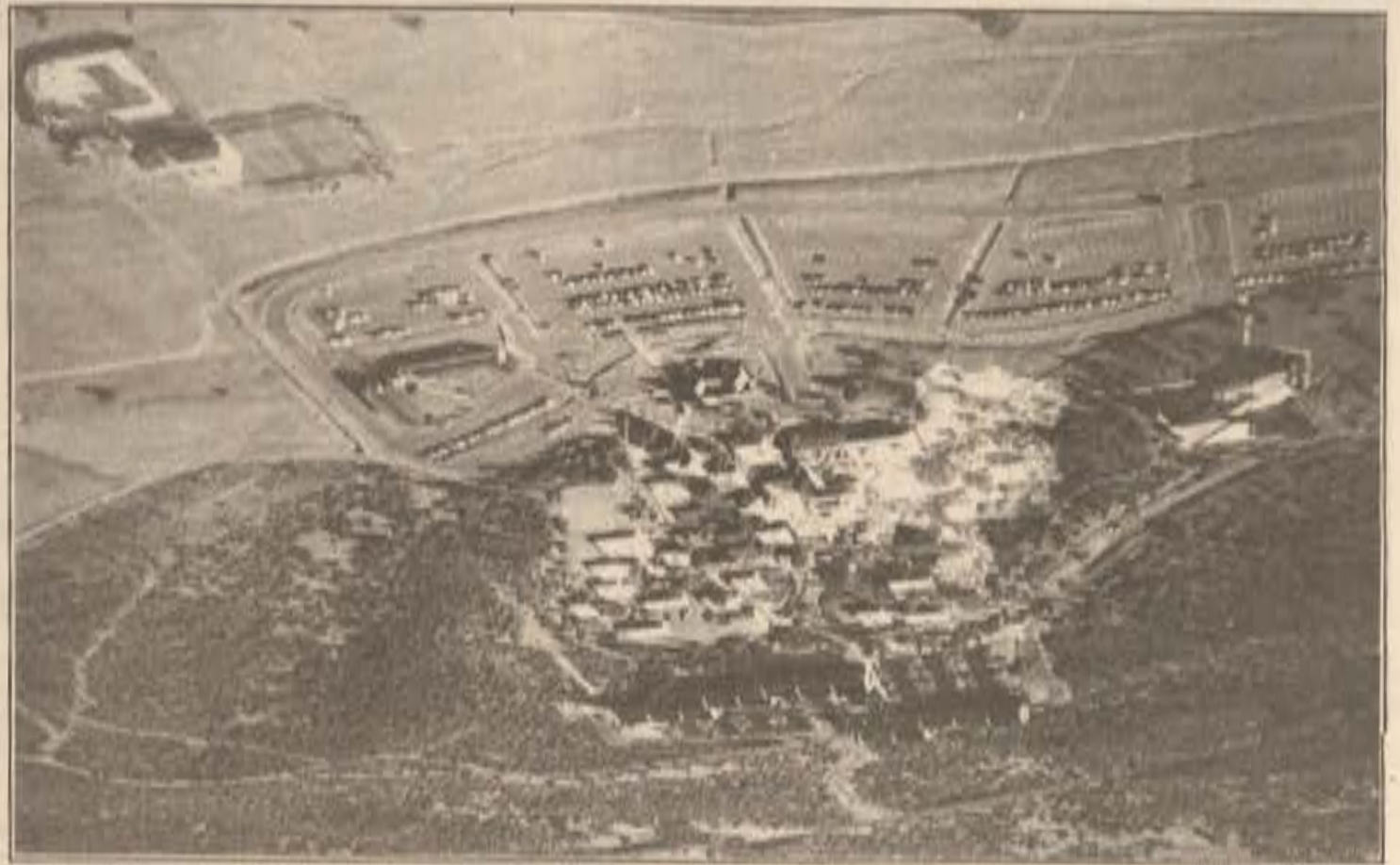
Leaks and misinformation, including various rumors concerning Williams Air Force Base in Tucson, Ariz., also had many Prescott students and officials thinking that the University was going to close their campus.

However, because of the time constraints between April's board meeting and the Executive Committee meeting held two weeks ago, the study could not be finished.

"As a result, I recommended to the Chairman of the Board, Edward Stimpson, and the Executive Committee of the Board that they form a Special Committee of the Board to examine this strategic planning issue. This idea was presented and approved by the Chairman and the Executive Committee at the May 27 meeting," said Sliwa.

According to Sliwa, the Committee also said "that it is important to make clear to all parties at interest that the closing of the Prescott campus has not been approved, is not imminent, and may, in fact, never occur."

The new committee has been assigned to



Embry-Riddle's Prescott campus will be the subject of a special committee created by the University's Board of Trustees. Their Mission: to see how to make Prescott work financially.

determine what changes will have to be made at the Prescott campus and how to improve the utilization of its resources.

The committee is expected to provide an

interim report at the October meeting of the Board of Trustees.

Since the study will be done on a Board level, Williams believes the committee will

meet with more success dealing with an issue that apparently has caused friction between Board members and the two campuses.

FA 495 flight course takes off

By Chris Hymer

Special to The Avion

FA 495, (High Performance Aircraft Flight Crew Techniques and Procedures) has recently become a reality for Embry-Riddle flight students, and the flight department is looking for qualified students to enroll.

In a meeting with interested students on June 7, Dr. Steve Hampton, the FA 495 course monitor, discussed the course and what participating students can expect.

FA 495 is intended to be an honors version of the capstone course in the Aeronautical Science curriculum: FA 453.

FA 453 currently involves ground training in advanced flight crew operations in turbine-powered aircraft. Cockpit Resource Management (CRM) training, high speed and high altitude transport aircraft flight techniques, and training in the utilization of advanced avionics systems.

The ground training is then practiced in the University's Beechcraft C-90 King Air aircraft and Frasca 242-T simulator.

The FA 495 course is a result of agreements between the University and Northwest Aerospace Training Corporation (NATCO).

It will incorporate ground training similar to that in FA 453, however

students will have the opportunity to train in NATCO's Boeing 727 and 747-400 simulators.

Pending agreements with the Canadair Corporation and United Airlines may also afford students the opportunity to train in Canadair's Regional Jet simulators and United's Boeing 737-300 simulators.

This course allows Embry-Riddle students to receive training by Embry-Riddle in association with aircraft manufacturers and airline training companies in today's state-of-the-art Phase 3 simulators and in so-called "glass cockpit" flight decks.

Students who choose the NATCO version of FA 495 will be grouped into crews of three to undertake a 3-week ground lab conducted by Embry-Riddle covering aircraft systems and procedures.

Then the crews will be flown to NATCO in Minneapolis, Minnesota to undergo an intensive, 9-day program in the company's Phase 3 Boeing simulators.

These students will receive a total of 32 hours of Phase 3 simulator time divided amongst the various crew positions of both Boeing aircraft.

Students who choose the Canadair version of the course will undergo a similar ground lab on the Regional Jet, and then travel to the Canadair Corporation in Montreal, Canada for simulator training.



Students will soon fly full motion simulators of aircraft such as this USAir 737-300.

These students will receive two days of ground school training conducted by Canadair and four days (encompassing about 20 hours) of simulator time in the company's brand new Regional Jet Phase 3 simulators.

Students who participate in the NATCO version of the course will receive free transportation to Minneapolis, however Canadair students must furnish their own transportation to Montreal.

All FA 495 students must pay for

room and board during their training. The course deposit for FA 495 (excluding room, board, and transportation expenses) is \$4,200.

Prerequisites for the course are FA 419, AS 420, AS 452, and a 3.0 minimum GPA. Any qualified students who want to participate in the FA 495 course during Summer B and Fall semesters of 1993 as well as Spring 1994 should contact Dr. Hampton in the Flight Technology Department at 226-6797.

Flight Department to use Jeppesen charts in Fall

By Greg Meech

Special to The Avion

Effective this Fall, the flight department will be switching from the NOS instrument approach plates and charts currently used to the Jeppesen Airway Manual Services.

The decision was made by the flight department faculty in response to request from both students and the aviation industry. The charts will be used primarily by flight students in FA-250 and in parts of FA-417, FA-419 and FA-453.

Jeppesen has offered a discount subscription service for ERAU students which consist of two options. Option #1 is Florida coverage which cost \$28 for the introductory first four months, then an annual renewal of \$36.

