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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 6

August 4, 1993

Morrison's begins construction projects

By Bill De Brauer
Managing Editor

Construction has begun for two new major Morrison's projects and should be open for business in time for the beginning of the Fall semester.

The food service company, which has been providing meals to Embry-Riddle students since 1989, will be adding a sub shop and a Taco Bell Express outlet, as well as sell Cookietree Bakeries and I Can't Believe It's Yogurt products.

The sub shop, called Aviator Subs, will be located in the old game room in the Landing Strip. The game room has been moved to the corner of the dining area, where the large television used to be.

Students will have a choice of 11 different types of subs, which come in seven inch and 14 inch sizes, and three of them will be hot. Morrison's will offer wheat or white bread and, according to Greg Himes, Morrison's director of food services, the sandwich will come with 25 percent more meat than Subway subs. The price for a 14 inch sub will average between \$4.50 and \$5.

Himes came up with the Aviator Subs concept, and according to him, Morrison's executives are very interested in the idea, and may open other Aviator Subs shops at other universities.

The sub shop will also be the site where Cookietree Bakeries snacks will be sold. Cookietree Bakeries, a Salt Lake City, Utah, based company, has spent \$1,000 for a lighted awning and \$1,200 for equipment to make it a separate module within the sub shop.

The sub shop will also be selling Pierogies, potato cheese filled pasta

pockets served with sour cream or hot sauce, in portions of two or six. The smaller portion will be considered a side item.

A Taco Bell Express will be located at the other end of the Landing Strip, where students enter the serving line. The ice cream stand has been taken out to make room for the new Taco Bell.

A take-out window facing the mail room, an idea suggested by Dean Robert Rockett, will be added, allowing students to buy food without having to go into the Landing Strip. The outlet will offer a limited menu, at prices comparable to regular Taco Bell restaurants. An I Can't Believe It's Yogurt machine will be installed in the food court.

Students will be able to use their meal plans at the Aviator Subs shop, but not at the Taco Bell Express, although cash and Custom Cards will be accepted at both places.

To make the sub shop, Landing Strip and Taco Bell Express more accessible to students, Morrison's will remove the door at the north end of the Student Center and widen the entrance.

"Morrison's intent was to open up the Landing Strip snack bar into the Food Court two, and make it more accessible to the students instead of restrictive like right now. You're not sure if you should go through that door," said Himes.

Construction, which has cost Morrison's \$87,000, says Himes, should be completed by August 23, when the sub shop will open. "This is contingent only on everything being ready, all the breads, all the rolls. Right now, the contingency would be to open seven days earlier than we projected, which was August 30," said Himes.



Construction is fully under way at the Landing Strip, where Morrison's plans to build a Taco Bell Express and an Aviator Subs shop. The game room (above) has been remodeled to fit the new sub shop.

Morrison's plans to keep the shop open for three days and then close it. According to Himes, "these are really test runs, but will be open for sale to the public with cash and custom cards."

On August 26, Taco Bell Express will be open for two days followed by its grand opening on August 28.

The Aviator Sub shop will re-open the next day with its grand opening.

The Aviator Sub shop's regular hours will be from 11 a.m. to 6 p.m., and Taco Bell Express will be open from 11 a.m. to 11 p.m.

Although the people working at the new restaurants will be Morrison's employees, they will be

wearing Taco Bell Express and Aviator Subs uniforms. Taco Bell

Express service personnel will be trained by Taco Bell at its training center in Daytona Beach. Taco Bell will conduct surprise food inspections, sending people undercover to purchase Taco Bell products to make sure standards are being

upheld.

Himes would like to see more variety of food come to campus and hasn't ruled out trying to get a large company, like McDonalds or Burger King, to move into the Landing Strip or have a Pizza Hut outlet where the deli in the food court is located.

WERU set to hit airwaves next week

By David Gass
Editor in Chief

For years the idea of a permanent campus radio station at Embry-Riddle has been put off until the future and then cast aside. Next week that dream will become a reality.

This Monday, WERU will start playing music on a regular scheduled basis from 11 a.m. to 2 p.m. The week will consist of 15 one-hour shows with various DJ's.

According to Todd Gumbrecht, the division head of WERU, there will be all types of music played for the student body and he wishes for the WERU staff to be professional and be prepared and trained to have a successful campus radio station here at Riddle.

WERU will be broadcast only in the Student Center next week until wiring for the carrier current arrives.

Once it does, then WERU will be broadcasting at the Student Center, the pool, Doolittle Hall and McKay Hall.

Eventually, after the wiring for the carrier current arrives, WERU hopes to broadcast from 11 a.m. to 5 p.m. WERU is starting with AM carrier current to build a foundation to start the station up and hopes it will give them good training and a good way to learn.

Broadcasting using the carrier current method is also inexpensive and is loosely regulated. The only



Todd Gumbrecht, WERU's division head, is making sure all equipment is ready and operational. The station will broadcast from a supply closet it shares with Morrison's.

stipulation the Federal Communications Commission requires is that the broadcasting does not interfere with air traffic control.

The purpose of WERU is to act as an informational and entertainment

source to the students. According to WERU, their guiding principle is to be an asset and service to the students, the University, and the community in that order.

According to Gumbrecht, the

radio station is meant for the students' use and enjoyment and he hopes that students will want to become involved with WERU.

see WERU, page 8

NASA woes have left the agency with fewer friends

Associated Press

WASHINGTON — It was 1969 and three men had just returned from the moon. They got parades and medals and a presidential dinner.

Their burn-stained space capsule was hauled around to all 50 state capitals, escorted by highway patrolmen with the reverence and awe accorded to Old Glory herself.

People lined up for hours just so they could say they had seen the thing. It was history and triumph and the United States was No. 1.

Fast-forward to 1993. Apollo is history, Skylab is forgotten and the space shuttle has flown 57 times since 1981. Ho hum.

With the tragic exception of Challenger, all launches and landings look the same — up and down, up and down — and network television long ago quit carrying them live. Ask the man on the street to name a current astronaut and get a blank stare.

For nine years, there's been a boring debate in Washington: does

the United States need a space station? Last month, in Congress, the no-sayers came within one vote of killing the project.

Where have all of NASA's friends gone?

In the 1960s, NASA could do no wrong. It had the whole country in its corner and the goal was simple: beat the Soviets.

Nobody's head rolled when the early rockets blew up or when John Glenn failed 10 times to get off the ground before becoming the first American to orbit Earth or when NASA spent \$26 billion to get 12 men onto the moon.

