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**SGA elections
Tomorrow**
9:00 a.m. — 4:30 p.m.

**Inside
This
Week**

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An award-winning college newspaper

Embry-Riddle Aeronautical University, Daytona Beach, Florida

60 YEARS OF AVIATION EXCELLENCE

Volume 52, Issue 10

SEP 19 1989

Local man hijacks Delta jetliner at Daytona Airport

Students claim police closed school during ordeal

By James Banks

A Holly Hill man hijacked a Delta DC-9 last Friday at the Daytona Beach Regional Airport. The jet never made it off the ground.

The hijacker, Martin E. Mitchell, a 29-year-old part-time Embry-Riddle student, elected to abandon the attempt after local law enforcement officers fired several shots which struck the tires of the left main landing gear of the aircraft. In addition, one bullet also penetrated the area below the cockpit.

Mitchell now faces federal charges of Air Piracy which carry a possible 20-year sentence.

The situation created much confusion among students when it was reported through the crowds that ERAU had been closed because of the emergency.

A police car drove through the flight line area and announced to students who were watching along the perimeter fence that they should move back as they may be in danger. Many individuals report to have heard the officer proclaim that the school was closed.

Luthor Reisbig, Dean of Academics, stated Friday afternoon that probably "some student yelled school's closed," and that created the beginning of the confusion. Crowd psychology may have helped to quickly spread the rumor — that was taken as fact in those harried moments during the crisis — that school was closed.

"At no time did ERAU close the campus," said Reisbig.

The confusion may have created some problems with students who were scheduled to

take tests, or attend important lectures, and Reisbig addressed those concerns with the Avion in the hours following the conclusion of the incident.

"The confusion was regrettable," Reisbig commented. "If any student was forced to miss an exam, which might create a hardship, we'll handle that (situation) on an individual basis."

Reisbig commented that he was going to inform the teachers that they should make every effort to work any problems out.

Friday also marked the last day that students could drop a class, and with the belief that the school may have closed, the administration recognizes that a student may have been inconvenienced. Reisbig advised that any student with a "drop problem" seek out his or her department chairman to work out the situation.



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Spring Break trouble

Univ. officials outline

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Spring Break trouble can be multi-faceted

By Steve Cagle

Spring break is here, and the parties and fun are underway as Daytona Beach becomes the temporary home for thousands of out of state college students on well-deserved vacations. Of course, students here at Riddle will no doubt be taking part in the festivities of Spring break.

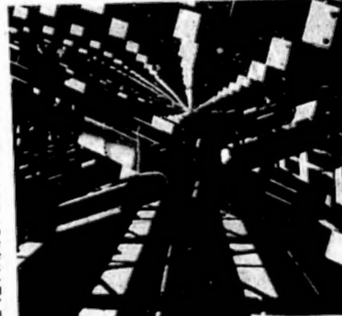
There are a lot of chances to have fun during the next few weeks, but, unfortunately, there are also many ways to get into trouble. Officer Wayne Lurock of the Daytona Beach police department said that the open container law in Daytona causes the most problems for people. "That's where most of our arrests come from," noted Lurock.

According to the ordinance, it is unlawful to possess an open container of alcohol, including beer, in public, on the beach, or on the roads. Lurock added that it is not only illegal for the driver to have an open container, but it includes the passengers as well.

Another area of possible trouble is underage drinking. The "magic birthday" for people wishing to drink legally is June 6, 1966. A previous Avion article on underage drinking detailed some of the hazards involved, but it

use of fake IDs, and Lurock and other officers were busy adding to their collections of bad IDs, while "working the door" at one club Lurock collected over 100 cards in just one night.

There are also rules, which



Parallax? In actuality, structures underneath the Daytona Raceway grandstands lend a keen twist to the imagination.

Univ. officials outline master plan concept

By Bill Fisher
Avion Staff Reporter

A comprehensive Master Plan outlining the growth considerations of physical facilities to meet present and foreseeable needs of Embry-Riddle Aeronautical University's Daytona Beach Campus has been written and approved.

The main concepts behind the plan are maximum efficiency in utilization of the 86 acres that encompasses the campus, the creation of a walking campus environment, and the construction and placement of buildings that will provide the greatest utility and best value, while enhancing the overall aesthetics of the campus.

The plan consists of eight projects. They are the building of a

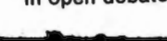
parking lot along the periphery of the campus, the building of an Administration Building, University Offices, Library Phase II, Student Activities Center, Engineering Computer Science Building, Military Building, Airway Science Building, and a Dormitory.

Of these eight projects, two have been funded and are ready to begin the construction phase. They are the building of the parking lot and the Administration Building.

The Master Plan cites the parking lot as "An essential design concept for the Daytona Beach Campus is to provide perimeter parking and to convert, over time, the former runway on Campus presently used for parking

See PLAN, page 11

SGA candidates voice opinions in open debate



Daytona gets new ARSA

By Jeff Guzzetti
Avion Staff Reporter

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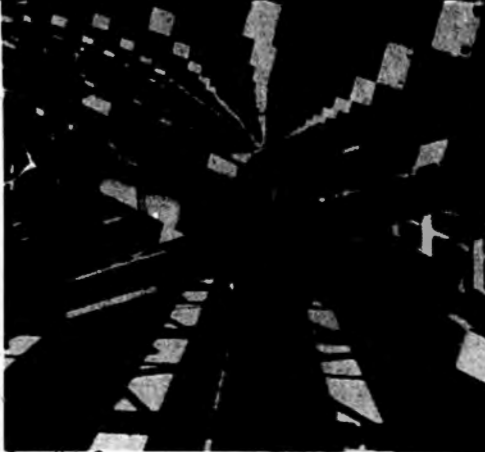
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See TIPS, page 11



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Avion photo by Ken Saunders

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SGA candidates voice opinions in open debate

By Patrick W. McCarthy

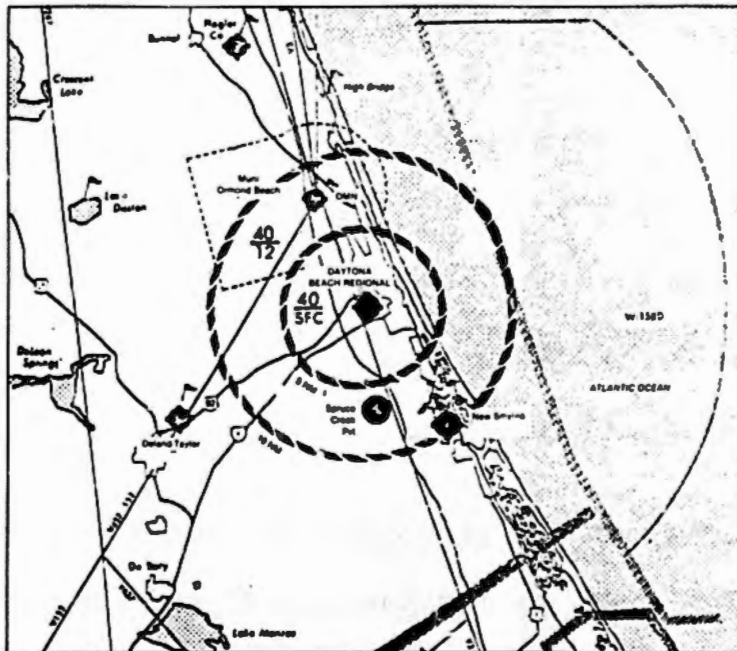
Candidates for the positions of President and Vice-President of the SGA conducted a debate Monday afternoon in the U.C., addressing a large lunch-time crowd of students.

Candidate Michael Geletka stated that if he was elected, he wanted to develop "viable alternatives" to help students cope with possible tuition increases. Geletka also said he would like to "return to Embry-Riddle in five years and see the fulfillment of my ideas," such as NCAA athletic teams and a student union building, manifested on campus.

Candidate Arinthiran "Kash" Prakash stated the SGA is "merely an extension of the student body... that represents everybody." He also affirmed his campaign stance that, if elected, he "wanted to address the problems faced by the students."

Candidate Jeff Kohman stressed his experience would

See SGA, page 3



The Daytona Beach Regional Airport fell under a new area of controlled airspace known as an

ARSA. Formerly under what was known as a TRSA, Daytona is having to adapt.

master plan concept

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Daytona gets new ARSA

By Jeff Guzzetti
Avion Staff Reporter

A major change in the airspace designation for the Daytona Beach area went into effect last Friday causing the implementation of several new procedures for Embry-Riddle flight students.

As of March 13, 1986, the Terminal Radar Service Area (TRSA) for Daytona became an Airport Radar Service Area (ARSA). Eleven other airports nationwide, including Orlando, Tampa and Jacksonville also underwent the change as a result of the Federal Aviation Administration's 1984 decision to replace most TRSAs with standardized ARSAs.

The ARSA can best be described as a two-layered "upside down birthday cake." The first level begins at the surface and extends up to 4000 feet horizontally at a five-mile radius from the airport. The second level extends from five to ten miles from the airport; it begins at 1200 feet and ends at 4000 feet.

ARSA differences

Unlike the TRSA, all aircraft operating in the ARSA are re-

quired to participate in its operations; participation is no longer voluntary. This means that pilots must establish two-way radio communication and radar contact with the airport, while abiding to vectoring and advisories.