This service includes current initial charts, enroute charts, approach charts, airport charts, SID's, STAR's, bi-weekly revision service, chart binders, divider tabs, enroute chart pockets, and a Jeppesen enroute chart plotter.

Option #2 consist of the same services as option #1, but covers the entire southeastern U.S., including Fla, Ga, SC, NC, Ten, Miss, & AL. The cost of this service will be \$51 for the introductory first four months, then an annual renewal of \$98. Jeppesen Airway Manuals have become the industry standard due to their complete, accurate, and easy-to-use format.

Many of the current text that are out on the market are referencing Jeppesen. The FAA has also acknowledged Jeppesen in their

texts and also on the FAA certificate tests.

According to Chief Flight Instructor Paul McDuffee, many students have returned from interviews wishing they had been exposed to Jeppesen charts. According to Richard Shook, FA-250 course monitor, "you need to know the experience of Jeppesen charts to get practice using them in the flying environment. There is severe competition in the field of aviation and every extra experience is an advantage." McDuffee even acknowledges that "the cost is insignificant, but well worth the investment. Once you start using Jeppesen, you will never want to go back."

Embry-Riddle has negotiated with Jeppesen to provide the Airway Manual Service at a much cheaper than normal rate. This is also the first time that Jeppesen has agreed to subscribe to just one state. Additionally, copies will be available for check out behind the flight desk.

While the emphasis will be placed on Jeppesen charts, the NOS charts will also be taught in ground labs, to ensure that flight students will be exposed to both systems.

The Flight Department has been using NOS for many years, but has been considering the change to Jeppesen for the past two years. Now that Embry-Riddle and the Jeppesen company have negotiated, the decision for the change was finalized. Any students with questions or comments may contact Greg Meech, Darin Caudle, or Jan Paladino in the SGA office, or the Student Flight Advisory Board.

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The X-31 program, initiated by the U.S. Department of Defense, has set many firsts in aviation.

see Aeronautica, page 6

News in brief...

Movie of the Week

Touch 'n Go Productions will be showing *Aspen Extreme* tomorrow at 8:45 p.m. in the student center.

Senior Class Fund Raiser

The December 1993 Senior Class has a fund raising opportunity on July 3, 1993. The Student Activities office needs volunteers from the December Graduating class to stop by and sign up to help with this fund raiser.

It is a one day opportunity. Approximately 10-15 people are needed. Proceeds from the fund raiser

will be used towards the Senior Class Party and/or the Senior Class Project.

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 be evaluated for degree completion and ordering a diploma with your name spelled correctly. The deadline to apply is June 11. For more information, please call 226-6345.



The McDonnell Douglas RF-4C Phantom II celebrates its 35th anniversary this year.

see Space Technology, page 5

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Newspaper

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Staff Commentary:

Are Jeppesen charts really necessary?



Bill De Brauwier
Managing Editor

Every large company or organization makes decisions that seem inexplicable to the common lepers (i.e. Quale). Most of these decisions are usually shrugged off, because they don't merit the time or effort to investigate, and if need be, to change. But every once in a while, someone or some group makes a decision that requires just such actions. If you have heard the rumor that the University will require flight students to use Jeppesen charts in their flight courses, you are right. If you haven't heard the rumor, I guess you have just been informed. It seems that the powers that be at the flight department have decided that the standard instrument charts and approach plates published by the National Ocean Service (NOS) are no longer suitable for Embry-Riddle flight students. They have worked with Jeppesen in providing an excellent package for us, a package that would make anyone on the outside's mouth water.

Let us define "the industry." It contains large and small airlines, corporate aviation, charters, etc., most, if not all, of whom use Jeppesen charts and plates. "The industry" also contains any money making venture that requires an airplane. That includes flight instruction, flying checks at night, or working for a small Part 135 operation that flies anything from a few passengers to cow manure used for fertilizer. Don't think for one minute that all of these pilots use Jeppesen charts. Most of them will be flying with NOS charts and plates, because they are cheaper and because they learned how to fly using them. Let's face it. Just after we graduate, we will most likely be flying manure instead of hundreds of passengers. And we will be using NOS plates. I can see the picture already. Joe Pilot stands on the ramp in front of a decrepit, beaten up piston twin loaded to go to Podunk, USA, that night. He stands there with his flight bag in one hand and his sheepskin in the other, when the operator stuffs a couple of expired NOS plates under his nose and says, "son, I want ya to take this here airplane, fly it to Podunk, and make me some money!" But poor, poor, poor Joe

Pilot has to walk away, because you see, his flight bag is stuffed with Florida Jeppesen charts. I admit, this may be a very bleak picture, and I hope no one will end up in a situation like this. But I don't believe that when we graduate all of us will step into the cockpit of a Boeing 727 or a Citation business jet. Mr. McDuffee seems to disagree, however. He mentioned the many programs that exist or that the University is working on in order to get Embry-Riddle flight students into the airlines quicker. Unfortunately, many of these programs are still years in the making, and probably won't benefit students that are already in the flight program or just starting it. As for the argument that it doesn't take long to learn how to use NOS charts, the same can probably be said for Jeppesen charts. The University should stick to their current format, and use Jeppesen charts and plates in upper level flight courses such as FA 419 and FA 453. It is important to have exposure to both types of approach plates. The military uses NOS charts and plates, and most pilots that leave the military for the airlines probably have never even seen a Jeppesen

see Jeppesen, page 6

Letters to the Editor:

Very annoyed

Dear Mr. Simon:

Your editorial wonders never cease to amaze me. Once again, you have shown this University your intense homophobia. Last time I read what you had to say it was about gay rights. Now you have moved up to gays in the military. I have respected your freedom of speech. Please give me the same courtesy. As a 24 year old gay student here at Embry-Riddle (yes, even at Riddle we have permeated into the collective student body). Lifting the ban on homosexuals serving in the military is the last step in creating a military force that represents all people of this great country of ours—white and black, male and female, straight and gay. I feel indebted to those who have previously fought (and those that are currently enlisted) whose mission it is to protect this country. But I also feel some sadness and grief because, if needed, I could not participate with them in defending her from foreign aggression. If the ban on gays in the military is not lifted it will send a disheartening and discouraging message not only to those of us in America who are gay or bisexual, but also to other disenfranchised citizens in our society. That message is that any group, by whatever name, does not count. I have seen my "brothers and sisters" die from a disease that has been grossly neglected and I, like so many of my friends, have been physically abused and harassed because of my sexual orientation. I wonder, Mr. Simon, if you could stomach some of the experiences I have had to go through. On second thought, I guess you can't, or else you would think twice before writing the trash you did. It is the duty of the federal gov-

ernment to protect the rights of all her citizens, no matter what their economic, social, political or sexual status. If the federal government is allowed to continue its discrimination against gays in the military, then who can we turn to for help and support? What group will be next? Who will help them? Where will it all end? But we, who want to have gays serving in the military, are missing the point, right? The real point is the perceived comfort level of straight male soldiers. The term the military uses is "cohesiveness," what we civilians might call male bonding. They may have to fight or serve beside those with whom they lack proper kinship. The same argument was once used to keep black soldiers in segregated units and women soldiers out of combat. But interestingly enough, the Navy now says that sexually integrated boot camp actually improves training and fosters cohesion. Armed forces, meet real life! Most importantly, the military continues to piously justify retaining regulations that are no more than codified prejudice. Officials say that it is the will of the people. Well, if they were keeping track, seven in ten think that women should be allowed into combat and at least 50 percent see no reason to keep gay people out of the military. On a personal note, I am shocked to think that Mr. Simon would even dare suggest that I lie on the military application. Not only would that be perjury but it would also not allow me to be true to myself. Is that what you would do Mr. Simon? Instead of stooping to a comfort level of ignorance, the military should reflect on the simple notion of performance as the only gauge of job fitness.

John Savoia
Box 5897

Hey buddy, is there a doctor in the house?



Kerwin McKenzie
Copy Editor

This is America (Daytona Beach to be exact), the year is 1993, you want to see a doctor but you are not really that sick. Sounds good so far. You are new in town and so you pick up the phone book, the yellow pages to be exact. You choose and call a doctor. Are you still with me? Good.