"NASA was a creature of the Cold War," said Don Fuqua, the former chairman of the House space committee and now president of the Aerospace Industries Association. "When the Berlin Wall came down, there no longer was this enemy out there that we had to compete with."

The bleachers where the cheerleaders once sat now are filled with critics.

One of them, a congressman, told his colleagues recently that

see Friends, page 6

Inside this week:

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Fred Weick, who developed aerodynamic cowlings and many other designs, passes away.

see Campus News, page 4

News in brief...

Movie of the Week

Touch 'n Go Productions will be showing *The Blues Brothers* starring John Belushi and Dan Akroyd Friday at 8:45 p.m. in the Student Center.

Be sure not to miss out on this classic comedy about two brothers that are on a mission from God.

MA 241 special offer

MA 241 will be offered during the break from 9 a.m. to 12 p.m. and 1 to 4 p.m. for full credit. Be sure to register as soon as possible.

Dr. Ray Young will be instructing

this Calculus course daily. This will be useful for those students who need to retake the course without falling behind in their other classes.

New humanities course

Dr. James K. Libbey, visiting Associate Professor of History, will teach SS 325.02, The European Community, this Fall semester.

Students may register for this class TR 0930-1045. This course is not listed in the fall schedule book, but is listed in the computer.



American Airlines CEO Robert Crandall's testimony is pivotal to outcome of an Antitrust suit.

see Aeronautica, page 6

THE AVION
Embry-Riddle Aeronautical University



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Newspaper

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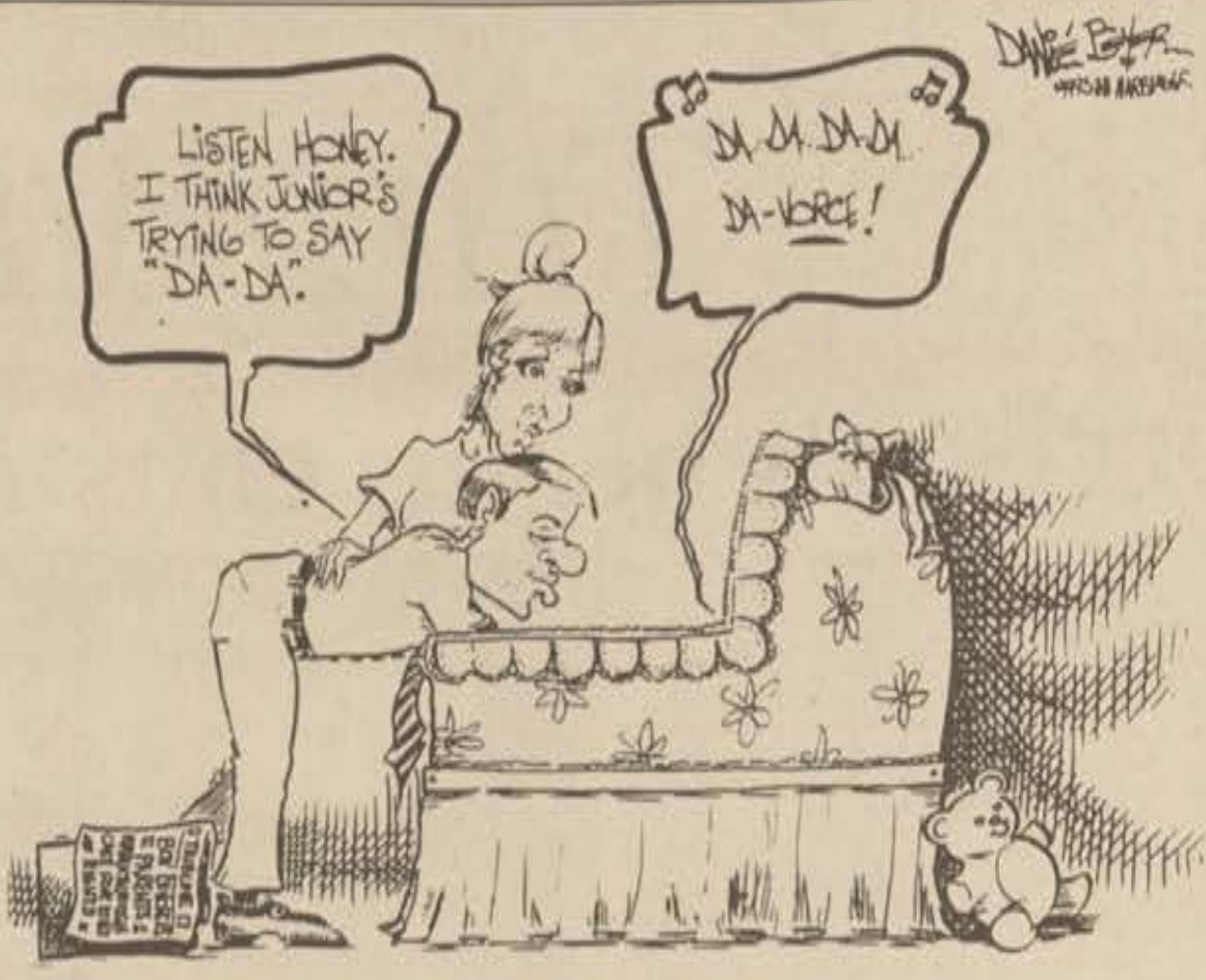
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Staff Commentary:

Telemarketing is a real pain



David Gass
Editor in Chief

Want to know what really annoys me? No, I am not talking about those pesky commercials again (although they are rather annoying), I am talking about the dreaded evil phone calls from hades. Normally I like phone calls. Really.

It's just that all of these telemarketers calling you all the time to convince you to give them money before you have even gotten your latest check from work is a real pain. You probably know what I'm talking about.

I will give you a perfect example of how one of these phone calls can leave you in a bad mood real quick. I have just gotten home, finally starting to relax and I decide to eat some chow and indulge myself.

All of a sudden, the phone rings. I pick it up in a cheery voice not expecting what is about to occur. A voice will emerge asking if I wish to contribute to the Young Republicans' Club. She does not stop there, she continues (or in this case attempts to continue) on why I should contribute and how it will help me in the long run.

I then try to so graciously deny her my money but she would not even give me a chance for that. I then tell her in a not so friendly manner that I am not interested and hang up.