Another difference in the ARSA is its lower horizontal limits. For example, the base of the second tier of the ARSA is 1200 feet; the old TRSA's second layer began at 3000 feet. Also, the ARSA extends to a maximum altitude of 4000 feet; the TRSA extended up to 10,000 feet.

New departures

According to a memorandum sent to all ERAU flight students by Paul McDuffee, Chairman of the Flight Technology Department, eight new departure procedures must now be adhered to.

The previous four departure routes (River North, River South, Interstate North, Interstate South) are no longer recognized by the Daytona Tower.

Now there are two sets of four departures. In the "East Configuration" set (when runway 6L

See ARSA, page 5

Editorial

Avion Editorial Board: insight into SGA pres. election

Once again, the SGA elections are here, and the students of Embry-Riddle have made decisions which could drastically effect their future at this university. Previously, the student body has maintained an apathetic view of the governing organization, believing that an individual's opinion would carry no weight in the pool of the Riddle bureaucracy.

This trimester seems to present a note of accord, however. The voice of the Riddle populace is being heard by the SGA and further on up the ladder to the university administration.

This past week, the Avion met with each team of candidates for the office of president and vice-president. During the discussion, each candidate gave his or her basic views concerning various university issues. These included such things as school apathy, dorm conditions, sports facilities, and relations with the administration.

All three pairs of candidates seem concerned with the fundamental issues at hand. All acknowledged that problems do indeed exist in the relationship between the SGA and the student body. All have many excellent ideas that, if implemented, would surely serve to enhance campus life here at ERAU.

The Getzka-Gunn ticket represents a grass-roots attempt to voice the views and concerns of the Riddle population. Their belief in the students is only hampered by their lack of organization in the campaign and a non-thorough understanding of the issues at hand.

Kash-Brezinski have the verbal support. Laura Brezinski seems to be strong-willed and determined to achieve her goals. Kash, on the other hand, is an excellent showman. He knows the avenues to pursue when dealing with an audience. Kash is intelligent, and he knows how to appeal to the masses. The real drawback in his campaign is his apparent disregard for reality. Ideas may be the foundation on which reality is built, but they must apply certain practicality as well.

Kohlman-Price are saddled with the burden of facing the present administration's shortcomings. In many ways, the students rightfully feel shorchanged by their SGA at present. This has been the weak point in Kohlman's campaign. It is unfortunate, for Kohlman's views are radically different from the complacent views of the present SGA president, Arnold Leonora.

Unlike Leonora, Kohlman would enter office with an array of knowledge accumulated throughout his term as vice-president. Many of the programs which Kohlman proposes are directed towards those who feel the most alienated on this campus—the same those whom Kohlman criticized in his previous contacts and means by which they can be accomplished.

The university needs to be aware of the student dilemma on campus; Kohlman-Price offer perhaps the best avenue by which to do this. We, as student body members, should support a university

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Wrote for ERAS

THIS IS A HILARIOUS TAKE ME TO THE END OF THE RAINBOW!

SHOULD THERE BE A SURFBOARDS LOSS OF COBRA PEARLS, THE PRIZE WILL DROP DOWN, ILL TAKE THEM TO FACE AND BEHAVE NORMALLY...

SO...WHAT NOW? WELL...I'VE GOT SOME FRIENDS HERE SOMEPLACE...NO, THAT'S MY PARKING SPOT...THAT'S A NAPKIN...OH, WHAT!...

AW NUTS! MY LIST OF PERMANENT MENT THROUGH THE MASH.

THERE AFTER THE SINGLE WORLD



Letters to the Editor

Right but Wrong

To the Editor:

I am writing in reply to the letter sent by Mark Lyden and Company. I agree with him. Student apathy is a big problem here.

However, his attack on the entertainment provided at the University is ridiculous. Almost every week there is something in the U.C.—movies, lectures, parties, concerts, etc., but how's the turnout? Very minimal.

Being here for three years, I'm fed up with the ignorance that floats like a cloud over our campus. No matter how well you advertise an event, there is always an "Oh well, I didn't know this" or "It was in the Avion, oh the sh-t, que, on banners, and at the entrance of the U.C. Is it that they don't know how to read? Is it that they don't want to be in the U.C. anymore? Or is it that Riddle students like only Rambo, Rocky, Missing in Action and similar kinds of movies which get extremely low ratings from the major critics?

And what is all that crap about Riddle guys and girls? They are the eight percent of them, but every time there is a party at Riddle, I

only see guys on one side and girls on the other. When the music is blasting I hear the guys talking about their experiences with the F-172s, the angle of attack, their 4-barrel carburetors, and many other interesting things to talk about during a party. No wonder Riddle has a bad reputation around Daytona.

If you don't believe me ask any DBCC girl and she'll tell you with the Riddle guys (and not girls) are stuck up.

Some things have to change around campus and that's up to us and only us. If we could change our attitude towards (or rather against) the University and enjoy the things it provides with our money. If we could only be "regular" college students and please next time somebody approaches a girl, don't use the famous line, "Well you know I'm a pilot. I fly a 172 and I have 100 hours on it." This is not the way you do it.

quite frustrated in my quest for answers. Attempts to gain answers directly through security and then through the SGA have proved fruitless.

The people at the Security Office told me that there was a policy change. Period! No explanation was offered.

Patrick James of the SGA wrote me a letter saying that "as far as the traffic tickets are concerned, there was an article run in the Avion to make the public aware of the new procedures regarding parking stickers."

In both cases, I did not receive one specific reason to justify the change in policy. What do I have to do to find out why I am being charged again for something I have already paid for?

Flustered Flying

To the Editor:

Jeffery J. Kaney
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Aren't we All Science Majors beginning to get a little test-off over the constant harassment we get from the flight department. I don't know about all of you, but when I pay this somewhat large sum of money, I expect to fly at least biannually. I started my flight course the first week of the

Spring tri, flew three times, and got a generous three week break. Thanks, but no thanks guys. My major is Aeronautical Science; and what is Aero Science? It is flying airplanes: FLYING! I can't believe these people are getting away with this. Isn't anyone curious why they started everyone at the same time in the flight courses? I'll tell you why. By starting everybody in the beginning, all the flight payments are due. Then they put our money in the bank and get a large amount of interest. I wouldn't care if we were going to fly and keep flying, but that doesn't happen.

A question to consider is where is this extra interest going? Don't you feel as if you're always second in line? Also let me ask everyone this: shouldn't they conform to our needs and wants? After all, they are working for us. We pay them. We provide their jobs.

We should be getting the services we pay for. This is like giving kidnapers the money before they give up the kidnap; and we don't even know if he is alive.

I love flying like most people here. If it were up to me, I would be flying every day. I do understand though that there are limits, but where do we draw the line? I

See LETTER, page 5

Avion

Funded by the Students of Embry-Riddle
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Editor-in-Chief
Richard Calvert

News Editor Steve Cagle	Managing Editor Tim Van Milligan
Space Technology Editor Jim Banks	Business Manager John Trombly
Photo Editor Mark Stern-Matagony	Systems Manager Gordon F. Crago
Distributions Editor Tim Markwald	Advertising Manager Sabrina Patchel
Copy Editor	Production Manager

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The university needs to be aware of the student dilemma on campus; Kohlman-Price offer perhaps the best avenue by which to do this. We, as students, must demand excellence at this university.

All of the candidates are to be commended for their concern and efforts in the election. They have realized that through involvement, the needs of the students can be met. In addition, they have allowed the individual's at Embry-Riddle a choice. That, in itself, is the real contribution in the election. The students of Embry-Riddle have a choice. This is not another rule forced upon them by the administration, but rather, it is the opportunity for the students to forge their own destinies at this university.

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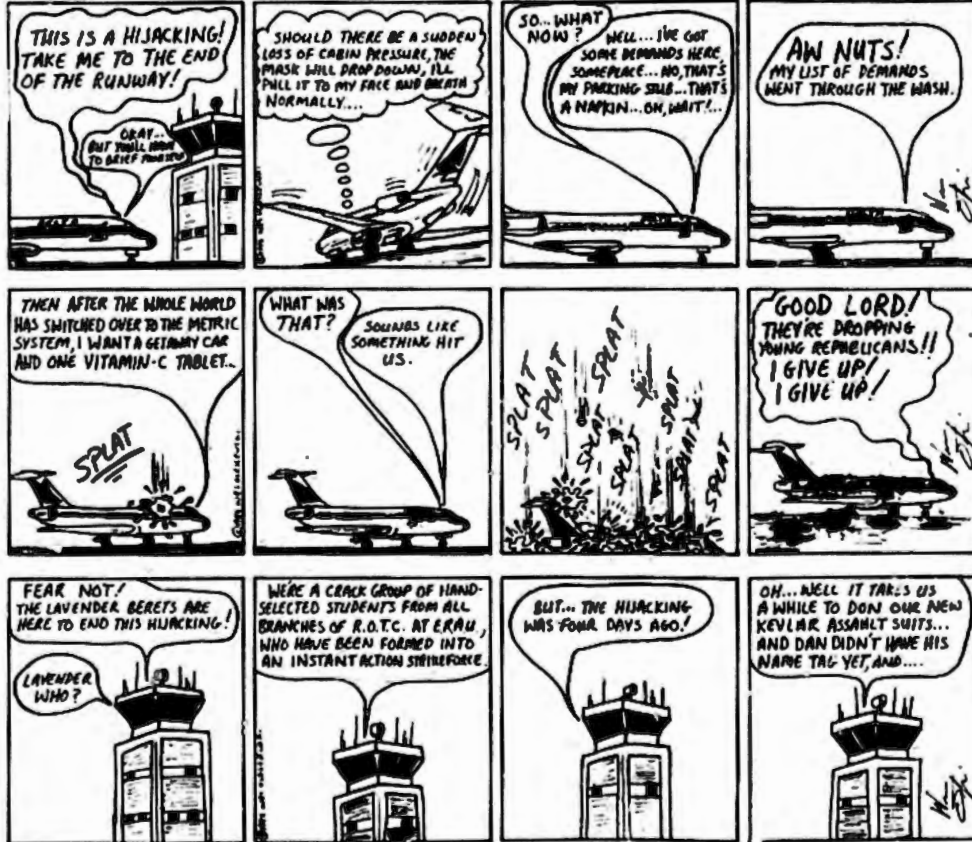
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Klyde Morris

wes oleszewski



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Divisions Editor
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Dr. Roger Osterholm