"I would like to make an appointment to see Dr. X." The receptionist will then ask you if you are a new patient or not. If you are a regular patient, you will probably be seen within a few days, even the next day if you are lucky. If you are a new patient, you are doomed. "We are not taking any new patients for the next two months," you'll hear. Your world shatters. You are not feeling well, you need a doctor, and you are told you have to wait two months. By the way, the receptionist reassures you that in the event of a cancellation you may be called in if you leave your number. Well, it has been

three weeks and I left my name and I have not been called. This is the scenario that will hit you if you wish to see a medical professional in the United States. There is a referral service run by Volusia County. They are very good with referrals, I got about three from them. All three had a one to two month waiting period. The lady at the referral service said I should call back if I was unsuccessful. I was too frustrated to call back, so I did not. By now you should be as frustrated as I was. What do you do, you might ask? Well, I will tell you what I did. I called a friend of mine who then referred me to his doctor. I

called on a Thursday, and by Monday afternoon I was sitting in the doctor's office. What's the point here? If this is a free society and a member of the developed world, then why do I have to wait two months to see a doctor? The answer to this problem is above and beyond my scope. Do you have an answer? Why should I have to be referred by a patient of a doctor to be seen by that doctor? What is our society coming to, when one of its members cannot get sick and see a physician in a reasonable time without any extreme undue frustration?

Student Forum

The Avion Asks: How do you feel about the Prescott campus remaining open?



Mike Dienhart
Engineering Physics

"It is important to be certain that all the details are known prior to making any final decisions."



Matt Loiacono
Aeronautical Science

"I feel that its okay for Prescott to remain open as long as it doesn't affect the Daytona campus."



Wally Tuttle
Aeronautical Science

"Whatever is best for the University and what keeps the students' cost to a minimum."



Louis Shaw
Aeronautical Science

"The Prescott Campus should remain open to take some of the congestion off the Daytona campus."



Miroslav Nikolich
Aeronautical Science

"If it's a drain of financial resources, then close it down!"



John Walker
Aeronautical Science

"I think we are losing too much money for it to remain open."

Photos by Allen Berg

Summer programs offer good experience

By Scott Augustus
Campus News Editor

With reports of layoffs or bankruptcy for the major airlines, it is getting more and more difficult to get high school teens interested in an aviation-related career. This shows in the decline of enrollment at Embry-Riddle. This is why the programs being offered this summer by the Teacher Resource Center are even more important to the University and to the aviation industry.

One such program is the Aviation Career Education (ACE) Youth Academy, in which students will be taught aircraft design and maintenance, meteorology, flight theory, and aviation history and management. Guest speakers scheduled to be present for the program include FAA representatives, members of the Civil Air Patrol, and others with experience working in the aviation industry.

The program will be offered twice this summer, June 12-18 and June 19-25. Each session is limited to 30 high school junior and senior students. This is the fourth year that Embry-Riddle will be hosting this program, and generally it has been a great success. "Usually, there's a waiting list," says Patricia Fleener-Ryan, Ryan is director of the FAA Teacher Resource Center at Embry-Riddle, one of 14 centers in the country. She adds that "the academy has been a great success in years past. We're very excited about another great turnout this summer."

The interest in the ACE Academy this year has been down, but the Teacher Resource Center is still optimistic. Last year, 62 students paid \$125 to be a part of the program. The \$125 tuition includes housing, educational materials, and one hour of dual instructional time with an Embry-Riddle flight instructor.

The second program, being offered to students 16 and older, is the Flight Challenge Prep School. The three week program is designed to teach the fundamentals of flight and aviation/aerospace career options. "High school students will experience, up close, what a career as a professional pilot involves," says Fleener-Ryan.

The program is a combination of classroom learning and actual flight instruction. Topics covered in the classroom include navigation, meteorology, regulations, and basic flight maneuvers. Students will also receive 14 hours of dual flight instruction with ERAU instructors.

The unique aspect of the Flight Challenge Prep School is the opportunity for the student to solo at the end of the course. The student must qualify by meeting FAA regulations and by passing a check ride with a flight instructor.

Even though the price of attending the program does include 30 minutes of solo time, there is no guarantee that every student will qualify by the end of the session, which runs from July 5th through July 23rd.

Unlike the ACE Youth Academy, the Flight Challenge Prep School is being brought to the

University for the first time this summer. The purpose of the new course is to encourage interest in the aviation field and Embry-Riddle by offering a more "cost-effective" program, according to Fleener-Ryan.

The total price for the program is \$1600. This covers ground school, 14 hours of dual flight instruction, 3 1/2 hours of oral instruction, one-half hour of solo time (if the student qualifies), and other activities at the Teacher Resource Center.

According to Fleener-Ryan, interest in the school has been disappointing so far, and a possible reason could be the extra expense not included in the \$1600 tuition. The program is not residential, so the student is forced to find room and board, not to mention food, during a three week stay.

Because of the unique opportunity offered with this program, the Teacher Resource Center looks forward to greater response as publicity for the course increases.

Both of the programs being offered this summer, the ACE Youth Academy and the Flight Challenge Prep School, give high school students a chance to get a first look at the aviation industry. They allow interested students to gain an advantage over others wanting to start a career in aviation. The benefits are obvious.

Anyone wanting more information or a registration form for either program should contact Patricia Fleener-Ryan by calling x6499.

Hester Goes Pro



Former ERAU center Sean Hester made his debut for the USBL Daytona Beach Hooters Monday night against the Miami Tropics.



As a CW2 Chief Warrant Officer in the Maryland National Guard, Embry-Riddle alumni Milton Walker flies helicopters like this Bell OH-58.

Milton Walker: pilot and financier extraordinaire

By Andrew St. Hilaire
Staff Reporter

Milton L. Walker graduated from Embry-Riddle in 1979 with a B.S. in Aeronautical Studies.

On his matriculation and as a licensed pilot, his goal was to get involved in the aviation industry in a more in-depth manner than just a pilot, preferably in the business end.

Thirteen years later, his goal is more defined as an experienced aircraft financier for owners that fly singles and light twins for personal transportation as well as for small corporate companies.

As the Product Manager, Mr. Walker is responsible for the design and implementation of market programs and to market the aircraft finance program to dealers and individuals. He is also responsible for the profitability and performance of the product within the bank such as insuring a return on equity goal.

On a typical day, Mr. Walker receives approximately 30-35 credit applications which are processed by his staff of three. Approximately 16-17

applications are approved. He penned the article Aircraft Financing - Turning knowledge into a sales tool, which was published in the April 1993 issue of FBO.

In his article he wrote, "The most common reason an applicant is declined for financing is lack of adequate disposable income to service the debt, not bad or delinquent credit as most people think."

Mr. Walker also wrote that if the dealer or broker utilized aircraft financing as a sales tool, it could help in turning a closed sale.

Therefore, according to Walker, it is necessary to understand how economic changes and used airplane market changes have affected the buyer's ability to obtain financing.

Supplying a thorough and detailed description of the aircraft including exterior photographs, instrument panel photographs, and highlighting any extra equipment or features that would make it more valuable on the resale market has become increasingly important.

With all doubts cleared, he concluded his article with the vision that general aviation may finally get the boost it needs to start growing again. As a CW2 Chief Warrant Officer, Mr. Walker flies

the Bell OH58 Helicopter in the Maryland National Guard, and is actively involved in flying as he is in charge of the Night Vision Goggle Training for the Unit.

Mr. Walker is also commercially rated in ASEL-I. In 1983 he attended the army's flight school for his Rotary Wing transition.

While pursuing his B.S. degree, his two most valuable courses were Aviation Management taught by Mr. Bruce Chadbourne, who is now the Program Chairman of Masters of BA in Aviation & Professor of ABA, and Government & Aviation.

Mr. Walker also participated in the Work Study program and got hands-on training at Cessna Finance Corporation. His advice to the student body is to get involved in a work study program because it offers you a better chance of finding a job upon graduation.

Mr. Walker also thinks that Embry-Riddle prepares one for more than just an aviation career by teaching basic skills needed to work in other segments of the business world.

Walker now resides in Columbia, Maryland, and is married with two children.

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Single parents must struggle to attend classes

College Press Release

Parents without partners have a tough time in college. It's about juggling bills, books and babies and keeping your chin up and not going under, say those facing the rigors of academia while going it alone.