In my opinion, there is truly nothing more aggravating than being interrupted by some "club" that wants my money for the supposed better good for the Republican cause during the middle of dinner.

Probably the most infuriating phone calls I have gotten are when I am expecting an important call and I receive a call from one of these telemarketers. I politely tell the person that I am expecting a phone call and that I am not interested. Do you

think that stopped her? I think not. She tells me that it will only take up a second of my time. She was right, it did only take up a second of my time, because I hung up.

These telemarketers must be programmed to never say die and maybe even told to annoy potential customers as much as possible if they are not interested. It is possible, you know.

Another interesting if not a little funny scenario is when I get a call while taking a shower. I rush out to the other room drenched and pick up the phone while breathing hard to catch my breath. I then hear a voice asking how I am and if I have ever thought of joining the military.

Here I am, all soaking wet at the phone putting up with this. I then told him no, I wasn't really interested. Think that was the end of that conversation? Not! The officer then attempts to persuade me to join the military and make a difference.

I finally get a word in about ten minutes later (this recruiter apparently never gets a clue) and finally

tell him I have to go. That was the last I heard of him. At least for a week that is.

The sad thing is even the cops are getting into this dreaded telemarketing thing. I got a call the other day from a cop thanking me for donating money to their Police Olympics and asked how much I wanted to donate this year.

The police officer's first statement was a blatant lie. I never even heard of a Police Olympics. I told him maybe next year. The police officer then said that he would only put me down for five dollars. I finally told him that I had said no and was not interested.

His attitude was like if I didn't donate, I was not supporting my local police. That is not the fact at all, it just seems to me the cops should be badgering criminals on the street rather than an innocent citizen at home.

Maybe all these telemarketers need to get a clue and go back to being door to door salespersons so we can shut the door in their faces.

Letters to the Editor:

The Avion is always looking for the opinions of its readers and appreciates letters to the Editor on any matter. However, in order for the *Avion* to publish your letter, it must contain the writer's name, address and be signed. If you wish your name and address to be withheld, please note so. *The Avion*, under any circumstance, will not publish letters that are not signed. If you have any questions, please call ext. 6049.

statements are also asked to come forward.

One thing is certain, I will either see you or my radar detector again very soon. Please don't let it be the former. Thank you for your time.

Name withheld by request

Who has priority?

As a flight student here at ERAU, I have had the unfortunate experience of getting "No Aircraft." This means there are no aircraft available for my scheduled activity. This experience can add unnecessary delay to completing a flight course. We as flight students are familiar with this occurrence.

However, this occurrence may worsen thanks to the Flight Department Administration. According to the University Flight Department Newsletter, the *Flight Follower*, we may be receiving more than 100 Saudi Arabian Airline Flight Engineers who only desire flight training here at our Daytona Beach campus. When? It could begin as soon as this Fall or early Spring of 1994.

The July issue of this employee newsletter states that Paul McDuffee, Thorsten Hisam and Greg Fontaine have been working on this proposal for contract flight training for some time. Saudi Arabian Airlines is modifying their fleet for only two seat aircrafts thus making the FE obsolete. The above mentioned trio's proposal is for a 250 hour, multi-engine INTENSIVE program from pre-solo to commercial/instrument/multi-engine certification and LOFTs.

To the best of my knowledge, ERAU has never allowed anyone to receive flight training without the pursuit of a degree. In order to receive the "best flight training in the world," you must enroll in the Aeronautical Science degree

see Letters, page 8

Second chance

To the person who stole the Cobra/Voice radar detector out of the old brown Ford on the morning on July 20:

I wonder if you feel happy and feel a sense of accomplishment knowing you went out of your way to screw over a person who never did anything to you. You shouldn't steal from other people, especially from those who obviously will feel the financial impact of what you do. It also wasn't very smart of you to go into someone else's car in broad daylight with dozens of potential witnesses around.

Two fellow students from my 8 o'clock class claim to have seen someone in my car, and have identified that person to me. A police report has been filed. You have ten days from the day this issue of the *Avion* comes out to return the detector to me, no questions asked, at Box 5466. After ten days a warrant will be issued for you.

It is only due to the fact that I am a born again Christian and want to give you a chance to redeem yourself that I have this printed. It is not worth destroying your future career and job prospects by getting a criminal record over a \$100 in electronic equipment. Any additional witnesses to the act who are willing to give

Over reliance on Technology, our downfall



Vernon Altermann
Staff Reporter

This morning I was awoken by the buzzing sound of my alarm clock that was connected to my radio/clock/telephone/answering machine.

I stepped out of my bed and was greeted by a nice blast of cold air by my computer controlled thermostat. Then I heard the sound of my TV being turned on by a timer preset to CNN that had the latest in sports news.

As I walked into the kitchen, I smelled the fresh aroma of coffee that started exactly three and a half minutes before I woke up. I had checked my voice mail on the phone

and then plopped a waffle in the microwave. During the exact 4.3 minutes that this took, I stepped outside and got the morning paper. It was printed on non-smearing ink paper. My local newspaper company was sent the copy of the paper in an electronic format via satellite from Los Angeles.

Exactly 23.76 minutes later, I drove off in my 1993 Ford Probe. This car features power steering, anti-lock brakes, windows, locks, fuel pump and a little female computerized voice that tells me when my lights are on after I turn off the ignition.

While driving down the highway, I slip in a CD and listen to music by a techno-group producing music with state of the art keyboards hooked up via MIDI interface to a personal computer (PC).

Finally, I arrived at my office. My desk has a PC as well as a fax machine. This machine kept shoot-

ing out memos that were sent by other employees. The memos were printed by computers that were assembled by state-of-the-art robotics in a large factory in Japan.

While I was checking my email (exactly 3.56 minutes after the hour), the electricity and the phone lines had shutdown almost instantaneously. The entire office went into an utter panic.

Managers were yelling and walking around like chickens with their heads cut off. The staff just sitting there at their computer screens in utter disbelief, like a kid losing their favorite toy.

I walked away from the office, past the useless millions of dollars of machinery that filled the room; dead, because of their very blood, (electricity), had ceased to flow.

When I got outside I quickly noticed that the entire city had lost power. All of the city was lost in a chaos because its very soul had been

lost (electricity). My mind started to ponder the extent of my company's loss due to the power outage. The customer orders during that time could not be taken, resulting in an unestimated amount of projected net profits that would be lost.

Suddenly, there was an elderly man that popped in front of me. He presented me a shiny apple that was hand picked by him from his farm in the country.