Managing Editor
Tim Van Milligan

Business Manager
John Trombly

Systems Manager
Gordon F. Crago

Advertising Manager
Sabrina Patchel

Production Manager
Allen Berg

Lab Technician
Ken Saunders

This week's staff: Rob Wall, Richard Clarke, Don Tyson, Brian Nicklas, Peter Merlin, Rich Grey, Jesse Clark, John Getsy

The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body.

Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. Letter writers shall confine themselves to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Richard Calvert, Gordon F. Crago, James Banke, Tim Van Milligan, Mark Stern-Montagny, Steve Cagle, and Tim Markwald.

The Avion is an Associated Press member newspaper, and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advisers, and the Associated Collegiate Press.

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone (804) 252-6561 Ext. 1082

Student Forum

Will you be voting in Thursday's SGA elections?



Mike Sarnacki

"Yes, I feel the Student Government is a very important part of Riddle. It's good for the student to support it and to pick the best guy to represent the school and to help develop it."



Jeff Osterlund

"No, I will not be. I really don't know what the elections are about. You never get to here what's going on in the elections—what's going on in the SGA overall. You never find out."



Jim Sutrick

"I'd like to. I feel that the student's should have an opinion. They get the option to vote. Get the people in there they want, and they get the things done that they want. The school gives you the opportunity, take it."

SGA representative candidates list qualifying talents and skills

SGA elections are slated for Thursday in the University Center. The elections occur every year in the month of March. Open for student balloting are ten representative positions, the Chief Justice of the Student Court, the SGA president, and the vice-president. Earlier in the trimester, the Avon asked one of the candidates for student representative offices to submit a brief description of their qualifications and talents which they felt would benefit the student body of Embry-Riddle. Of the 13 candidates who threw in their hats, the following group of people responded to the call.

A greater emphasis put into our technical areas, such as our Weather Room, Weather Lab, Avionics and Computers. If Embry-Riddle Aeronautical University is to remain at the very top of the list of fine schools, it must maintain the very best facilities in which to train and aid its students, in whatever their area of study!

Please take the time to vote on March 20. Currently I am working on a proposal to provide a money order service for the students. Since you can't get them from the Cashier or the Bookstore, the SGA should provide them. I hope to have the service in place for next fall.

Varun Nikora

Highly motivated. Served on two SGA committees. Past President of SGA. Excellent Organizational Skills. Desire to turn this school around.

Goals: Number one priority is to increase morale of school through better advertising of SGA meetings, newspaper, radio, T.V., etc. and increased support of student activities, i.e. sports, clubs, organizations and frat.

Improvement of Dorm life. Better representation on school issues regarding the administration. Show students where every penny of SGA funds go. More student volunteers outside of SGA, try to break up SGA bureaucracy. Represent student interest better.

The last major project worth noting is that of a proposal for guidelines to obtain SGA money for projects that will better our University. Up until now, there has been no set way for a student or any other member of Embry-Riddle to obtain funding for projects. This will open the door for anyone that wanted to make the difference but didn't have the resources to do so. Hopefully this will stimulate some excellent ideas from you, the student, so that with a combined effort, we can begin to make this school more presentable to everyone.

Some of the goals that I will continue to strive for when elected office are the removal of our present cleaning service to one which will do the best job for the money we pay. This has already been initiated.

Secondly, I would like to obtain the necessary leverage from you to try to get an alternative to the Epicure Food Service. This is an area that I think we can all band together to obtain an alternative. If you all feel that we need a change, then you will vote.

Lastly, I would like to see what we can do about the overpricing that is going on in the bookstore. What is going on there is not fair. I feel that they are necessary.

Until I've stated, divided we fall. If we all join forces, we can begin to make some REAL improvements. When you elect me to office, I will do my best to

Mark Bahan

My name is Marc Bahan and I am running for the office of Representative at Large. I have been at ERAU for five terms as an A.E. student and thus am very aware of what type of changes ERAU is going through. This, along with my experience in individual and intra-fraternity government are my main qualifications.

My goal is to voice the opinions of the student body without fear of angering the school officials. The opinions of all students will be my concern but those of the A.E. students and fraternities will be my specialty.

John Barrett

First, I thank the Avion staff for inviting each of us to present our views in this week's newspaper.

My name is John Barrett. I am a junior here at Embry-Riddle, a Massachusetts native, although from 1981 to 1982 I traveled to and lived in Europe. I have been enrolled in the Aeronautical Science degree program for the last three

Angel Garcia

Born in Lima Peru with Spanish passport. Lived in Peru, Spain, Puerto Rico, Costa Rica, Panama, Mexico, Ecuador, Venezuela and U.S.A.

I have an Associate in Arts degree from Miami-Dade Community College. Twice on the Honor Roll.

Attended the University of Miami for a year during 84-85. Work as a sales representative in the International Dept of a T.V network in Peru. Assistant General Manager for model pro-

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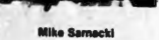
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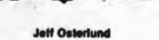
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My name is John Barrett. I am a junior here at Embry-Riddle, a Massachusetts native, although from 1981 to 1982 I traveled to and lived in Europe. I have been enrolled in the Aeronautical Science degree program for the last three years. Since September 1983 while attending classes I have been employed at the flight desk as an Assistant Service Agent. Anyone who has been through the flight line knows just how busy it can be. Because of this, however, I have been fortunate to meet a great many students from every degree program—each with their own excellent ideas, views and opinions.

I am running for the office of Student Representative to do just that, represent you, the students, through your SGA to the administration. I need to know what you want done for future reference, my box number is 7208. I would like to see the SGA concentrate on spearheading many of the school activities that you, the students, have requested. In addition, I would like

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At Riddle, member and co-organizer of the International Student council, member of Army ROTC, member AIAA. Enrolled in the A.E. program with a 3.0 average. Member of the speakers bureau, Emergency Language Bank, and host family program with the Foreign Student Service. Member of SGA (as a representative).

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On March 20 I trust that you will all vote for those that you feel are most qualified to make the difference. Hopefully I will be one of your choices.

Rich Ensebio

My name is Rich Ensebio. I'm a junior majoring in Aeronautical Science. I'm running for the position of Student Government Representative. Having experience from being a Student Council President in high school, I have the potential of being a great representative. If elected, I will do my best and let the student body know who I am.

SGA

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faithfully by both the SGA and the University's faculty and staff. All three presidential candidates stated their support for the introduction of intercollegiate athletic teams at ERAU. At present, the university is studying the possibilities of campus and intercollegiate sports.

Attention
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Dennis Raposa

I am currently the SGA District Representative. I was a member of the Student Government in Fall '85. My most notable achievement was compiling the Dorm Report which was submitted to the administration. This report has

RIDDLE COFFEE HOUSE FEATURING IN CONCERT **AIRCRAFT RENTAL**
REGULAR 10HR BLOCK
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Paul Newhook

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Shawn L...

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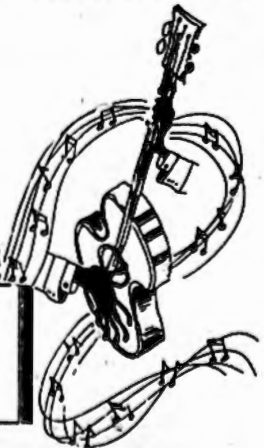
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Convair's Hustler

Aero-biography details B-58

By Brian Nicklas
Avion Staff Historian

Convair B-58, Aerograph 4, by Jay Miller, AeroFax Inc., P.O. Box 120117, Arlington, TX, 76012, 136 pages, \$19.95

Attention fans of sleek aircraft and delta wing buffs, here is a book for you! Jay Miller is noted for publishing books that go into great detail on aircraft, but this book goes beyond detail. There are facets of the B-58 contained here that have been uncovered from who-knows-where, but do to this, it is likely that no other works on the B-58 need be produced.

Miller has taken the early history of the delta wing and its immediate family member, the flying wing, and devotes the beginning of the book to this area. Here are the predecessors to the delta, the Alexander Lippisch designed Me 163 Komet, and the earlier Convair design, the XF-92A. If there is a commonality between all aircraft, this is shown to be especially true with delta designs.