Just the fact that single parents are trying to go to college shows unusual determination, education officials say. A growing portion of young mothers fail to even finish high school, according to a new study from the Center for the Study of Social Policy.

Single parent students describe serious deficits in time, energy and money. Their lives are filled with car repairs that don't get done, of forgetting to buy laundry soap too often, of spouses who want to cut child support, and a system that doesn't bend for those burdened with family responsibilities.

When Gina Edwards, a 33-year-old divorced student, heard her 7-year-old son wondering why he couldn't read as well as others in his class, she had a hard time feeling good about the hours she was spending on her own studies.

"I told him: 'Honey, as soon as mommy graduates, she'll read to you every night,'" said Edwards, a political science major at the University of Central Florida (UCF) near Orlando, Fla.

While not all single parent students are

female, the huge majority are, and university classrooms are increasingly being filled by 30-something women, a new report from the Census Bureau revealed.

In 1991, for example, two-thirds of the older students in the country were women. The striking increase in the number of college students over 35—estimated at 7 to 10 million—has produced the phrase "non-traditional student" and has spurred organizations and support groups for older students.

"Unfortunately, though some colleges are beginning to react to this, a lot are not reacting," said Terry Rich, director of membership services for the Salem, Ore.-based National Association of Returning Students.

"One of the problems is day care. Some of the colleges, however, are beginning to offer it free, using students, and making it into a class," Rich said, noting that the universities are gradually catering to the baby-boomer population as the high school student market becomes increasingly skimpy.

"It's strictly financial," Rich observed.

Single parents often find financial aid out of reach because it is earmarked for full-time students, or if they work a low-paying, part-time job, they earn more than required to be eligible for certain grants.

"The colleges have got to offer evening and weekend classes. So many are offering basket-weaving and 'How To Do Your Taxes' at night," he said. "They've got to

start offering hard education at night and on weekends."

While single parent students hope for a shift in awareness that could bring relief to their family's lives, they still continue to struggle.

"It's pretty rough," said Mary Bungert, branch manager of the Parent Resource Center at Seminole Community College near Orlando, Fla. "It's hard to come away from talking to some without tears in your eyes."

"The biggest problem is lack of money. Then time. Then getting the child support is difficult because some of the husbands don't follow through," Bungert said.

Bungert said that a newly divorced person will initially have an "I can stand on my own two feet" attitude, but the time comes when it is necessary to seek outside support, particularly if they start going to college.

"Often these people need help with parenting, and help with a child. I had someone just call me and say, 'I don't know where to turn.' We do a lot of networking. We know where to send people for help," Bungert said.

"Sometimes students just need someone to talk to," she added, noting that support groups for single parents are cropping up around the area, and often act as the surrogate family that students need.

Some students who are parents resent



Day care centers like this help some parents go back to school.

Dianna Campbell, a senior English major from the University of Nebraska said in an article she wrote recently for The Daily

being pigeonholed. "The single parent labeling is offensive to me. I am treated differently from others, stigmatized and talked about whenever this particular part of my life is brought up."

see Parents, page 6

Captain Scribner speaks, tells of wild adventures

By Kerwin McKenzia
Daily Editor

Congratulations to the approximately twenty-three students and faculty members who witnessed a fine presentation by Captain Kimball Scribner. To everyone else, you should have been there.

The presentation started promptly at 7:00 p.m. with President Sliwa introducing this great aviation pioneer. Earlier, Scribner had dinner with the President and a few graduate students.

The talk was started on a very light note. Scribner related a story about being trapped in the sewers in Chicago with five of his mischievous friends. Can you imagine being stuck in a drain with your

father walking right above you? His story made the front page of the paper the next day. This was the start of a career of firsts.

Scribner spoke about his days with PanAm, crashing in a glider, and flying PanAm's Flying Boats. There was just no feat in aviation that he did not have a hand in.

After entertaining us for almost an hour Scribner ended his presentation with his famous Cotton Bowl story.

On his way back from Europe with PanAm's new 747, he buzzed the Cotton Bowl. The picture taken from the window of the airplane clearly showed the names of the teams on the football field below.

see Scribner, page 6

ACES Council holds its annual retreat

By Andrew St. Hilaire
Staff Reporter

The annual Alumni Council for Enrollment Support (ACES) retreat was held here in Daytona Beach from June 3rd through the 6th, 1993. Thirty-four Alumni from all across the country arrived here Thursday afternoon and departed on Sunday.

Although the Embry-Riddle ACES position involving representation of ERAU in the implementation of recruitment campaigns is voluntary, alumni reported from as far west as San Francisco, Ca. and as near home as Palm City, Fl., to further enlighten their fellow alumni as to the developments that have taken place over the last year.

During the retreat, activities included a photo session, a session

to present new ideas, make comments and gripes concerning the council, a campus tour, University departmental overviews by the respective department heads, as well as reports on Financial Aid, Student Activities, and the SGA.

As an added incentive for the alumni, Dita Peatross from Facilities Planning gave a presentation on the future of ERAU in terms of the new facilities to be constructed.

On Friday evening the alumni partook in a banquet at the President's Residence, attended by the Sliwas and their guests.

On Saturday afternoon, the venue shifted to Down The Hatch, where an awards ceremony and buffet dinner preceded a social for the attending alumni.

In addition to each alumni present receiving an engraved thank-you gift

for attending, four alumni were recipients of special awards.

Donald Eick, a Trans World Airlines meteorologist, won for generating the most inquiries (162). Trish Fields, of Damin Aviation, won the award for attending the most events in 1992-1993. John Plumb received an award for best recruitment reports. John Papp, with Doverspike Custom Kitchen, received his award for being the

newest ACES member present.

During this next year, alumni will continue to attend college fairs and recruit prospective students and present inquiry cards to those students, as well as provide them with applications and degree program brochures. Meanwhile, Christine Keith, coordinator of Volunteer Programs at the Daytona Beach campus, will continue to coordinate this and other volunteer programs.

"On Saturday afternoon, the venue shifted to Down The Hatch, where an awards ceremony and buffet dinner preceded a social for the alumni."

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AAUW U.S. Department of Transportation

THE AVION

Next issue will be published
Wednesday, July 7, 1993

All submissions are due by
Wednesday, June 30, 1993

Orbiter Update

Endeavour - An eight day mission is planned for launch on June 20 at 9:37 a.m., rescheduled from June 3rd due to a faulty spring.

Discovery - The external tank and the solid rocket boosters have been hard mated and the landing gear checks are in progress. Launch is still projected for the middle of July.

Columbia - Current work includes determining the configuration of the payload bay of for the next mission in early September. Scheduled work includes the removal of the main engines.

Atlantis - The orbiter is still under going modification in Palmdale, California in preparation for a launch next year.

NASA tests new engine for civilian jets

By Mike Dienhart Space Technology Editor

NASA has begun testing a powerful new engine developed for large subsonic passenger jets. The engine could cut fuel consumption 10 to 12 percent as well as significantly reduce engine noise.

"By the turn of the century, the Advanced Ducted Propulsor (ADP) should be ready for use in 300 to 700 seat commercial transport aircraft," said Dr. Clifton Horne, Project Director at NASA Ames Research Center, Mountain View, Calif., site of the testing.

The engine has a maximum forward thrust of more than 50,000 pounds. Features of the ADP include a large variable pitch fan system, a 40,000 horsepower fan-drive gear system and a new, high-speed, low-pressure turbine.

With a diameter of nearly 10 feet, the variable-pitch fan system automatically places its 18 fan blades in the position most efficient for take off, cruising and reverse thrust.

Horne stated, "This ends the need for thrust reversers normally used to slow down an aircraft after landing."

Eliminating the thrust reversers can provide weight and cost reduction as well as reliability benefits not attainable with conventional fixed-blade turbofans.

The ADP is a joint NASA/Pratt & Whitney project that is a part of NASA's research program in subsonic aircraft technology. The goal

of this program is to work in cooperation with the aerospace industry to develop technologies that make possible significant improvements in aircraft performance and ensure that U.S. air transportation remains competitive worldwide.

The full-size ADP "demonstrator" engine was developed by Pratt & Whitney, a division of United Technologies Corp., Hartford, Conn., with Motoren-und Turbinen-Union of Munich, Germany and Fiat Avio of Turin Italy.