His business was booming without a shred of technical resource available. He had no cellular phone anchored to his side, no beeper on his belt beeping him every 10 minutes informing him that someone wants to talk to him immediately about a dreaded apple disease that was plaguing his farm.

I looked at him with a smile, gave him a dollar for the apple, then went home and fixed myself a pot of coffee, by hand.

Student Forum

The Avion Asks: What are your plans before the Fall semester starts up?



Carl Morgan
Aviation Business Admin.



Jeff Chan
Aeronautical Science



Domenick Venditti
Aerospace Engineering/
Aeronautical Science



Harry Shinn
Aeronautical Science



Lisa Middlebrook
Engineering Physics



Todd Gumbrecht
Aviation Business Admin.

"Go home to New York and visit family and friends."

"Graduating and going home."

"Take a short break... regroup, and get ready for new semester."

"Work and look for a new apartment."

"Hang out with the family in Oregon."

"Go home and see my other girlfriend."

Mark Willis: The new career center director

By David Gass
Editor in Chief

Embry-Riddle has named the new career center director. His name is Mark Willis, an alumnus of the University and an experienced pilot and leader.

Willis holds both a graduate and undergraduate degree in aeronautical science. His association with Embry-Riddle also includes a graduate level instructor's position with the College of Continuing Education center at Patrick Air Force Base.

As the new career center director, Willis now manages the career center staff which includes seven full-time employees as well as five stu-

dent assistants.

Willis's two biggest challenges are: helping students to expeditiously find employers that need their talents, and long-range, plugging the aviation/aerospace industry into the University, making each dependent on the other.

He holds leadership awards such as the Air Training Command Commander's Trophy and Top Stick in Undergraduate Pilot Training. "Mark Willis will be a great asset to our University," according to President Steven M. Sliwa, Ph.D. "He's already established important ties with the global aviation/aerospace industry and will continue maximizing the employ-

ment potential of our students and alumni."

One of the new projects Willis is working on is the career center service committee. This new committee was created for the purpose of promoting and maintaining a positive image of the center as well as address any problems and issues that arise with the students. The meetings are held bi-

monthly and the committee consists of the chairperson, Chris Hymer, Mark Willis, and eleven members which will include one or two alumni and one student from each department of the SGA.

Any enrolled student or alumni may hold membership at the discretion of the chairperson and the director of the career center.

Willis says that a "message mov-

ing machine" for the Student Center which will be purchased by the Industry Relations Committee of the Alumni Association. The machine will be placed in the Student Center and will be used to advertise jobs, co-ops, internships, as well as seminars.

Willis added that the career center will be involved with the new voice-mail system to help advertise jobs. Students and alumni can receive additional information by simply calling the career center.

Satisfying his long-term goal of returning to serve the Embry-Riddle community, Willis is joined by his wife, LouAnn, and children, Joanna, Christopher and Farrah. "We've



Mark Willis

come full circle and we're very pleased to be here," says Willis.

"Mark Willis will be a great asset to our University"

-University President Steven Sliwa

Single sex colleges offer both diversity and advantages

College Press Service

When Virginia Military Institute went to the U.S. Supreme Court earlier this year to fight a discrimination suit, it received support from an unusual corner: Seven private women's colleges filed two separate friends of the court briefs on behalf of the all-male school.

VMI, in Lexington, Va., is a state-supported institution. The seven colleges are all-female and private. VMI is fighting to remain an all-male military school, and the women's colleges filed the briefs to clarify the status of all-female private colleges in the United States.

Single-sex institutions, private or public, insist they promote diversity in higher education and fill a niche particularly for women that rounds out a multitude of educational theories and practices.

"Women are not missing anything. Women's colleges offer only advantages," said Jadwiga Sebrechts, director of the Washington-based Women's College Coalition. "In every study that has been done, the worst that has come out is that the experience is the same experience in a coed institution.

"There are really no other institutions or parts of society that put women first, where women

have a priority position and can have the expectation that they will run the institution, be taken seriously and be put first. It is a wonderful and enriching experience."

There are 84 all-women colleges and universities in the United States, with an enrollment of 90,000 students.

Women's colleges, officials said, offer students positive role models that coed institutions do not, and by placing educational and social priorities for women, give them tools to be on equal footing with men.

"The educational system was set up with men in mind. There is a need for alternatives where women are the priority," Sebrechts said. "Women need to grow to expect the privileges and responsibilities of society."

That kind of environment is badly needed until society is completely neutral in dealing with men and women. I'm just not sure what additional benefit men's institutions can provide."

The nation's five all-male schools have approximately 7,100 students enrolled. Of those male schools, VMI and The Citadel, in Charleston, S.C., are state-supported military schools; two are private liberal arts colleges, and the fifth, Morehouse College in Atlanta, is a known as a historically all-male black institution with ties to

Spelman College, a historically all-female black school.

"We offer a choice as to whether or not students want to go to an all-male school. It is just the option to be here or there," said Beverly Snoddy, spokeswoman for Hampden-Sydney College in Virginia, an all-male liberal arts college. "It gives them from Monday to Thursday to target their studies and not to target their social life. They all come here for their own reasons, but we offer this option."

Ford Hamilton, a 20-year-old-sophomore at Hampden-Sydney College, said he visited several schools, including Auburn University in Alabama, before deciding to go to Hampden-Sydney. "Every time I would come up here I met a lot of people, and there would be girls all over the place," he said. "I don't have to shower before class or worry about how I look. At Auburn, my eyes kept wandering in the classroom. Here, it's a real relaxed atmosphere. I can talk and not worry about offending anybody."

Students don't miss out on a social life because most schools are in urban areas or near coed schools. A detractor to women's colleges, Sebrechts said, is that they obviously don't have football teams or other male-dominated sports, which



College Press Service photo

Colleges and universities that accept only male or female students offer diversity and something extra that may not be experienced in co-educational schools.


may discourage some students from attending.

Susan Cantrell, spokeswoman for Wabash College, an all-male liberal arts college in Crawfordsville, Ind., said that stu-

dents at Wabash can enjoy a multitude of activities not available at coed institutions.

"Because it's all male, a guy who's an economics major can be on the football team, and also act in

plays and play in the band," she said. "They do it because it is single sex and they don't have the social constraints they would have otherwise. This is a critical time of their lives."



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Aviation pioneer dies at age 93 - leaves engineering legacy



Fred Weick designed the Agricultural-1 (AG-1) crop dusting plane in the 1940s. Here, an updated version of an AG-1 sits in a hangar, with a pilot resting for the next flight.