The book then covers the various Air Force proposals that led to the B-58 Hustler, starting with GEBO I, or the first Generalized Bomber Study. This winds its way through aspects of this program which then leads to GEBO II. Eventually, these studies end with two contractors, Boeing and Convair. These chapters are immensely aided by the inclusion of drawings of the proposals, as well as photos of wind tunnel and rocket launched models.

The flight testing career of the Hustler is covered, first as the pre-production aircraft then later when B-58's were modified to carry YF-12 radar, Air-Launched Ballistic Missiles or experimental engines.

Operational life of the Hustler is covered in detail, both the 43rd and 305th Bomb Wings coming under close scrutiny. Under this section are the Brierley and Harmon Trophy record runs are described, as well as the airshow appearances of the delta bomber.

The technical and performance descriptions of the Convair B-58 are provided, and not only engines and weapons are covered, but also such peculiarities like the crew ejection capsules.

The appendix at the back of the book is remarkable, as photos of nearly all the 116 B-58's built are shown. Photos in this book come from a remarkable number of sources, most, like the Hughes supplied photo of the test aircraft "Snoopy 1" are published for the first time.

Out of the 116 Hustler's built, only 26 were involved in major accidents, and while this number is high, one must realize what a leap in technology this aircraft represented. The 26 accidents are listed, as well as a list of the eight surviving airframes.

The detail that Miller provides is perfect, as it borders on too much. For it offers a history that is great for the designer, manager, pilot and historian.

Review copy courtesy AeroFax Inc. Aerograph 4, Convair B-58 is available direct from the publisher, postage paid.



The B-58 Hustler was an aircraft that was never used in anger, although its operational life spanned some ten years. Jay Miller's recent Aerograph details the conception, birth and life of this delta wing bomber, most of which ended their lives in the boneyard at

Davis-Monthan AFB. This particular Hustler carried the nickname "Top Cat", and served with the 43rd Bomb Wing at Carswell AFB, NM. Like many others, she was assigned in the early '70's to Davis-Monthan in the Arizona desert, and was scrapped there in 1976.

EAA shows contrasts in flight

By Brian Nicklas
Avion Staff Historian

LAKELAND — One of aviation's largest events began a one week run Sunday, as the 12th Annual Sun 'n Fun Fly-In opened.

Held in Lakeland, at the Lakeland Municipal Airport, the Experimental Aviation Association (EAA) sponsors the extravaganza every spring. The show is dominated by not one particular type of aircraft, as warbirds, antiques, ultralights and homebuilts all gather here. The emphasis is on homebuilts,

the showgrounds hawk parts, engines, sub-assemblies and complete aircraft kits.

The Prescott Puffer, the new darling of homebuilders was on display, and the crowd gathered there and at the adjacent tent was large. Other manufacturers included Allison Engines, Bensen Aircraft Corp., and many, many others. The vendors are selling everything from DC-3 parts to silk flying scarfs. Prices vary greatly, so the shopper who spent time browsing was rewarded. As an example, a low cost item like the "marshmallow" earplugs

Aerial highlights include performances by the "Six of Diamonds" T-6 team, flypasts of the various display aircraft and continuous circuits by a barnstorming Ford Tri-Motor.

Weather was a small hindrance Sunday, but the rain ended early, leaving the area very wet. The layout of the EAA's show site is such that walking about, even in damp ground, is no problem.

The show concludes Saturday, and entrance to Sun 'n Fun by ground or air is open to not only EAA members, but also to the

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The book then covers the various Air Force proposals that led to the B-58 Hustler, starting with GEBO I, or the first Generalized Bomber Study. This winds its way through aspects of this program which then leads to GEBO II. Eventually, these studies end with two contractors, Boeing and Convair. These chapters are immensely aided by the inclusion of drawings of the proposals, as well as photos of wind tunnel and rocket launched models.

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While gathering in, on and around the Prescott Puffer, Sun 'n Fun visitors view other aircraft performing during the daily airshow. The EAA event will run in Lakeland until Saturday.

Saab joins McDonnell Douglas to work on UHB powerplant

Douglas Aircraft Company

LONG BEACH, Ca, Feb 17 — McDonnell Douglas Corp. has signed an agreement with Saab-Scania which will involve the Swedish industrial corporation in work being done here on new propulsion systems for advanced common aircraft.

Using the new Ultra High Bypass (UHB) engine, the new propulsion systems combine advanced jet engine technology with highly contoured, counter-rotating multi-blade fans. The UHB engine will power aircraft at jet speeds but with significantly higher efficiencies. Fuel consumption may be reduced by as much as 40 percent when compared with today's most common commercial jetliners.

The agreement calls for Saab to establish a technical team at the Douglas Aircraft division of McDonnell Douglas in Long Beach, where a UHB technology

program. These teams are from the Shanghai Aviation Industrial Corporation in the People's Republic of China, and Avitalia, the Italian aircraft manufacturer.

Integrating UHB engine technology with an aircraft is the objective of a three year project that includes theoretical analyses, laboratory testing and a demonstrator flight test program. Early research is providing data for sonic fatigue prevention, noise reduction and aerodynamic design work.

The flight demonstrator will be an MD-80 aircraft modified to accept both geared and geared versions of UHB engines in place of the regular left turbofan engine.

The first MD-80 flight demonstrations will begin next year with tests on General Electric's new great fan (GF) engine in which the counter-rotating fan blades are an integral part of the turbine. The program is scheduled to conclude in 1987. McDonnell

driver through an advanced technology gearbox.

The team will provide data on engine operating characteristics, interior and exterior noise, structural response and aerodynamic integration.

The technology readiness studies and flight program will clear the way for development of a UHB-powered aircraft which could be either a derivative of the MD-80 or a new design, depending on market requirements. Commercial operations with UHB aircraft could begin in the early 1990s.

Saab-Scania has been supplying components for McDonnell Douglas DC-9 and MD-80 transport for 10 years. The Swedish firm manufactures carbon-fiber composite wing spacers and the inboard flap and vane assembly for the MD-80 family of aircraft.

Saab-Scania has been in the aviation business for 50 years. In addition to commercial and



EYE IN THE SKY — This modified Lockheed P-3 Orion patrol aircraft is testing a General Electric radar system which will be used for

at-home Early Warning (AEW). Lockheed is also testing a similar system aboard a C-130 aircraft. Both programs are company-funded.

FAA Controllers working well

Associated Press

WASHINGTON — The Federal Aviation Administration acknowledged Monday that more fully trained air traffic controllers are needed, but insisted its existing workforce is keeping the skies safe.

FAA spokesman Donald

D-Minn., chairman of the investigation subcommittee of the House Public Works and Transportation Committee, said the GAO report "... shows clearly that there are serious stresses on the nation's air traffic control system."

An FAA spokesman working that controllers still are needed

control is excellent," Buckhorn said. He cited statistics which show a 3 percent increase in air traffic in 1985, but an 18 percent decline in flight delays and a 26 percent drop in operational errors. Instances "... are controllers allow planes to come closer to one another than regulations per-

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The agreement calls for Saab to establish a technical team at the Douglas Aircraft division of McDonnell Douglas in Long Beach, where a UHB technology readiness program has been under way since early 1985.

Saab engineers and technicians, expected to arrive next month, will join two other international teams already at Douglas working on the pro-

gram. These teams are from the Shanghai Aviation Industrial Corporation in the People's Republic of China, and Aeritalia, the Italian aircraft manufacturer. Integrating UHB engine technology with an aircraft is the objective of a three year project that includes theoretical analyses laboratory testing and a demonstrator flight test program. Early research is providing data for sonic fatigue prevention, noise reduction and aerodynamic design work.

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The first MD-80 flight demonstrations will begin next year with tests on General Electric's new gearless Unducted Fan (UDF) engine in which the counter-rotating fan blades are an integral part of the turbine.

Later in 1987, McDonnell Douglas will work with the Allison Gas Turbine Division of General Motors to flight test Allison's 578-DX geared propulsion system in which the counter-rotating fan blades are

driven through an advanced technology gearbox.

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Empire now Piedmont branch

Piedmont Airlines

WINSTON-SALEM, NC — Empire Airlines Inc. has become a wholly owned subsidiary of Piedmont Aviation Inc. effective Feb. 1, Piedmont officials have announced.

Stock transfer books for Empire Airlines were closed at the close of business on Jan. 31.

Chase Lincoln First Bank, N.A., of Rochester, N.Y., has been designed as the disbursement agent for the merger. Empire, through Chase Lincoln, mailed letters of transmittal to Empire stockholders on Feb. 3 and will issue \$15 per share of common stock to each stockholder of record as of Jan. 31, 1986 who returns the com-

pleted letter and stock certificates to the bank.

The U.S. Department of Transportation gave final approval to the merger on Jan. 23. Empire stockholders approved the merger on Jan. 15.

Piedmont expects the final merger of Empire's airline operations into Piedmont to become effective May 1.

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FAA Administrator Donald Engen was to appear before a Senate "air safety task force" to respond to a critical report by the General Accounting Office. The study suggests there are not enough controllers for peak traffic loads in some parts of the country — and that flights should be curtailed.

The congressional report released last week has renewed lawmakers' concern about air safety. The Senate task force, part of the Republican Conference, includes a number of senators involved in aviation issues.

Meanwhile, a House investigations subcommittee on aviation has scheduled a hearing next week on the GAO's findings.