Turbojet engines generate thrust by pushing high speed air through the compressor, combustion chamber and turbine. A turbofan is more efficient as the turbine also drives a large fan that pushes more air through at lower speeds in addition to producing less noise.

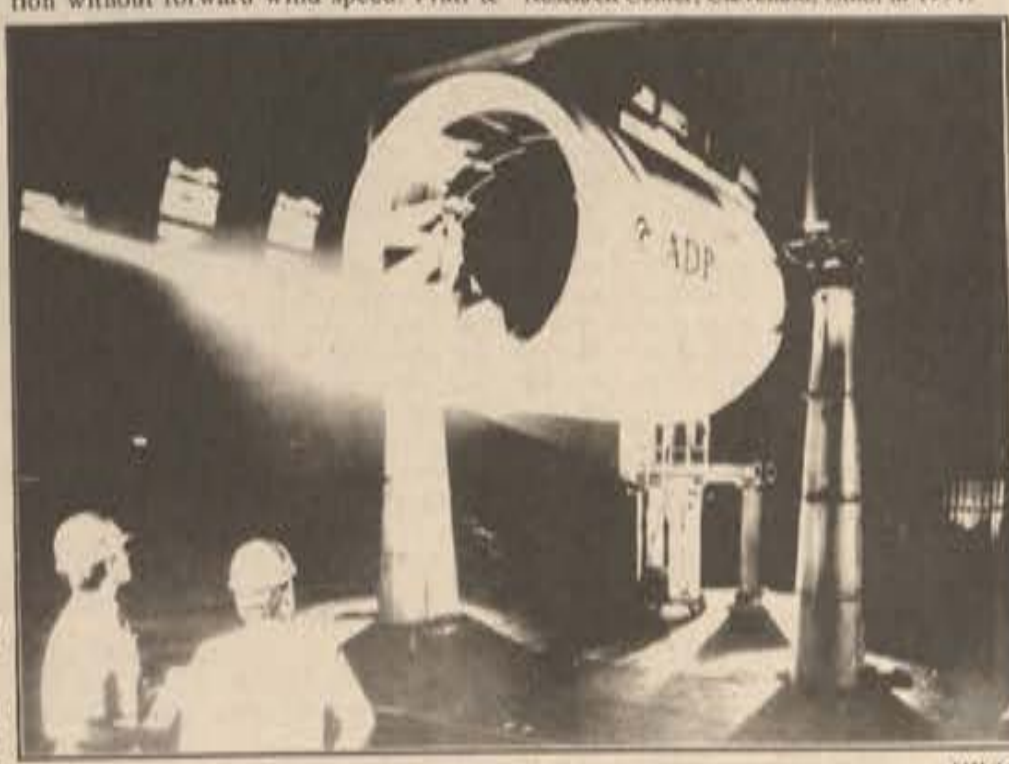
Tests will continue nine hours a day for 12 weeks in the NASA wind tunnel. The goals include confirming the engine's thrust reverse capability.

"Tests will center on simulated landing conditions, with primary emphasis on confirming thrust reverse under variable pitch in 120 to 140 knot winds," Pete Zell, Ames' Test Director said.

The ADP is the largest engine ever tested in Ames' National Full-Scale Aerodynamics Complex (NFAC) wind tunnel. "The NFAC is the only facility capable of simulating flight conditions and thrust reversal for this engine," said Horne.

Pratt & Whitney began testing the ADP last fall at its West Palm Beach, Fla., facility. The tests conducted confirmed the engine's operation without forward wind speed. Pratt &

Whitney also tested a one-seventh scale model of the ADP at NASA's Langley Research Center, Hampton, Va., in 1992 and at Lewis Research Center, Cleveland, Ohio, in 1991.



NASA aerospace engineers Pete Zell (left) and Dr. William Horne prepare a laser light sheet test for the Advance Ducted Propulsor.

Shuttle tiles may find use in medicine

McDonnell Douglas Press Release

The same material that keeps the Space Shuttle from burning up when it returns from space may be useful in treating medical problems on Earth.

Researchers from NASA's Ames Research Center, Mountain View, Calif., are working with physicians from BioMedical Enterprises Inc. and the University of Texas Health Science Center, both of San Antonio, to determine whether the Space shuttle's ceramic surface insulation materials can be used as an implant for human skeletal reconstruction.

"We're still a long way from having a bone implant that's ready for human use," said Howard Goldstein, Senior Staff Scientist in Ames' Thermosciences Division. "But we have data that show the tile material has excellent promise for use as a bone implant."

Goldstein led the research, development and evaluation of the ceramic, known as Reusable Surface Insulation (RSI), in the 1970's and 1980's.

He also will lead Ames' RSI research team on the new project.

Tiles made of RSI cover the Space Shuttle and keep it from burning up when it re-enters earth's atmosphere. "The theoretical attraction of Shuttle insulation is that it is biocompatible," said Dr. Dani Goldwater, manager of commercial space programs at Ames. "It also provides a porous framework, which allows infiltration by normal bone cells and deposition of bone mineral. The result could be complete integration of the implant into normal bone," she said.

Goldstein cautioned, however, that "a lot remains to be done before we can demonstrate the many potential uses of RSI as a bone implant." For example, scientists must improve the material properties of the ceramic fiber composite. They also will have to increase the pore size of the material for use as a bone scaffolding, while increasing its strength and maintaining biocompatibility.

Dr. Casey Fox, BioMedical Enterprises Inc., and Dr. Thomas Aufdemorte, University of Texas Health Science Center, first must determine the safety, efficiency and applications for these materials and bone implants. After developing and testing the product in the

see Implants, page 6

Delta Clipper test successful

By Mike Dienhart Space Technology Editor

McDonnell Douglas successfully conducted a hot fire static test of the Delta Clipper-Experimental (DC-X), an experimental single stage launch vehicle, on May 28.

The DC-X was developed for the Ballistic Missile Defense Organization single stage rocket technology program. In order to demonstrate the feasibility of building and operating single-stage-to-orbit rockets the DC-X is undergoing a rigorous testing program.

The test, conducted at the NASA White Sands Test Facility, gathered total vehicle system data from the simultaneous firing of the DC-X's four Pratt & Whitney liquid hydrogen and liquid oxygen rocket engines.

"Preliminary post test analyses indicated that the vehicle's system including software, avionics and engines performed to our expectations," said Paul Klevatt, McDonnell Douglas DC-X program manager. "Our test objective was to fire the engines for approximately eight seconds: four seconds start up and ramp

up to 30 percent thrust, and hold steady for 4.25 seconds at 65 percent thrust."

"Our total run time was 8.25 seconds. We met all pretest goals by holding at 65 percent thrust for 4.56 seconds. By being in a steady state condition for a length of time we were able to get our total set of required vehicle data, as well as information on acoustics and temperature."

McDonnell Douglas conducted three prior static tests, one on May 20 and two on May 27. The purpose of these tests was to fine-tune engine operating parameters and tolerances.

"During the three previous tests all four engines ignited successfully, with runtimes of approximately 3.5 seconds."

"We actually learned more on these three trials than was anticipated, especially how easy it is to turn the vehicle around," said Pete Conrad, DC-X flight manager. "It's almost unheard of to conduct two static tests of a cryogenic rocket in one day."

The vehicle will be moved to the White Sands Missile Range, New Mexico, for actual flight tests following the static ground tests.

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X-31 studies maneuvers in post stall region

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By Ron Hess
Staff Reporter

In February 1987, the U.S. Department of Defense initiated the X-31 Enhanced Fighter Maneuverability (EFM) demonstrator aircraft program. The X-31 symbolized the first international X-aircraft development program.

The objective of the X-31 program is to demonstrate techniques and equipment that will allow next generation fighters more agility. The focus is to improve close-in aerial combat beyond normal flight envelope parameters, while still maintaining beyond-visual-range (BVR) combat capabilities.

The X-31 program evolved from research initially conducted in 1977, by Messerschmitt-Bölkow-Blohm (MBB). The MBB work showed that significant improvements in combat effectiveness could be gained by using high turn rates in combination with a low turn radius.

Rockwell International joined the Germany effort in 1983, by establishing the Independent Research and Development (IR&D) program to develop a demonstrator vehicle. Rockwell proposed an aircraft utilizing off-the-shelf technology to

maintain a reduced cost. Rockwell and MBB continued their individual program until 1987 when the U.S. Department of Defense designated a joint project, the X-31 program.