By Bob Davison
Staff Reporter

Inspired by a boyhood sight of an airplane flying overhead in the 1910s, Fred Weick's death on July 8th of this year marks the passing of a pioneer in the aviation industry.

Born near Chicago, Ill. in 1899, Weick developed an avid interest in aviation at a young age when visiting airfields in the surrounding area of Chicago. By age twelve, he was engaging himself in model airplane competitions.

After graduating from the University of Illinois in 1922, Weick began his professional career as a draftsman for the original U.S. Air Mail Service.

One of the major innovations was his stable, tricycle-like landing gear, with one of the landing wheels under the nose of the airplane, and the two other landing wheels spread out under the wings.

This revolutionized the landing capabilities of aircraft, and became a

standard for virtually all planes, including the space shuttle.

Most of his career was devoted to making planes more aerodynamically efficient, safer and easier to use. Although his focus was on smaller aircraft, his advances were adopted by larger aircraft.

In the July 11 edition of the *New York Times*, officials at the National Aeronautical and Space Administration said, "his genius touched virtually every aeronautical discipline."

Perhaps his best renowned work came with the design of the Ercoupe, the first plane to be certified spin proof in the 1940s.

The Ercoupe was first designed as a two seater, but later became a family sized airplane with simplified turning and banking controls. This ease of turning was accomplished through combining the rudder and the aileron sections of the wing into the steering device we know today as the yoke.

This new improvement to an

aircraft's stability and control captured the world's attention to travel by plane and launched the aviation industry into new heights.

To help the civil aviation with higher speeds and cheaper operation costs, Weick developed smooth and curved cowlings that were used on radial engines to reduce drag.

This curved engine cowling improved turbulence over the wings and helped with engine cooling. This idea was later used on bombers and fighter airplanes during World War II.

In the 1930s, Weick completed a textbook on propeller design that, even today, engineers still consider to be a classic.

His major contributions in aircraft research and design has earned him a prominent and lasting place in the history of aviation. Weick died in Vero Beach, Fla. of heart disease, he was 93.

Weick established the Fred E. Weick Scholarship Fund at Embry-Riddle earlier this year.

Engineering students get jobs at CCS

By Bill De Brauer
Managing Editor

Two Embry-Riddle engineering students have been offered jobs as space controllers, joining a profession that only numbers around 500 in the world.

CCS Consultants, a subsidiary of Corporate Computer Systems, has been obtained by Martin Marietta to provide the company with space controllers. Officials from CCS visited Embry-Riddle last week to conduct interviews with prospective candidates.

The company plans to hire four graduates during its trip to Florida, and has made job offers to two graduates here at Embry-Riddle and one offer to a graduate from the Florida Institute of Technology in Melbourne.

According to David Popa, senior account manager for CCS consultants and one of the people who conducted the interviews, the company is still deciding on who will be the

fourth candidate, which could come from either university.

Martin Marietta is under contract by AT&T to provide the support staff for the new Telstar 401 satellite at AT&T's east and west Satellite Control Centers (SCC). The communications satellite is scheduled to launch at the end of October.

The space controllers will work at AT&T's east SCC in Hawley, Penn., for approximately one year, and there are no guarantees for employment afterwards.

However, according to Popa and Jack Slaven, assistant director of the University's career center, employees who work in such a technical field on the temporary basis eventu-

ally get absorbed by the parent company.

According to Slaven, the career center was contacted by CCS consultants, and sent the company 34 resumes that were in the job search file. CCS consultants then came to campus and interviewed 10 possible candidates.

According to Popa, the group was impressed with the graduates they interviewed, especially the graduates from this school, who according to him, seem to have higher grade point averages.

Although there are many engineers in the industry and on the market, there are very few experienced space controllers. "The reason we

are here is that there are no space controllers. The total count is roughly 500 worldwide, half of which work for the military, so there is no pool to select from," said Popa.

In an industry that has become very cost conscious, it is cheaper to hire college graduates, who generally demand lower wages, than hiring an experienced engineer, who will demand higher wages but will have to be retrained regardless.

"This is money, and money is bottom line," said Popa. "The two choices are to take existing engineers who will be much more costly and who bring nothing more to the table other than preconceived notions and a higher base pay, or you can look at some of the brighter students coming out with space sciences or aerospace engineering degrees."

The four graduates will spend two months in training, and several months conducting in-orbit tests, followed by several more months of on-station support.

In an industry that has become very cost conscious, it is cheaper to hire college graduates.



Timothy Ramsey, a construction worker, is using stilts to install new wiring in the Student Center. Ramsey and his co-workers are also installing new acoustical tiles, air conditioning ducts, and light fixtures. This is all part of the general upkeep of the building.

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NASA Commemorates Lunar Landing



The official NASA commemorative logo marks the 25th anniversary of the first lunar landing on July 20, 1969. The design incorporates an eagle descending toward the lunar surface with an olive branch, symbolizing America's peaceful mission in space.

NASA provides flood info

NASA Press Release

NASA is providing needed assistance to the Federal Emergency Management Agency's (FEMA) efforts to gather information on the flood-damaged Midwest.

On July 17 and 18 at FEMA's request, personnel from NASA's John C. Stennis Space Center (SSC), Miss., flew specialized sensors mounted in an airplane over portions of the midwestern states.

The first two missions covered an area from Cairo, Ill., to Chester, Ill., with an emphasis on Cape Girardeau, Mo. Plans for another flyover to acquire digital imagery and infrared photographs from Kansas City, Mo., to Omaha, Neb., will be arranged, weather permitting, at the first opportunity.

With digital imagery, information from a particular area can be collected, computer analyzed and compiled more quickly than with conventional photography. The resulting information is more versatile than other forms of data. Changes in conditions can be updated and edited immediately.

FEMA will use these images to assist in charting flood-damaged areas, to boost the emergency management agency's computer database on the region and to update flood insurance maps. In addition, the data will be used in assessing the status of residential and industrial areas and related infrastructure such as roads, bridges and rail services.

Another major concern to FEMA is getting initial disaster assistance to the people who need it most.

"The NASA data will be especially useful to the Federal Emergency Management Agency in their

efforts to quickly settle flood insurance claims, making sure those who need the help receive assistance in a very timely manner," said NASA's Roy Estess, Director of SSC. "This is an effective use of available resources that can save taxpayer dollars."