Rep. James Oberstar,

D-Minn., chairman of the investigations subcommittee of the House Public Works and Transportation Committee, said the GAO report "... shows clearly that there are serious stresses on the nation's air traffic control system."

An FAA spokesman conceded that controllers still are working "100 much overtime" at some busy control centers and that FAA planners know "they don't have enough controllers, including enough full performance level controllers."

"But they do have a campaign program to remedy that," spokesman Bob Buckhorn said Monday.

Buckhorn said that in the meantime, air traffic is being regulated through flow control techniques designed to keep controllers from being overburdened.

The GAO study, however, suggests that those flow control measures should be examined to determine whether they are adequate.

"The track record of air traffic

control is excellent," Buckhorn said. He cited statistics which show a 3 percent increase in air traffic in 1985, but an 18 percent decline in flight delays and a 26 percent drop in operational errors, instances where controllers allow planes to come closer to one another than regulations permit.

The GAO report urges the FAA to impose restrictions on air traffic until the agency gets as many fully trained controllers into the workforce as it wants, and overtime is reduced.

"Limiting air traffic before conditions worsen seems to be the prudent choice," said the study, which was based largely on questionnaires sent to more than 5,500 controllers and supervisors, as well as interviews with the respondents.

The study said "controllers at many major facilities are being stretched too thin and, over time, the situation could impair their ability to continue to maintain the proper margin of safety."



FLASH For Leisure And Student Health

If you find yourself having difficulty falling asleep, check yourself for the following things:

- current high frustration level
 - too many responsibilities with high expectations
 - little time spent with friends to just "talk"
 - little or no exercise
 - high caffeine intake (colas, chocolate, coffee)
 - high raw sugar intake
 - studying in bed
 - substance abuse (i.e., alcohol, cocaine, marijuana)
 - illness associated with insomnia
 - napping during the day
 - erratic sleep patterns
- It is best, if you find you're unable to sleep (the average time to fall asleep is less than 15 minutes) to get up out of bed and do something else. The more that you lie there and dwell on the thought that you can not sleep (checking the clock every two minutes) the more wrought up you will become.

By Laelle Whitmer and Lynne Evans

The inability to fall asleep, after an exhausting day, can be extremely frustrating. The usual factors of insomnia are numerous. One of the main factors is psychological stress which does not allow for the body to relax. An example of this occurrence would be a barrage of continual thoughts while trying to fall asleep and/or a tightness in the muscles of the body. Physiological things can also cause insomnia such as the intake of certain substances, (i.e. caffeine, alcohol, drugs, sugar) or vigorous exercise prior to bed time.

Reading or watching television is a good way to focus on something else. Some studies have also shown that milk causes drowsiness due to some of its chemical components (tryptophan, calcium). That is why you often see people on T.V. having "warm milk" if they can not sleep well. A warm shower prior to going to bed has also been shown to be beneficial in helping insomnia's.

There is no cause for alarm if this condition continues for two to three days as it will usually correct itself. If you find that you are unable to shake the insomnia, come in and speak with one of the counselors or nurses here at the University.

Sunscreens and tanning

If you're going to the beach or relaxing around the pool, don't forget to first play the numbers game! No, we're not talking about gambling like you'd do at

Vegas. The numbers referred to—2 to 15—are the numbers assigned to sunscreens by the FDA.

The higher the number, the greater the SPF (Sun Protection Factor). Many people don't like to use too much sunscreen because they want "a good healthy tan." There is no such thing!

Tanned skin is damaged skin. Today's gorgeous tan may be flattering, but it is a setup for wrinkles, discolorations, dryness and an assortment of unsightly growths, including skin cancer.

It is possible to protect yourself from the sun's damaging effects by using two common sense rules: avoid excessive exposure between 10 a.m. and 2 p.m. when the rays are strongest and second, use an effective sunscreen.

If you want a tan but are concerned about your skin, refer to a "skin type" chart and use the appropriate sunscreen protection recommended. Check the labels for PABA before buying lotions.

What commencement is; A little background FYI

Bob Hope to highlight graduation events

By Brian F. Finnegan
Senior Class President

Commencement (ke-ment/ment/ment): the ceremonies or the day for conferring degrees or diplomas. 2: a day 39 days hence when Embury-Riddle will graduate its April 1986 class.

Commencement is the occasion at colleges and universities on which students receive a degree in recognition of having completed a prescribed course of study. The word, often used synonymously with graduation, has been extended to include the closing exercises of secondary or even elementary schools. In the early universities, commencement exercises signified that the graduate was recognized by his profession and was ready to commence teaching.

The commencement exercises are usually divided into two parts. The baccalaureate ceremony, usually held on Sunday, is essentially a religious service at which a sermon is delivered to the graduates. On graduation day, earned and honorary degrees are conferred and there is frequently an address by a public figure. Although many speakers intend only to give the graduates good advice, others take the opportunity to issue statements on U.S. arts or on politics and world affairs. Some speeches have achieved fame in their own right. In 1947, at a Harvard University commencement, Secretary of State George C. Marshall introduced his plan to rebuild Europe—the Marshall Plan.

(The preceding was excerpted from the *Encyclopedia Americana*.)

As most commences know, the April graduates will be addressed by internationally-famous Bob Hope: comedian, actor, philanthropist, entertainer and user of Temco gas.

After several years of informal negotiations, Mr. Hope accepted the University's offer to speak at the April commencement last fall. In addition to the usual high spirits associated with "getting out of here," the appearance of Halley's Comet in the southern skies and Bob Hope on the commencement stage make this event especially memorable.

Since graduation announcements are now available in the bookstore, are you wondering what the protocol regarding the mailing of those announcements is? Frankly, there is not much written on the subject. However, Miss Manners does have a few words of sage advice (naturally). She suggests announcements only be sent to relatives and close friends. (Those who will say, "Well, what do you know, they pulled it off.") Not those that will feel obligated to send a gift. It is widely accepted, also, that announcements NOT be sent to former teachers.

With the project and the party in concrete (stay tuned for more details), the remaining chores include enjoying the final weeks of your undergraduate tenure and helping with our ambitious fundraising schedule. We'll have a chance to do both this Thursday, March 20, when we all go roller skating at State City. We have the rink from 7:30 to 10 p.m. and the cost is \$2.75 (including skate rental). For each person that attends and presents their Riddle I.D., 75 cents will go to the Senior Class. C'mon out, enjoy yourself, and support the class!

ARSA

(continued from page 1) and 6R are used, there are the Ormond, Flagler, Smyrna (not "Smyrna"), and Deland departures. The "West Configuration" (when runways 24L or 24R are used) includes the Ormond II, Flagler II, Deland II, and Smyrna II departures.

The Ormond and Smyrna departures are to be used only for aircraft intending to perform practice landings at the Ormond and Smyrna airports. The Deland and Flagler departures are to be used only to gain access to the north and south practice areas.

While some of these departing procedures are exactly the same as the old ones, there are some differences in headings and altitudes. Complete details of the new departures are available at the flight line and ERAU students are required to know them.

Potential problems
While it is too early to determine the impact of the ARSA on ERAU flight operations, some departure and arrival delays are expected to occur.

Pilots must now continue to be vectored for an additional five miles after departure because the

base of the second layer of controlled airspace is 1200 feet instead of the TRSA's 3000-foot level. This could result in several extra minutes of flying time before radar service is terminated.

Practice area squeezed
Another potential problem with the ARSA is the large decrease in the amount of usable practice area space. Because the base of the ARSA extends outward in a ten-mile radius, operations such as slow flight and stalls must be performed outside of this area in order to avoid the mandatory ARSA participation.

LETTER

(continued from page 2) they we draw it now before they think they can get away with more!

Also, my idea of a good time is not having to stay after the try is done to complete a flight course that I had plenty of time to finish during the prior 15 weeks. I, as a student and as a wise consumer, cannot and will not stand for it; you shouldn't either.

Though when I'm flying I think the flight program is excellent with an excellent staff. But we demand a change.

Mark Lyden and Company
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VOTE FOR

think the flight program is excellent with an excellent staff. But we demand a change.

Mark Lyden and Company
Box 6920

VOTE FOR

President
Michael Geletka

We are the team

Vice-President
Kirk Gunn

STUDENTS FOR STUDENTS

Introducing the team of Michael Geletka and Kirk Gunn. At present we are President and Vice President, respectively of both the Bowling League and the Dart Club, and have been friends for over almost two years. We have seen the way the Student Government is run and we know we can make it more responsive to student needs.

The majority of complaints we hear about the SGA focus themselves on the lack of student participation in the Student Administration Council (SAC) meetings. Michael and I feel that if the students don't come to the SGA, then it is up to the SGA to come to the students. We propose to make the SAC meetings open to student participation by having a short period (approx. 15 minutes) beforehand. This will give concerned students the opportunity to find out not only the agenda of the meetings, but also the chance to talk to representatives and find out their views on subjects concerning them. This will also enable the students to take more of an active role in SAC meetings by being prepared and not just passively observing (and getting bored).

Our next priority will be to increase the visibility of sports. When ERAU was founded, sports did not take an active role in campus life. But as the degree programs have diversified from Flight to other areas such as Business Administration, Engineering, Computer Science, etc., the interests of the student body as a whole has also diversified. Students need to have outlets from their academic pursuits and the majority would like to see more emphasis placed on sports at the Daytona campus. The Lacrosse Club has done this at their own expense, and Michael and I are currently bringing inter-collegiate competition to the Bowling League. We feel if students want sports they should not have to pay the entire bill themselves, they should seek assistance from the SGA. After all, they will be representing the finest at ERAU. This will also bring "school pride" to Embury-Riddle, and everyone knows the shortage of that.