The EFM program is based upon a four phase schedule. Phase I was the conceptual design phase. This phase designated the technical requirements for the demonstrator aircraft and defined the goals that the program would strive to achieve. Phase II defined the preliminary design and the manufacturing approach of the demonstrator.

Phase III was the detailed design and fabrication phase. The first aircraft rolled out in October 1989, followed three months later by the second aircraft. The maiden flight occurred in October 1990.

The X-31 program is currently in Phase IV. Phase IV is the comprehensive flight test phase. During this stage, the X-31 will attempt to achieve its final three program goals.

The current flight testing is focusing upon controlled flight in the post stall region.

The aircraft have achieved sustained flight at 50 degrees angle of attack.

The current push is to expand the



Photo courtesy of McDonnell Douglas

The X-31 project is the first to explore the high angle of attack/post stall region. This project is an international effort, a first for the X-planes.

post stall envelope beyond 70 degrees angle of attack.

Maneuverability in the post stall region is only one of four program goals for the X-31. The first goal was to rapidly design and fabricate two demonstrators capable of full controlled flight in the post stall

regime and to demonstrate other aspects of EFM. Its capability is comprised of steep descent capability, enhanced agility in the conventional regime, enhanced decoupled fuselage aiming, enhanced deceleration and negative-g capability.

The second mission goal is to

simulate close-combat utilizing EFM tactics. This will be performed in three stages. The first one involves flying computer generated post stall trajectories. Stage two will

see X-31, page 6

Phantom celebrates 35th anniversary

McDonnell Douglas Press Release

Three McDonnell Douglas RF-4C Phantom IIs from the Alabama Air National Guard's 117th Reconnaissance Wing landed at Lambert-St. Louis International Airport, 35 years to the day since the very first Phantom II made its maiden flight from the same airport.

Following that first flight on May 27, 1958, McDonnell Douglas produced 5,057 F-4 Phantom IIs at its plant here.

Although production ended in October 1979, approximately 1,200 Phantom IIs are still in service, including one specially painted by the Alabama Air National Guard to commemorate the 35th anniversary of the F-4's first flight.

That aircraft is on display at the McDonnell Douglas facility today.

The most dominant combat aircraft of its era, the two-seat, twin-jet, all-weather, supersonic Phantom II is a versatile multi-mission air superiority fighter, fighter-bomber, advanced interceptor, ground support, tactical strike and reconnaissance aircraft.

Preliminary design work on the Phantom II began in the summer of 1953 and its first flight occurred on May 27, 1958.

The Phantom II entered service in 1961 as a carrier-based fleet air defense fighter for the U.S. Navy.

In June 1962, the U.S. Marine Corps received its first F-4s and, upon entering U.S. Air Force service in February 1963, the Phantom II became the first

tri-service fighter in military history.

The Phantom II set numerous world records.

On Nov. 22, 1961, it reached an average speed of 1,606.3 mph in two runs over a 15-to 20-kilometer course.

In April 1972, a modified F-4 became the first fighter to fly with fly-by-wire flight controls.

The Phantom II entered combat for the first time in August 1964, when the "Ghostriders" of Navy squadron VF-142 took it into combat as fighter escorts on the first U.S. raid against North Vietnam. Twenty-seven years later, 48 F-4Gs of the U.S. Air Force's Wild Weasel squadrons flew more than 2,500 combat sorties in Operation Desert Storm.

Flying from the first night of the

conflict, 4 F-4s "fought a merciless electronic war, identifying Iraqi radars, looking onto them, and shooting them with missiles, even as the sky around filled with SAMs (surface to air missiles)," the Air Force reported in its September 1991 report on Desert Storm.

More recently, F-4 Phantom IIs carried out allied military strikes on Iraq in Southern Watch.

In addition to serving U.S. military forces, the Phantom II also has served the military forces of the United Kingdom, Germany, Japan, the Republic of Korea, Turkey, Egypt, Greece, Israel, Spain and Australia.

Several countries have upgraded their F-4s to extend aircraft service well beyond the year 2000. This is a tribute to the quality of the aircraft.

Oshkosh information available

Information regarding dates, highlights, admission fees and housing for the 1993 EAA Fly-In Convention is now available through a special phone service established by the Experimental Aircraft Association (EAA).

The 1993 Fly-In Convention will be held July 29-Aug. 4 at Wittman Regional Airport in Oshkosh, Wis.

The number, (414)273-9404, handles an unlimited number of calls and provides specifics on nearly every aspect of the Fly-In, including housing, the daily air show and EAA memberships.

Implants

(continued from page 5)

laboratory, they will work to get U.S. Food and Drug Administration approval for use in humans. Fox expects the development, testing and market approval process to take about six years.

If tests are successful, "the ultimate result of this research might be the production of implants that can substitute for or supplement natural bone," said Fox. "The contribution to the relief of human suffering is potentially enormous."

Fox said physicians perform between 1.2 and 1.7 million orthopedic and dental procedures each year that could benefit from the availability of the bone implant material. People with bone disorders resulting from trauma, disease and degenerative skeletal changes associated with aging are likely to benefit from successful development of this bone implant.

"The successful development of RSI technology as a bone implant material could lead to major improvements in the initial and long-term viability of bone implants," stated Fox. He expects the new bone implant to be used with implants such as metal pins, wires, plates and screws when treating a fracture. Physicians may also use it instead of bone transplanted from humans, thereby preventing disease transmission.

"After healing within and around

the porous implant, the result could be a fiber-reinforced bone," said Fox. In addition, he expects the porosity and surface chemistry of the ceramic material to allow administration of medicines that promote bone healing.

RSI is a silica, alumina fiber and borosilicate glass composite that can be adapted to mimic the structure of bone. Dr. Daniel Leiser, assistant chief of Ames' Thermal Protection Materials Branch, will lead Ames' effort to refine RSI for the bone implant study. The goal is to produce a high-purity, large porosity, low-density, high-strength ceramic fiber composite.

"This research team combines the unique talents of three groups," Goldstein said. "The skills of Ames' Thermosciences Division in developing composites and processes will join with university-based clinical medical expertise and the biomaterials and implant design skills of private industry."

Ames scientists will develop processing methods to produce ceramics that meet the requirements for pore size, strength and biocompatibility. Fox and Aufemorte will study the performance of ceramic materials as implants in the laboratory, which may include experiments on future Space Shuttle flights. They have shown that RSI materials appear to be biocompatible and potentially useful for oral and general skeletal trauma and reconstructive treatment.

X-31

(continued from page 6)

place an X-31 with post stall capability against the second X-31 flying without post stall capability. The third stage will have the post stall capable X-31 fly against a dissimilar operational aircraft.

The third goal is to create a database of the work generated by the X-31 program. This database will be used in applying EFM concepts to advanced fighter designs. The final goal is the development and validation of low cost prototype concepts. This goal involves development of cost and schedule reductions that may be applied to future prototype and experimental aircraft programs.

Most of the cost cutting in the X-31 project involved using off-the-shelf technology. This is technology, or rather equipment, already built and proven. The major component is a thrust vectoring system used on the F-14 spin demonstration aircraft. The X-31's power plant is the General Electric F404-GE-400, which propels the X-31 to Mach 1.3. The X-31 uses the canopy, ejection seat and leading edge actuators from a F/A-18, F-16s provided the X-31 with an emergency power unit, fuel pumps and landing gear.

The X-31 program has set many firsts. The project is the first international X-plane. The program is the first to explore the high alpha (angle of attack)/post-stall region of flight. The X-31 may also be the first of many low cost prototype aircraft.

Scribner

(continued from page 4)

How low was he? Nobody knows. He had cleverly disconnected the circuit breakers which controlled the Cockpit Flight Recorder. When the FAA tried to read them, they all read zero. Although he was originally fined \$1,000, he negotiated the amount down to about \$250. Whether or not he ever paid the fine still remains a mystery.

The thrilled audience gave him a well deserved ovation. The President of the Graduate Student Association, Eric Kisting, presented Scribner with a plaque in appreciation of his excellent slide show and for taking the time to be with the group that afternoon. He graciously accepted. A book-signing session was held immediately after. If you were present, you could have had his \$27.00 book for \$22.00 and have it autographed by one of the greatest pioneers in aviation.