While flying the aerial reconnaissance mission, photographic-like digital imagery and high-resolution infra-red photographs were taken of the flooded region.

The missions were flown at 41,000 feet and at 6,600 feet, producing both multispectral digital imagery and color photography at different degrees of resolution down to 15 feet.

"We hope that NASA and SSC are providing a valuable service to the Federal Emergency Management Agency. While other agencies are furnishing data to FEMA, NASA is the only agency offering digital imagery," Estess said.

SSC can respond quickly with important information in emergency situations. The NASA facility has played an integral part in developing digital imaging technology for use in disaster assessment.

In August 1992, SSC provided the state of Florida with both digital imagery and infrared photography of South Florida areas hit hardest by hurricane Andrew. The imagery helped officials assess the damage, prioritize relief efforts and develop long-term land use plans.

SSC continues to work with FEMA as that agency follows the cresting of the Mississippi River and the areas affected by the flooding.

"We remain in close contact with FEMA and will provide assistance in an effort to help resolve this national emergency," said Estess.

Orbiter Update

Discovery - After a scrub on July 21 due to a hydraulic unit in the right hand Solid Rocket Booster, launch has been re-scheduled for August 12, to coincide with the end of the Perseid meteor shower.

Columbia - The seven crew members of STS-58 are scheduled to lift-off in mid-September with the Spacelab Life Sciences 2 module. The final payload bay cleaning is now in progress.

Endeavour - STS-61 will launch in early December with a crew of seven for an 11 day mission to service the Hubble Telescope.

Atlantis - The orbiter remains in Palmdale, California, under going modification in preparation for launch in April 1994.

Meteor shower delays shuttle

By Mike Dienhart

Space Technology Editor

NASA postponed *Discovery's* satellite-delivery mission for a third time to avoid the annual Perseids meteor shower.

The launch, previously scheduled for August 4, is now planned for Thursday, August 12 in order to avoid the peak of the meteor fall.

The Perseids shower is related to the comet Swift-Tuttle, which orbits the sun once every 128 years. The Earth passes through a ribbon of debris from the comet every August.

Since Swift-Tuttle passed the sun just last December, the stream of debris the Earth passes through this year will be hundreds of times more cluttered than it has been since the early 1860s.

Though comet debris, normally the size of dust particles, has never before been a concern in the scheduling of a shuttle launch, this year the bits may be the size of small pebbles. Combined with the fact that they will be travelling at more than 100,000 mph,

NASA officials are concerned that the shuttle may be in danger if in orbit during the shower.

Tom Utsman, NASA's shuttle director, said it's believed *Discovery* could safely fly during the Perseid event but NASA decided not to take a chance.

"The concern with this year's Perseid event is that it is one of the rare times that the activity is expected to be extremely heavy, thus increasing the chances that a spacecraft in Earth orbit could be damaged by a piece of the debris," Utsman said.

As the debris falls toward the Earth, they are heated by the friction of the atmosphere and become shooting stars, flaring into bright streaks of light before burning up.

Some astronomers have forecast that the meteor shower could be as intense as the one in August 1863, when observers counted up to 200 shooting star an hour.

The Perseid meteor shower is expected to peak about 4 p.m. EDT on August 11, although the best opportunity to see the cosmic shower from the east coast will be later on in the evening.

Spaceport Authority wins grant

Spaceport Florida Authority Press Release

The Spaceport Florida Authority has been awarded a \$2,150,000 grant from the Air Force to modify Launch Complex 46 (LC-46) on Cape Canaveral Air Force Station (CCAFS). The modifications will enable LC-46 to accommodate multiple types of small-class commercial launch vehicles, capable of placing up to approximately 4,000 pounds of payload into orbit. The grant funds are available under a *Dual Use Launch Facility Grant Program* established last year by Congress.

"This grant signals a new era of cooperation between the Federal government, State government, and industry, to ensure the competitiveness of our commercial launch

industry," said Florida Congressman Jim Bacchus, who was instrumental in creating the grant program. "I commend the Spaceport Authority for their leadership in this effort. The Authority's plan will significantly enhance our ability to serve the increasing number of commercial and government small-class satellite programs."

The Naval Ordnance Test Unit (NOTU), which supports Trident missile operations at LC-46, will work with the Spaceport Authority and its industry partners to implement the modifications and coordinate the facility's use by commercial launch companies.

The Air Force's 45th Space Wing, which operates Cape Canaveral Air Force Station, will also work with the Spaceport Authority to facilitate

commercial activities at the launch facility.

First use of the facility is planned for 1995, when Orbital Sciences Corporation's Taurus booster will carry out the Ballistic Missile Defense Organization's Clementine-2 mission. As demonstrated by this first launch, modifications at LC-46 will initially be tailored to accommodate small-class launch vehicles using the newly developed Thiokol Corp. *Castor 120* solid rocket motor, including the Orbital Sciences Corp. *Taurus*, and some of Lockheed's L.V. family of vehicles. With this multi-vehicle capacity, LC-46 will join LC-17 (Delta), LC-36 (Atlas), LC-40 and 41 (Titan), LC-39 (Space Shuttle), and LC-20 (suborbital) to

see *Spaceport*, page 8

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Small upstart airlines may face turbulent future

Associated Press

NEWARK, N.J. — Wall Street analysts, familiar with the wrecks of airlines that crashed, say turbulence is ahead for two upstart carriers: employee-owned Kiwi International Air Lines, which has been flying since September, and Jet U.S., which started operations Monday.

Kiwi International Air Lines, which rose from the ashes of Eastern, Midway and Pan Am airlines, has added workers, planes and routes since it took off, officers said last Tuesday at their first stockholder meeting.

Michigan-based Jet U.S., is to begin service between Detroit and Newark this week, claiming first-class seats at low fares.

When Kiwi's first flight took off Sept. 21, the company had 200 employees, and two planes linking Newark to Orlando, Fla., Atlanta, and Chicago's Midway Airport.

It has carried 365,000 passengers since then, and now has more than 490 workers and six planes, Kiwi has added Tampa, Fla., and San

Juan, Puerto Rico, as destinations. Kiwi now flies 600 flights a month, carrying 50,000 passengers.

It also has a joint venture with Virgin Atlantic for London-Chicago service.

By year's end, the airline expects to have 10 planes (all 727s) and 750 employees, said Robert W. Iverson, chief executive officer. The largest domestic carrier, American, has 650 planes.