So if you are concerned about the needs of the students and yourself, come to the polls on Thursday and vote Geletka/Gunn. We will take action and not let you down.

- ★ Our open door policy will be portrayed as your voice in communication to the administration.
- ★ committed to a higher level of sports participation
- ★ dedicated to an accurate representation on the board of directors
- ★ Enact a "ties on Tuesday" campaign to improve student/faculty relation.
- ★ We promise to represent students' needs on the basis of the wants of students.
- ★ Your student representatives will run your student government.

1986 Avion, March 19, 1986

Orbital Inclinations

Ashes to ashes, dust to dust...

By Jim Banks

One of the major developments in the Challenger disaster occurred last week with the discovery of mission 51-L crew remains 18 miles off shore from Pad B and 100 feet below the water.

The remains were found among wreckage of the crew cabin at the bottom of the Atlantic. NASA has yet to confirm the exact condition of the cabin, or the exact manner in which crew remains were found, retrieved, and analyzed. That's probably for the best.

This nation does not need to hear the grizzly details of how the astronauts were killed. Were Dick Scobee, Mike Smith, Ellison Sizani, Judy Resnik, Ron McNair, Greg Jarvis, and Christa McAuliffe killed in the devastating explosion of the External Tank which probably ripped apart the orbiter, or was the crew killed when they hit the water, after a ten-mile fall?

The answer will undoubtedly be revealed as members of the media pursue the story blindly.

In any case, we all hope the end was quick, with no pain or awareness of what their fate was.

The families, and the nation, will have to bear another funeral, but it should be comforting, even therapeutic. It will be good to see seven flag-draped coffins in the towns of seven American heroes. Even with this disaster, we can still say that no one has died in the vacuum of space, and no human bodies are remaining in orbit, or on the moon.

The crew of mission 51-L have returned to lay in the Earth they lived, and loved. May God bless them, and may they rest in peace.

Suspect 'O' rings to undergo testing by NASA center

By Michael J. Griffin Associated Press

WASHINGTON, DC — Presidential investigators expect tests supervised by outside observers to prove within a month how and why a booster rocket seal caused the space shuttle Challenger to explode.

They expect to be able to finally rule out equipment other than the booster seal as the "probable cause" within a week or two, well ahead of the June 3 deadline for the panel's report.

"If we need more time, we will ask, but there is no evidence now that we will need it," said a source close to the presidential Challenger commission. The report is crucial to resumption of space flights, because NASA won't begin changing hardware designs until it is.

The commission is bringing in an outside expert to supervise, because panel members are skeptical of tests conducted by NASA and its rocket contractor, Morton Thiokol, Inc., the source said.

The boosters have been the chief suspect all along in the Jan. 28 explosion that claimed seven lives. But one NASA official testified only last Friday that tests might take three months to firmly establish them as the cause. The source, who spoke on condition of anonymity, said the independent observer will likely be a quasi-government agency, such as the Federal Contract Research Center.

The panel's insistence on independent observers reflects its dismay over NASA's post-accident tests of how the seals perform in cold weather. Officials from NASA's Marshall Space Flight Center resisted cold-weather objections from Thiokol the night before Challenger's launch, when the

Fleet probes solar system visitor

Comet Halley analyzed by fleet of international scientific spacecraft

By Peter Martin Avion Staff Reporter

An international fleet of scientific space probes has encountered Comet Halley this month, providing researchers with their closest view yet of this periodic visitor to our solar system.

The Soviet spacecraft, Vega 1, became the first of five probes to rendezvous with Halley. The craft passed within 5270 miles of the comet's nucleus, sending back dramatic photographs and scientific data. The probe's television camera transmitted false-color computer enhanced images of the cometary gases and the nucleus.

Soviet scientists and about 100 foreign scientists, including about a dozen from the United States, were jubilant about the results of the encounter. Vega 2, another Soviet craft, passed within 5125 miles of the comet a few days later.

Two Japanese spacecraft flew past Halley within the next few days. Japan's first interplanetary probes were designed to study the comet from a distance of about 120,000 miles and a few million miles. They will monitor the solar winds that shape Halley's tail. During the encounter, one of the probes was tipped nearly a degree on two occasions after being struck by cometary dust.

The closest encounter of all was made by the European Space Agency's Giotto spacecraft, on Friday, March 14. Scheduled to pass within 300 miles of the comet's nucleus, Giotto was the star attraction of the five probes in the fleet. The probe crossed the comet's bow shock five hours before closest approach. This was a major milestone of the encounter.



The craft transmitted high resolution photos of the nucleus showing objects as small as 100 feet across. Scientists saw what appeared to be hills and craters on a nucleus that measures about two miles in diameter and is shaped somewhat like a potato.

Ground controllers lost radio contact with Giotto as the craft hit a wall of dust a few seconds before closest approach. The spacecraft was traveling at 155,000 miles per hour relative to the comet.

At that speed a speck of debris weighing 1/250 of an ounce would have the same energy as a 1300 pound object traveling at 62 miles-per-hour. Giotto was receiving 120 dust-impacts-per-second during the last two minutes before the signal was lost.

Meanwhile, ground-based

observers are having their best opportunity to view the comet. The three prime viewing periods when moonlight won't obscure the comet include: now through about March 21, April 1-12, and April 24 through May 14 according to International Halley Watch astronomer Steve Eilberg.

During the first two periods, the comet will be visible to the naked eye. During the first period, the comet rises above the east-southeast horizon about 1 1/2 to 2 hours before sunrise. It is highest in the sky at first light of dawn.

NASA Next Launch: May 1 Launch Vehicle: Delta 178 Payload: Goes-G Launch Complex 17, Pad A

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The panel's insistence on independent observers reflects its dismay over NASA's post-accident tests of how the seals perform in cold weather. Officials from NASA's Marshall Space Flight Center resisted cold-weather objections from Thiokol the night before Challenger's launch, when the

main engines and the powerful rocket in the cargo hold, as possible causes of the accident. The source said it is also near eliminating a leak in the external tank and the possibility that the booster rocket case split somewhere other than at the seal.

In addition to measuring the effect of cold on the booster's O-rings seals, the tests are designed to see if ice in the joint could have damaged the seals, whether cold could have ruined the putty that protects them or if test port was improperly closed, the source said.

The Wall Street Journal reported Thursday that recent tests showed that cold might crack the putty, allowing flaming gas to burn the O-rings.

The commission also wants to know if the O-rings were defective as manufactured or damaged when installed.

The source said the commission does not plan to call any

astronauts as witnesses, even though a number of them have become openly critical in recent days of the gaps in launch procedures uncovered by the Challenger investigation or learned through their own experiences.

Commission Chairman William P. Rogers had "a private, very candid" session with John Young, head of the astronaut office and the most veteran American space flier, two weeks before Young went public with charges that safety had been subordinated to meeting flight schedules.

"His concerns were incorporated into our investigative plan, particularly in Sally Ride's mission planning working group which deals with crew safety and flight safety," the source said. Miss Ride, an active astronaut, and Neil Armstrong, the first man to walk on the moon, are commission members.

Furthermore, an active

astronaut, Brewster Shaw, has been hired as a full-time investigator for the pre-launch activities working group.

"We wanted to open a line of communication to the astronaut office," the source said. "We wanted to make sure the astronauts felt they could tell us anything."

The source said the commission is well aware of reports and speculation that some form of political pressure was applied to force a Jan. 28 launch rumors that have been denied by White House spokesman Larry Speakes and NASA officials in response to Rogers' questions.

"Obviously, we have to look into the question of outside intervention from any source, the White House, Congress or whatever," the source said, "but so far there is absolutely no evidence for it. So far, under oath, everybody has said no."

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Delta readies for launch

By Jim Barick

A Delta expendable launch vehicle will help get NASA's ailing space program off the ground when it launches May 1, carrying a weather satellite into geosynchronous orbit.

The Delta launch vehicle has been the workhorse for NASA in its unmanned program totaling 177 flights. Delta number 178 now sits on Pad A at launch complex 17, Cape Canaveral Air Force Station, waiting to put a GOES weather payload into orbit for the National Oceanic and Atmospheric Administration (NOAA).

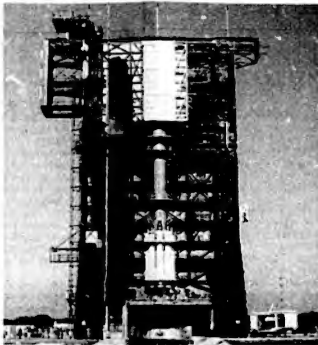
Delta 178 is a three-stage structure standing 116-feet tall. Its first stage is powered by a Rocketdyne engine burning a liquid-oxygen/RP-1 (a highly refined kerosene) combination that generates 205,000 pounds of thrust at lift off.

The initial boost off the pad is aided with the help of nine strap on solid boosters. Morton Thiokol makes the Castor-4 motor. Six boosters in three pairs are ignited at launch, with the other three coming on after the first six burn out.

All of the nine boosters are jettisoned after use.

The Delta second stage is powered by a TRW engine that produces 9,800 pounds, which can burn out or be jettisoned.