There was one bit of information that was learned at the talk: in case you are ever doing an outside loop in a sailplane, take a tourniquet with you, and put it around your neck. When you go into the loop, turn it as this will stop the blood from rushing to your head and causing your eyeballs to bulge out. Keep that in mind. You may need it someday!

THE AVION

get the nice little binder they send you.

I don't question the flight department's intent in making this decision. I am happy that they are looking for ways to improve our education. But is using Jeppesen really necessary. Perhaps in the future, it may be. I just don't think the time is right. Why not just let the student decide what type of charts and plates he or she wishes to use?

Parents

(continued from page 4)

Nebraskan. "I utilize all the governmental, community-based and familial resources I can. It makes school easier because I don't have to worry as much about necessities," she said. "I am a parent and unmarried. But the joy my son brings into my life and into the lives of others doesn't warrant the negative feelings nor thoughts that the definition of single causes."

The University of Central Florida recently sponsored a "Single Parent Student Survival Skills" seminar that drew students searching for ways to pull it all together while they get an education.

Discussions included stress management, child psychology, family therapy and the latest state and federal regulations concerning child support.

Barbara Truman, a 31-year-old advertising major, was one of the students at the seminar.

Truman, who described starting school so late as "terrifying," graduated magna cum laude from Seminole Community College with an Associate of Arts degree. Her academic progress surprised and pleased her, and she went on for her bachelor's degree.

"I had been out of the classroom rigor for 10 years," she said. "I was hurting from my divorce, but I had always wanted to go back to school."

Truman, a junior at UCF, has two children, ages 7 and 10, works 15 to 20 hours a week, carries five classes, and regularly fights the red tape at the welfare department and food stamp programs that put food on the table for the small family.

"It's frustrating and time consuming, infuriating and humiliating," reported Truman, who says she has "suffered too much to quit now. No way."

Further, her recently remarried ex-husband wants to cut child support by 50 percent, and Truman is braced for a court battle.

Truman, who has maintained a 3.5 average, studies daily from 6 a.m. to 7 a.m., then from 8:30 p.m. until midnight.

She owns a computer. "Thank God I'm computer literate," and added a modem so she could access the UCF library files rather than leave home.

"I came almost to the point of quitting. At that point I started looking intensely for help. I felt hopeless, but one day I went to the student government office, and they had just hired a non-traditional student advocate," Campbell said.

Campbell quickly teamed up with Gina Edwards, UCF's first advocate for non-traditional students, and the two set up the seminar.

Edwards carries a course load of 12 hours, holds down a part-time job and is mother to 7- and 9-year-old sons. She spent the last 10 years at home.

"I make \$92 every two weeks. I have child support, grants and scholarships and I'm used to doing without," she said. "The summer day care program is going to cost \$1,200."

Edwards said the prime reason single parents are returning to school is that a great number of them receive insufficient child support or are struggling to get errant fathers to pay child support, and they want to improve their children's living standards. Most are seeking higher-level employment.

"They know without that piece of paper, they don't get in the door," said Edwards, who will graduate in June with a degree in political science and will enter a master's program in the Fall. Edwards said she is planning a career in higher education administration.

"I knew that I didn't want to work in a Burger King," she added.

Jeppesen

(continued from page 2)

chart. The last time I checked, they seemed to be doing fairly well in the airline industry.

Then there is the argument that Jeppesen charts and plates are better. Hey, no argument here. I wholeheartedly agree on that point. But (there is always a but, isn't there?) how much better are they. They won't make you fly the airplane any smoother, execute that holding pattern entry any more precise, or shoot that ILS any more better.

As a matter of fact, I would prefer to learn the hard way. That way, I

won't have any surprises when I move up to something that will make flying a little easier.

Then there is the cost. The flight department has gone out of its way to create a package that isn't too expensive. Florida plates and charts cost \$28 for the first four months and \$36 for a 12 month renewal. That seems like a pretty good deal. But I seem to remember doing much of my flying in Georgia and South Carolina. That package costs \$51 for the first four months and \$98 for a 12 month renewal.

It probably takes the average flight student three years from the time he starts using instrument charts and plates in FA 200 until he

finishes in whatever upper level flight course he or she ends up at. Being conservative, I calculate that this will cost about \$221. That is based on the cost of the first four months for the Southeastern U.S. coverage at \$51 plus one renewal for 12 months at \$98. After that, you would only need to have Florida plates so you renew a couple of years at \$36 a year.

If you look on the last page of your NOS approach plates, you will see an order form. You can order a year's supply of Florida plates for the whopping amount of \$13 and enroute charts for \$20 a year. For \$85 you can get almost the same deal as Jeppesen, except you won't

GOOD LUCK ON YOUR FINALS!

Calvin and Hobbes by Bill Waterson

MISS WORMWOOD, COULD WE ARRANGE OUR SEATS IN A CIRCLE AND HAVE A LITTLE DISCUSSION?

SPECIFICALLY, I'D LIKE TO DEBATE WHETHER CANNIBALISM OUGHT TO BE GROUNDS FOR LENIENCY IN MURDERS, SINCE IT'S LESS WASTEFUL.

FOR SOME REASON, THEY'D RATHER TEACH US STUFF THAT ANY FOOL CAN LOOK UP IN A BOOK.

I FLUNKED A TEST TODAY, BUT I DON'T MIND.

NO? IT'S A QUESTION OF PRIORITIES, HOBBS. A MAN'S GOT TO MAKE ROOM FOR WHAT HE CARES ABOUT.

THESE DAYS ARE PRECIOUS, AND I'D RATHER SPEND THEM GOOFING AROUND THAN STUDYING.

I NEVER REALLY THOUGHT OF IGNORANCE AS A QUALITY OF LIFE ISSUE.

APPARENTLY, NEITHER HAS DAD.

YOU KNOW WHY BIRDS DON'T WRITE THEIR MEMOIRS? BECAUSE BIRDS DON'T LEAD EPIC LIVES, THAT'S WHY! WHO'D WANT TO READ WHAT A BIRD DOES? NOBODY, THAT'S WHO.

THIS IS CHANGING THE SUBJECT, BUT HAVE YOU EVER NOTICED HOW SOMEBODY CAN SAY SOMETHING TOTALLY LOOPY AND NOT BE AWARE OF IT? WHAT ARE YOU SUPPOSED TO DO, JUST LET IT SLIDE?

SOMETIMES IF YOU WAIT, HE'LL TOP HIMSELF.

I SAY JUST PUNCH 'IM THEN AND THERE!

HELLPP!! IT'S THE THOUGHT POLICE!

WANT TO HEAR A JOKE?

SURE!

OK, THIS GUY GOES INTO A BAR. NO, WAIT, HE DOESN'T DO THAT YET. OR MAYBE IT'S A GROCERY STORE. OK, IT DOESN'T MATTER. LET'S SAY IT'S A BAR. HE'S SOMEWHERE IN THE VICINITY OF A BAR, RIGHT?

SO ANYWAY, THERE'S THIS DOG AND HE SAYS SOMETHING ODD, I DON'T REMEMBER, BUT THIS OTHER GUY SAYS, UM, WELL I FORGET, BUT IT WAS FUNNY.

I'LL TRY TO IMAGINE IT.

YEAH, YOU'LL REALLY LAUGH.

HELLO?

HELLO, IS YOUR MOTHER HOME?

WHAT BUSINESS IS IT OF YOURS, JERK??

SOME PEOPLE SURE ARE NOSY.

I LEFT THREE MESSAGES TODAY, AND NOBODY RETURNED MY CALL.

HOW RUDE.

Far Side by Gary Larson

Oh my God! It's Judy and what's-his-name!

As his eyes grew accustomed to the dark, Death suddenly noticed his girlfriend sitting with Dr. Jack Kevorkian.

Oh my God! It's Leonard! ... He's stuffed himself.

Thanks for being my friend, Wayne.

What the? ... This is lemonade! Where's my culture of amoebic dysentery?

Of course, one of the more popular myths is that our 16th president was born in a little log cabin.

You know, boys, sometimes I stare up at the stars like this and I wonder ... I wonder wonder wonder who ... who wrote 'The Book of Love'?