The ratio of 75 Kiwi workers per airplane compares favorably with the average of 120-130 for U.S. carriers, said Codie Bell, the chief financial officer.

Iverson and Bell were among a core group that launched Kiwi with \$12 million as an employee-owned and capitalized venture based at Newark International Airport, one of the nation's busiest. Pilots invested \$50,000 for their stake; other employees spent \$5,000.

PeopleExpress, a Newark-based no-frill carrier that failed in the 1980s, was employee-owned, but had outside capital.

At last Tuesday's meeting at a hotel across from the airport, about

160 stockholders wore buttons proclaiming, "I'm the owner." Many, like Iverson, had worked for failed carriers. Kiwi was named after a flightless New Zealand bird because its employee-owners had lost their wings.

The company boasts its employees average 20 years of experience, which Kiwi believes has led to superior service, food and maintenance. Their motto is, "Whatever it takes," and many appear to take it seriously.

"I hope to be here for a long time," said Inga Machel Palisades Park, a former Lufthansa worker who now is a Kiwi airport agent. Her job: "Taking care of the people; spoiling them."

Aircraft mechanic Sam Porta of Jersey City has spent 20 years in the industry, working for Eastern and Pan Am, among others. The difference with Kiwi: "If you see things that you want to change, you can do it."

Iverson, a former pilot, said he couldn't reveal specific revenue and profit projections because Kiwi is searching for \$15 million to \$25 million in additional capital. Public



photo by Bill DeBrow

Financial analysts are skeptical about the future of two new airlines. Fledglings Kiwi International and Jet U.S. have risen from the ashes of Eastern, Midway and Pan Am, to fly cheap, no-frills flights along the recently vacated routes.

and private sources are being considered, he said.

Iverson said stable profitability will take time, but predicted 1994

would be profitable. Its first profitable month was April.

The company has been infused with \$2.5 million in outside capital

since its founding. In September, first-year revenues

see *Upstart*, page 8

A Falcon Among Chickens



photo by Jason Pifer

A new flight line acquisition? Michigan ANG Maj. Michael "Slug" Cosby, a 1983 ERAU grad, flew this F-16B to Daytona to speak at the "Ticket to the Sky" teacher workshop.

Crandall testifies in Antitrust suit

Associated Press

GALVESTON, Texas — Court officials braced for a horde of journalists and spectators for the testimony of American Airlines chief executive officer Robert Crandall at an antitrust civil lawsuit brought against the carrier by two rivals.

Lawyers said Crandall's testimony would be pivotal to the outcome of the billion-dollar litigation brought by Continental Airlines and Northwest Airlines.

The two airlines allege that American introduced its value-pricing plan last year with the intent of forcing weaker carriers out of business.

U.S. District Judge Samuel Kent has already announced a few rules in an attempt to keep order.

About 110 people will be allowed to squeeze into seven rows of wooden benches, with standing room for an additional 20 people.

He reserved the first three rows for executives, lawyers and others connected with the case, then two rows for journalists, and the last two rows will be for the public.

After enduring two weeks of broadsides to its reputation, American Airlines on last Monday began what is

expected to be a two-week defense.

Ronald Miller, American domestic pricing manager, testified last Tuesday that before radical pricing, he thought American's fare structure had been in bad shape for a long time.

Full coach fares were attracting fewer passengers over the years, and discounts on other fares were too high, he said.

Miller said the airline's analysis before 1992 had concluded that lowering full coach fares would result in hundreds of millions of dollars in lost revenue.

Last year, additional considerations were factored into the equation, and American concluded that radical pricing would make money over the long run, he said.

Northwest and Continental allege that American knew it would lose money on its new pricing and intended to recoup those losses by raising prices after the other two airlines went under. The 1992 study, they argue, was rejiggered to provide justification for the value plan.

Part of American's strategy is to present as witnesses lower-level analysts who conducted the study, allowing the jury to assess their integrity. The first of those witnesses, pricing analyst Jennifer Proctor, said last Tuesday there was nothing phony about the study.

Because of cost overruns and problems, much of NASA's support has dwindled

Friends

(continued from page 1)

NASA had led them around by the nose for years and "bamboozled" Congress. Even NASA acknowledges it underestimated costs and over-promised results.

That was just one of the many confidence-eroding circumstances. The Challenger disaster, which killed seven astronauts on the 25th shuttle flight, was "an accident rooted in history," according to investigators who concluded the agency had gotten sloppy.

The Hubble Space Telescope's inability to see to the edge of the universe as promised was due to careless miscalculation. The \$1.4 billion Galileo space probe to Jupiter is handicapped because its main antenna is jammed.

On its 12th anniversary, the space shuttle fleet was on only its 54th mission; NASA had promised up to

400 by then. The shuttles have proved to be cantankerous, finicky and expensive.

In 1989, on the 20th anniversary of the first moon landing, President Bush announced a 30-year program that would see a U.S. colony on the moon and an expedition to Mars.

But nothing more has been heard of that \$500 billion-plus proposal.

Where have all of NASA's friends gone?

The NASA Alumni Association recently began talking about staging an event next year to commemorate the 25th anniversary of the moon landing. It dropped the idea for lack of interest.

"The pioneering days of space are simply over. Even a Mars landing doesn't have nearly the appeal that a moon landing had," says Walter Cronkite, an unabashed booster in the space program's early days when he covered flights for CBS television network.

A young congressman from New

Jersey, Dick Zimmer, has led the fight against the space station.

"I consider myself a friend of NASA," he says. "I think I'm giving it tough love."

As a candidate, Bill Clinton was a friend of the space station but as president he practiced "tough love" too, ordering NASA back to the drawing board.

Since 1984, when Ronald Reagan proposed it, the station's expected costs climbed from \$8 billion to \$31.3 billion by NASA's own estimate.

Even that, said the General Accounting Office, was low. The station would cost at least \$40 billion to build and more than \$100 billion to operate over its 30-year planned lifetime.

Clinton gave NASA administrator Daniel Goldin new marching orders: cut the cost in half. Goldin had the station redesigned and downsized and Clinton adopted a version he said would save \$18 billion.