After the spacecraft is separated from the second stage, a third stage powered by another solid rocket motor made by Morton Thiokol, boosts the payload into the higher geosynchronous orbit, 22,000 miles up. Some payloads can use the Payload Assist Module on a Delta, the same type of booster that is used in the Space Shuttle to take cargo from the shuttle's payload bay into higher orbits.



Delta 178 sits on Pad 17 at the Cape, ready for a May 1 launch.

Goddard celebrates anniversary of first liquid-fueled rocket

National Aeronautics and Space Administration

GREENBELT, MD — Sunday, March 16, 1986, marked the 60th anniversary of an historic scientific breakthrough — the first liquid-fueled rocket flight.

The stage for this observance was set in 1926 when scientist-engineer Dr. Robert H. Goddard assembled a liquid-fueled rocket on his aunt's farm in Worcester, Mass.

The "launch control" team consisted of Goddard; Esther, his wife; Dr. P.M. Roope, a Yale University physics instructor; and Henry Sachs, a machinist and instrument maker at Clark.

Using a light, portable metal frame as the launch pad and ordi-

dinary gasoline as the propellant, Goddard opened the fuel valves on his 10-foot-high rocket and signaled Sachs to light the blowtorch.

The results are in the record books. Gaining speeds up to 60 miles an hour, the rocket covered a span of 184 feet on its 2- or 3-second flight. Goddard's group had successfully launched the world's first liquid-fueled rocket flight. The event was a harbinger of things to come.

In commemoration of the liquid-fueled rocket flight anniversary, a full-scale replica of the rocket designed and built by Dr. Goddard was launched from NASA's Goddard Space Flight Center, Greenbelt, Md., last Sunday.

Astronaut duty term shortened

By Paul Rorer
Associated Press

HOUSTON, Texas — The Department of Defense plans to limit the assignment of military pilots as astronauts to five or six years, forcing NASA to search for more civilian pilots who would not come under this restriction.

Duane Ross, manager of the astronaut selection office at the Johnson Space Center, said Tuesday that a small group of astronauts, about 10 to 12, will be selected this spring from about 2,000 applications being received.

Another personnel officer, Teresa Gomez, said the flow of astronaut applications received by the National Aeronautics and Space Administration has increased since the Jan. 28 explosion of Challenger that killed seven crew members.

Ms. Gomez said the strict military limitation has been under consideration for some time and is not related to the Challenger accident.

There are 95 astronauts in the corps, said Ms. Gomez. Forty-five are military officers who can be recalled to active military service, and she said the Department of Defense has served notice that all military pilots in the future will be limited in the amount of time they can spend on assignments.

Military pilots have formed the backbone of the astronaut corps since there are few civilian pilots who meet the qualifications required to fly spacecraft.

The agreement between NASA and the Department of Defense has always included a limitation on the time military pilots can spend as astronauts, but the limitation has been extended routinely, Ross said that will no longer be the case.

Most of NASA's senior astronaut commanders and pilots are military officers. Several, including Robert Crippen, a Navy captain, and Gordon Fullerton, an Air Force colonel, were assigned to NASA after a military astronaut program was canceled. Others, such as John Young and Paul White, both former Navy captains, retired from the military, but continue as civilian astronauts.

Two veteran military astronauts, Thomas K. Mattingly and Richard Truly, recently returned to the Navy. Following the Challenger accident, Truly, now an admiral, returned to NASA as associate administrator for spaceflight.

Recent astronaut selections have been weighted heavily toward the shuttle crew position called "mission specialist." The requirements for this job do not include piloting skills and the selections generally have been scientists, doctors and advanced engineers.

Pilot astronauts have usually been military officers trained as test pilots or the Navy. Early in the space program, nearly all astronauts were military pilots. A rare exception was Neil Armstrong, a civilian who was the first man on the moon. Armstrong received his flight training in the military, however.

Ms. Gomez said that since last August NASA has sent astronaut recruitment brochures to 1,000 universities with strong science and engineering schools. After officials review the 2,000 applications currently on hand, a preliminary group will be interviewed and ex-

Reagan will put off new orbiter decision

President awaits commission report

Associated Press

WASHINGTON, DC — President Reagan said last week he will await his commission's findings on the Challenger accident before deciding whether he would approve building a replacement shuttle, a published report said.

The president said all safety problems found by the commission should be remedied before there are more shuttle flights, but told The Baltimore Sun,

"There's a limit beyond which you can't go. Anyone who gets on an airplane knows that, that there are things that can happen."

NASA's acting administrator said Tuesday it would cost \$2.8 billion to replace the shuttle, which had cost \$1.2 billion to build. The Challenger exploded on Jan. 28, killing its seven crew members.

Since the accident, the presidential commission probing the tragedy has turned up a number of safety concerns raised by NASA officials and contractors who built shuttle components.

Reagan, however, praised the space agency's record of successful shuttle launches.

"You know, when you look at it, you have 24 times right and one accident — one wrong — you can't cancel out the program," the president told the newspaper in an interview published in its Thursday edition.

Reagan also said the White House had never pressured NASA to push ahead with a specific shuttle launch.

"We have never from here suggested or pushed them for a launch of the shuttle ... I would feel that I was way out of my depth in trying to do that. I am not a scientist and they are," he said.

Asked whether a White House directive calling on NASA to aim for 24 shuttle launches a year had created pressure to go ahead with the disastrous launch, Reagan replied: "No, and we have never done anything except to approve their own safety concerns."

The president also said he still supports the idea of sending citizens into space, saying such programs "have a value."

Since the accident, some astronauts have expressed concern that New Hampshire schoolteacher Christa McAuliffe, who died in the explosion, might not have been fully aware of the risks of the mission.

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Ross said the agency was looking for civilian pilots who would not be limited by military restrictions.

Military pilots have formed the backbone of the astronaut corps since there are few civilian pilots who meet the qualifications required to fly spacecraft.

Ross said the new system will lead to establishing a set rate of attrition in the astronaut corps. NASA has established a plan of annual selection and is accepting applications constantly. Ms. Gomez said it is hoped that the astronaut corps can be stabilized at 100 to 105 members.

The limitation on the time military pilots can spend in the astronaut corps will be firmly applied to the group selected this spring, said Ross, and may be applied to pilots selected as far back as 1978.

Military astronauts selected in 1978 are scheduled to end their extended tours in July of 1987 and whether or not they are returned to the military, said Ross, "will be a matter of negotiation."

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Flights of the space shuttle are not expected to resume until next year, at the earliest, and the pace is expected to be slower than in the past. As a result, the tours of some military astronauts may end before they get a chance to fly in space.

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15

Aerospace Society

By Jim Banter
LS President

The LS Aerospace Society will hold its next meeting tonight (Wednesday) at 7 p.m. in room A-201. Everyone with an interest in the space program is invited to attend.

At tonight's meeting we will continue with the fourth talk in a series of six that reviews the past, present, and future of the space program. This evening we will focus on the first 25 missions of the Space Shuttle, and remember its major accomplishments. For some visual stimulation we will look at some slides, and watch either a film or video from one mission representing a typical flight.

We will also pick up a few tidbits of information we forgot to mention last week as we talked about the Space Transportation System in a general way. LS member Ron Danowitz will also talk about his involvement in an experiment that flew aboard the

Shuttle Challenger last summer.

This Saturday is our cook out/picnic and model rocket competition. The rocket launch begins about 10:30 a.m. at the Mainland High athletic field and will last as long as we have rockets left to fly, so don't show up at 2:30 expecting us to still be there. The model rocket competition is open to all students and involves four separate contests.

The first is an "A" engine parachute duration contest. We'll launch your single-stage rocket with an "A" engine for power. Longest duration of flight wins.

The second competition—"B" engine streamer duration—is basically the same as the first contest, with the obvious exception that the recovery device is a streamer instead of a parachute.

The third contest is often the most fun, and is the personal favorite of our supreme advisor Mr. Brown—"C" engine egg-toss competition. The goal of this one is to keep a USDA Grade A Large egg up for the longest duration—without cracking it.

No hard boiled eggs allowed—LS will supply the eggs.

A fourth contest has been added this year, affectionately known as "spot landing." You can launch your rocket with any engine and recovery device, and the goal is to land it as close to a spot as possible. LS gets to pick the spot, after all, it's our contest.

Which brings to mind the fact that AIAA has said that they will compete with us. While they are certainly welcome, be assured, AIAA, that we intend to keep the trophies and prizes to ourselves. Should the unlikely event happen that a member of AIAA (who is not already a member of LS) wins a contest, I will personally see to it that that person eats free at our picnic later in the afternoon.

The cook out will begin at 4 p.m. and will last 'til the food is gone. Everyone on campus is welcome. LS members get to eat free, non-member's cost is \$3. One last concern: The student government elections are tomorrow (Thursday) and as president of LS I encourage everyone to vote for the candidate of their choice. I have had the chance to question each of the teams running for the top office.

It is my personal opinion that the team of Kohlman and Price offer the students of Embry-Riddle the best choice for this important task of running the SGA. Vice-President for one year, and I know first hand how beneficial it is for the president to have had that earlier experience as the number-two man.

Kohlman and Price have also expressed their desire to see ERAU expand its programs in helping to meet some of the needs of tomorrow's space program—a dream I completely support and share. The other candidates each offer their own positive contributions to the election process, but I must throw my hat into Kohlman and Price's ring.