Bound and Gagged by Dana Summers

TANNING SALON

DINER

DOG LICENSE

DOG LICENSE

DOG LICENSE

PHILLIPS HEAD SCREWDRIVER

PHILLIP

Dave by David Miller

STOP 'N GO

SUN 'N FUN

STOP 'N GO

COLLEGE DAVE

- HOPES AND DREAMS
- GENUINE SMILE
- SKATEBOARD INJURY
- WALKMAN NOISE BETWEEN EARS
- BEER
- MONEY THE FOLKS SENT

BUSINESS DAVE

- BOSS'S NOISE BETWEEN EARS
- 35¢ COFFEE
- ENTRY-LEVEL GALAXY AFTER EXPENSES
- SLIGHTLY DASHED HOPES AND DREAMS
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WASH WASH WASH!

HEY! I HAVEN'T STARTED YET!

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→ Autos for sale

'79 BMW 320i 4 speed, A/C, sun roof, new paint, new tires, powerport rims (5) lowered suspension techniques springs & sway bars, Bilstein shocks, and other parts call for more info. \$2800 Brian 761-5869.

1982 Toyota Corolla for sale. 4 door automatic with electric windows and locks. No A/C. Asking \$1,200. Call Brian at 255-2552.

1981 GMC Caballero with power everything, 350 460 and automatic transmission. Looks good, is loud and fast. \$3,800/offer. Call 673-9022 and leave message.

'80 Honda VTR 250 great shape, 3800 miles, asking \$2,600. Call Lee @ 274-3701.

1970 Buick Regal Sealthmobile, Coupe-like body reflects today. Holes in exhaust provides even heat distribution to avoid those nasty heatsoakers. Will even throw in portable bug zapper. Best offer. Call D.C. at 555-3021.

→ Roommates

Female roommate needed ASAP! Two bedrooms, 1 1/2 bath townhouse located 1 mile from campus. Fully furnished! 225/month call 322-7604.

For sale or rent 2 bed/2 bath townhouse. Two levels, full appliances. Pool, cable TV, water and trash removal all included. Located only 2.5 miles from ERAU. Call 788-4343.

Apartment for rent 1 bedroom 2 bath beachside. No lease, pet OK! washer and dryer, free cable, A/C, plenty parking, ceiling fans throughout \$400/month Call 238-2535.

Room for rent: Beautiful house in Port Orange has two rooms for rent. \$200/225 fully furnished! Call Jack for details @ 756-1494. Leave message.

→ Misc. for sale

240 SX Mag wheels sells for \$300 each new. You can have them for \$150. Excellent condition. Price negotiable. Call Dan @ 239-8932.

Delta one-way from Baltimore to DAB or Baltimore to Atlanta. Leaving Baltimore June 21. Asking \$100. Call Brian 255-2552. New Mastercraft electric lawn mower with long cord, \$65. Lawn edge trimmer, \$10. Brand new Whirlpool duty washing machine, \$225 o.b.o. Burek upright vacuum cleaner, brand new, \$65 o.b.o. Call Mary @ 788-0751.

Queen size washer for sale. very good condition, polished darkwood finish, complete with all accessories, a steel at \$60 OBO. Call George at 226-7452 or leave message in Box 7500.

King Size waterbed \$75.00. Reef racks surfboard car racks like new \$40.00 with locks. Call Brian 761-5869.

7 day cruise vacation to Bahamas 2 nights in Ft. Lauderdale 3 in Bahamas 7th. cruise each way aboard the "Sea Escape" \$300-\$399 port fee. Open dated tickets call Rich 253-6065.

Full size bed, very good condition, \$60. Rattan sofa bed, fair condition, \$45. Twin size bed, ortho-pedic mattress, \$40 o.b.o. 1991 Burgundy two door automatic six cylinder Chevrolet Corsair, 6000 miles. Call Mary @ 788-0751.

I'm selling furniture for every room in your apartment! Take it all for \$350, OBO. Includes dining, living & bedrooms. Call 322-7604.

Florida Charter and maintenance operation. We currently have a Lear, Citation, King Air.

Daron 58 and other light twins and singles. We are looking for a high or low time pilot/investor so we can expand our 135 charter and maint. operations. Call 407-324-8249.

→ Miscellaneous

Tired of driving airplanes? Learn to fly tailwheel in the Piper Supercub. Fun, Commercial training also available in Tri-cycle gear aircraft. Call Jim @ 760-1030.

Learn to fly- Professional flight instruction from a CFI also sightseeing. Biannuals. Instrument competency check. Call James Hotelling 258-6618.

Upgrade now! Upgrade your 286 or 386 SX to a 386DX-251 Standard or mounting motherboard, holds up to 32 MB memory. Just 386 DX chip. \$80 call Chris 257-2472.

Roleplayer wanted: For campaign in TORQ - a story-lined RPG where faith is invaded by other realities. Mega-corporate ninja, cyber-pennis, lizardmen shamans, shapashifters, fantasy magicians; they are all fighting to free faith from the invading High Lords. Interested players leave a note in B215.

→ Personals

JOKE OF THE WEEK (Overheard between an Engineering/Flight student and a critical ERAU Flight instructor, during an oral): (Instructor) So tell me, what would make the stall bus go off? (Student) I guess, adverse pressure gradient. (Instructor) WRONG!!! Suction...

TO AVION STAFF, Hey guys have a great summer, don't fight too much, there are only 4 more issues left. Keep up the high spirits and I'll see ya in August. ALIX

TO ALL PHOENIX SUNS FANS You thought you were hot... Not!! The Bulls aren't going to quit just because they got another ring. Here comes Michael Jordan, down the lane...FOR THE JAM!!!!

JASON Still dance at the Coliseum? MAL

STEVE I miss you!!! (spoiling me) I didn't want to seem too mushy, I'm finding it hard to pop the question. Talk soon. Love and Kisses SHANNON

K.T. Thanks for the B-Cake and all you have done for my B-Day. Soon I will return the favor. FRENCHY

You can't win Darth. If you strike me down, I shall become more powerful than you could ever imagine. Obi-Wan Kenobi

JACK. Congrats on ATP rating! I'm so proud of you! LOVE, YOUR LITTLE FRITTER CONCI

PAT AND TONY Hey dudes, how's it hang in? Haven't seen or heard much this semester. Call me sometime and we'll do lunch. MAL

TO PHOENIX STAFF, Hey guys its almost over. Hang in there, I'm sorry I didn't stay till the end, but believe me I stayed as long as I could. See ya... ALIX

CLASSIFIED AD POLICY

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

Jackson's latest release is all Janet

By Kerwin McKenzie
City Editor

"We had the kind of night where morning comes too soon," this is the opening line of the interlude *morning set* to music by Janet Jackson (JJ) on her new album, *Janet*. She wakes you up with *morning*, then puts you to bed with *sweet dreams*, a 14 seconds interlude which introduces *oops now, sorry I can't go her final look* at love.

After she had gotten your attention with *morning*, she continues, "Like a moth to a flame burned by the fire, my love is blind can't you see my desire. That's the way love goes." This is the first stanza of the slamin' hit *that's the way love goes*. Janet's definition of love.

You can't help but like the album, produced by JJ along with Jimmy Jam and Terry Lewis. This is the fourth album by the youngest member of the Jackson clan. Five weeks ago when *that's the way love goes* was released, you knew it would have been a hit. Today, it is No. 2 on the Black Entertainment Television Top 20 Countdown.

Janet boasts 28 selections, actually it's really 15. The other

thirteen are done in typical JJ style, and lasts anywhere from one to fourteen seconds. They explain or set the mood for her songs. The entire album is like one big recording session. First she talks to you, then she sings.

The album cover shows a new Janet. New hair style, new look. The back sports her half-clothed wearing a slightly downed zippered jeans, which reveals her navel.

If the sixth track, has a serious guitar solo. This cut reminds you of *Black Cat* from her last album, *Rhythm Nation: 1814*. The next single to be released will be *again*. If you haven't heard this one yet, you're in for a treat. This is a love ballad, about a relationship gone wrong. With lyrics such as, "don't think I can take the pain of ever filling in love with you again," you can't help but get in the mood. She pours her heart out on this one.

Janet is currently facing stiff competition from Luther Vandross's *Never Let Me Go* and Johnny Gill's soon to be released, *Provocative*. However, if you are a JJ fan, *Janet* is a must have. To get the true essence you must listen to the complete album. You will not be disappointed. Moi, I can't wait for the next video!



Virgin records has recently released Janet Jackson's new album simply entitled *Janet*.



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