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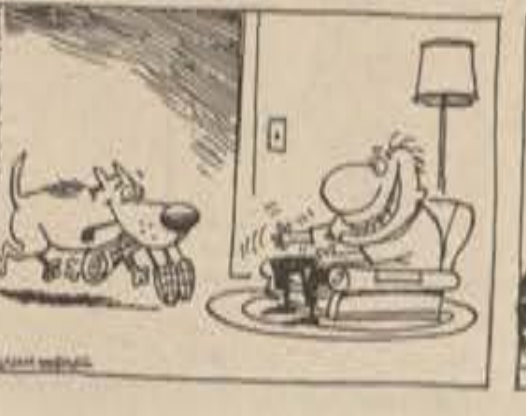
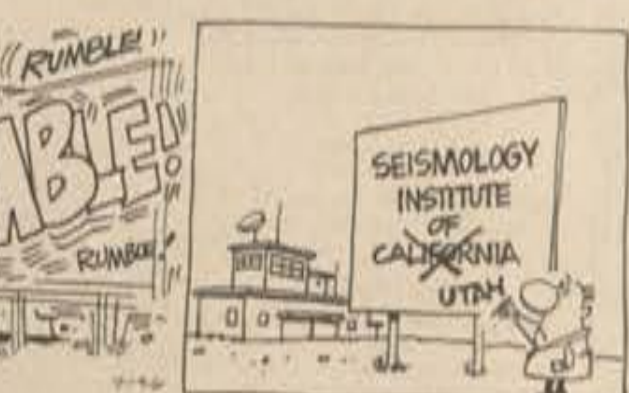
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Computer parts for sale: 286-16 mb, 1 MB RAM - \$20; 1.44 3 1/2 floppy-\$35; 40 MB harddrive, IDE-\$75 and in perfect condition; and a keyboard-\$5. Call 767-4841

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TO THE SWAMP DONKEY SLACKER STAFF:
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GIMPY

I like to play in the mud. It reminds me of my childhood. It reminds me of the past, and with out the past, one has no roots. And a tree without roots soon falls over in a wind. Go find a puddle and enjoy.
THE BATHROOM PHILOSOPHER

Do you like anime? Do you enjoy watching all out action and evil aliens battle for supremacy of the universe? If so, stop by and check out the Anime club in A-101 at 6:30 PM on Tuesday nights!

MY CABBAGE
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D.C.

Taylor, call!

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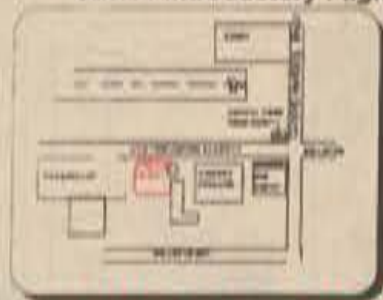
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Letters

(continued from page 2)

program. Now it seems as if these highly respected individuals are risking our university's reputation by turning it into a "pilot factory" just to make a buck. Actually, a million bucks.

Well, who do you think will receive preferential treatment? Who is going to get "no aircrafted" on a continuous basis? This blatant breach of university policy will certainly affect all of us in flight. Instructors will have an increased workload and will probably be under close scrutiny in order to complete these Saudis by a designated date. Those of us flying will take a back seat to the Saudis by having less aircraft available to us, which is already an existing problem. So I urge you and perhaps your parents to make the flight department administration aware of your unhappiness and disapproval. Mr. McDuffee can be reached at 226-6823.

Upstart

(continued from page 6)

had been projected at \$47 million, yielding an operating profit of \$10 million. Revenues will exceed that, but expenses will also be higher, he said last Tuesday.

Kiwi's low, unrestricted fares have proved popular, said Mike Derchin, an airline analyst at NatWest Securities.

"They seem to have found a niche, in that a number of carriers, Eastern, Pan Am, Midway, failed, and there was a gap in the market

Spaceport

(continued from page 5)

provide a full range of orbital and suborbital launch capabilities - from the smallest experiments and microsattellites to the largest and heaviest payloads - at Cape Canaveral.

"U.S. companies recognize the growing international trend toward using new advanced technology to build smaller, less expensive satellites, and they have responded quickly by developing launch vehicles to serve this market," said Edward O'Connor, Executive Director of the Spaceport Authority. "Under this initiative, Federal and State governments will now cooperate to provide the infrastructure necessary for this emerging segment of the space transportation industry. This new launch capability will enable the U.S. to maintain a significant lead in the international small satellite industry."

The grant activities planned for completion in early 1995, will include the development of a new mobile access tower, launch mount, utility and communications trenches, and minor additions to existing support facilities.

The Spaceport Authority's partners in the project include Orbital Sciences Corp., Honeywell Space Systems Division, General Dynamics Space Services, Altair Aerospace Corp., BRPH Inc., Reynolds Smith and Hills Inc., PRC Inc., Tactical Technical Solutions Inc., and the University of Central Florida.

The Spaceport Florida Authority was created by Florida's Governor and Legislature to assist and expand Florida's space launch business and other space related enterprise, including economic development, research, and education.

for service to certain markets," he said. "Traditional airlines are trying to raise fares, and that gives Kiwi a chance to appeal to the price-conscious customer."

"Just the fact that they've been around for a year shows they've been pretty successful," he said. "I think they have to be conscious that if they spread themselves too thin, that could be a problem."

At Duff & Phelps, transportation analyst John Stodden said Kiwi's management appears solid, but noted that a small carrier is vulnerable to many factors, such as if one plane is disabled.

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Good luck on your finals!

The analysts had greater concern about Jet U.S., whose president, Larry Adams, is also a pilot.

Jet U.S. expects to begin Detroit-Newark service this week, with three round trips daily. It is starting with two leased MD-81s, reconfigured with just 100 first-class seats, instead of the normal complement of 165 mainly coach seats, Adams said.

Aimed at corporate fliers, Adams hopes to grab a small share of the route from Northwest and Continental, which together have 31 flights on that route to New York area airports, by offering lower, unrestricted fares.

WERU

(continued from page 1)

There are currently eight operational board members and 24 staff members on WERU so far with an expectation of incoming staff in the fall. Any student who is interested in joining WERU should contact Carrie Czernikowski, the Training Director of the station.

She is in charge of training new members with six classes and three hours of on-air experience and an exam. She also writes newsletters for the DJ's to keep them informed

of recent events concerning the radio station.

When a new member is fully trained, the person will be then directed to Chris Rodecki, the Programming Director of WERU.

Rodecki is responsible for what is transmitted over the air, scheduling the shows for the DJ's, making sure that a good mix of music is broadcast, and to make sure WERU does not offend anyone.

The journey of WERU has been a learning experience and every step of the way has improved the radio station up until the final product, according to Gumbrecht.