We will talk more about the elections at tonight's meeting. Once again I invite you to attend.

Young Republicans

By Geoff Anderson
President

At our March 3, 1986, meeting we had as guest speakers SGA President and Vice-President candidates Jeff Kohlman and Roger Price.

One of the concerns voiced by club members was the question of tuition increases. Jeff Kohlman is Vice-President in the present administration and has presided over some of the largest tuition increases in the history of this university. It is our concern that Jeff will continue a policy of non-confrontation with the Board of Trustees over matters concerning students, especially tuition increases.

Other concerns of our members are the tuition vouchers and direct cash payments that are going to be awarded to SGA members. In the past the divisions of the SGA (SAC, Student Court, Phoenix, Avion, and Entertainment) have received about \$5000 as an incentive to work hard. This money was spent on beer, slats, ju'ets, and jackets for members of the division.

reason to increase their share of "fun" money while the students are not paying \$10 more per credit hour starting this Fall. Jeff Kohlman says the increased money will make the SGA more accountable to the students. Roger Price offers only more tuition increases and an SGA administration that isn't concerned with student needs, only fat-cat spending.

Weekly Polemic: I was glad to see that the Avion printed the letter from Kirk Gagan in the March 5 issue. I would like to point out that Alexander Solzhenitsyn chronicled his own personal experiences in the labor camps and the title is "The Gulag Archipelago, 1918-1956". This book graphically recounts the terror: starvation rations, endemic disease, and brutal working conditions. If you want to know who "he is like in the Communist Soviet Union I would suggest you read this book.

I was surprised too at Wes Oleszewski's and others characterization of the Young Republicans as fascist. This is just not true. We do condone the Communist Soviet Union as the Evil Empire that they are and we have also condemned the fascist governments of the past. We can only say to our readers, keep an open mind and don't believe all the labels people are putting in us, they just aren't true.

Under the new plan, tuition vouchers totalling \$6000, and an additional \$4000 for direct cash payments will be given to SGA members on top of the \$5000 incentive bonus. That means as of Summer A term our student government officials will be getting over \$10,000 in bonus money. I was a member of the Student Court for 5 months until I resigned a couple of weeks ago. From what I have seen of this government I don't see any

Club Writers must turn in their articles by 6 p.m. on the Wednesday prior to publication. Organizations may submit material before 6 p.m. on the Thursday preceding publication in an diskette in Wordstar format. Thank you for your cooperation The Avion.

ΣΧ

Sigma Chi

By S. Anthony Quinn
Chapter Editor

This past weekend was one of the most memorable weekends in Eta Iota Chapter's history as active as well as Alumni Brothers, with the Little Sisters, Little Sigmas, pledges, friends and guests, all celebrated the chapter's fifteenth birthday.

Eta Iota Chapter of the Sigma Chi fraternity was founded on 6 March 1971. With its unbounded determination of its founders being passed through the years to the chapter's current

undergraduate brother's, Eta Iota Chapter has become so strong and unified that its future looks very promising. What tremendous proof of what the bonds of brotherhood in Sigma Chi can achieve!

The birthday party weekend started on Thursday and continued on through Sunday. Held on both Thursday and Friday were welcome back parties for all incoming alumni.

Saturday night was the actual birthday banquet, which was held at Marco's Heritage Inn. Approximately one hundred alumni brothers attended with many friends and guests. The weekend rounded up with an overwhelming turnout at the chapter meeting on Sunday night. Throughout the whole weekend, friendships were rekindled and bonds were strengthened.

Happy 15th birthday Eta Iota! May you have many, many more!

In rounding out a perfect weekend, a new program was started in the chapter. Vice-president Bill Krebs devised a pledge system, whereby each undergraduate brother would

pledge to make a specific contribution to the chapter over a certain amount of time, upon graduation.

By starting the program, the chapter can accurately plan future projects and improvements for the House, possibly even a complete renovation.

Finally, this week's article is dedicated to every single person that helped make the chapter's 15th birthday party a smashing success. Especially to the brothers of the Eta Iota chapter of Sigma Chi from 1971 to present.

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FPWA Future Professional Women in Aviation

By Elizabeth Dobbs
President

Hill FPWA has had a slight rest for the last week with the exception of the motorcycle races. All of us got alot of sun and had some fun! Many thanks to the girls who participated. On Saturday, March 15, we had a beach party with the Riddle Riders and we offer many thanks to them for inviting us!

We will have our next meeting on March 9 at 7:30 p.m. in room

number E-606. We will have our pictures taken for the yearbook. All members who plan to attend please dress nice. We will also be discussing our next car wash which will be held on March 22 from 10:00 a.m. to 4:00 p.m. at the Hardee's in Port Orange.

Although the semester is almost over, new members are always welcome to our meetings. So if you are interested in joining FPWA please come to the next meeting! I hope to see everyone there!



The women of FPWA meet often to discuss aviation issues.

AHP

By Geoff Waxman
Chapter Correspondent

Let's talk about school spirit. Our school spirit is unflinched through our devotion towards our education in aviation. It is this common interest that brought us all here in the first place. The competitiveness in our school is one of academics. The curriculum is strict and expectations are high. The type of spirit needed to "keep up with the Jones'" requires a great deal of self-discipline, dedication and a genuine love for what we're doing. Which is plenty to rally behind.

I am a foreign student who comes to this school with no preconceived notions about ERAU. What I see is a vast amount of academic and social possibilities.

Reading the "Dismal Spirit" letter to the editor infuriates me to such a degree that I can't let it slip by unchallenged.

I pledged AHP last trimester and had a great time doing so. I learned from over fifty brothers all about fraternities. They have their share of problems, none of which is the covering up the fact that they can't get any girls, but rather, conflicts of interest, naive public awareness and strong opinions on social problems. The fraternity provides a forum for discussion and learning. It also helps get together people who want to socialize with one another. People who have spirit for what they believe in.

On the subject of Theta Phi Alpha, President Sue Barlow worked consistently for months, trying to organize a sorority in

order to better the school. She, along with some other dedicated women, were able to get the sorority off the ground. Theta Phi Alpha is an asset to ERAU and is a perfect example of determination and spirit for us all. It's no wonder why such productive girls turn their shoulders to smart-mouthed writers.

Let's not forget all the good clubs and organizations at school. The Management Club, Skydiving Club, ERAU Flight Team, Riddle Rider's, Phi Club, Co-Op Program, SGA and the dedicated administration and professors. I could go on listing all spirited clubs, groups and organizations but the point is made. ERAU has more going for it than meets the eye.

The year is 1986. If some students expect the clubs to drag

them from their nests they are highly mistaken. What it comes down to is participation. One has to get up and find out what is available. Find out what they can offer to a club, fraternity, or whatever organization their hearts desire.

The author of "Dismal Spirit" gives not one suggestion in almost 500 words. He knocks everyone and everything, including our ROTC program which is one of the most successful national programs. I suggest that Mark Lyden and company open their eyes, instead of taking cheap shots through the Avion. Next time I hope your "company" will have the conviction of putting their names. Better yet, let's hope there is no next time.

Arnold Air Society

By Lt. Lt. Russell Barile
Public Affairs Officer

AAS members and pledges are nearly through with another busy trimester.

The pledges have wrapped up the final and most difficult part of the program. Monday night the pledges went before the entire

membership for their Formal Interviews. Tuesday night the pledges took the National Exam. The results were not available at the time this article was written, so the names of those pledges who successfully completed the program will appear in next week's Avion. AAS members have voted for

our new Commander. Congratulations to John Peck, the winner of the election and our new Commander.

Last weekend AAS members worked in Deland for the March of Dimes' Walk America. The members manned check points and distributed refreshments. The rest of our trimester will be

spent revising the Cadet Handbook and one weekend will be spent working at the Airshow here in Daytona.

With the end of the trimester fast approaching, AAS is nearly completed with all our activities and we thank everyone for their support throughout the trimester.

SPD

Sigma Phi Delta

By Thomas Riau
Historian

Brother Gary's slide show of the Smithsonian restoration facility was a huge success. Gary did a fine job on the presentation and showed us all that he made a fine tour guide. All who attended the presentation had a great time and

learned a few new things. We all do agree however, that his Saab story could use just a little help.

Last Saturday's hot tub party at Dr. Phelps' house was as usual a big splash. In between helping people find their way to the pool, the hot tub and drinking, there was even time for a volleyball game. We hope that the Sister's of

Theta Phi Alpha had a good time. The Brothers and Little Sisters of Sigma Phi Delta would like to once again thank Dr. Phelps and his family for having us over.

Now I'd like to congratulate myself on receiving the position of chairman of the eastern province expansion committee. I'd also like to thank alumnus Bob Brown for

the 20mm ammo bid, where's the gun? We all enjoyed seeing you again Bob, too bad Glenn didn't make it down earlier. We could have thrown him in the pool instead.

B.M. Fuzzy would like to remind you that summer dues are gladly being accepted early, so avoid the end of the tri rush.

ISC

By Jeremy A. Greenidge
Area B Representative

The International Student Council (ISC) would like to inform all of its members that the club is holding elections for all positions. If you want to cast a vote but you haven't received the ballot, go to Foreign Student Services and sign

the membership list.

The ISC was formed last trimester to provide foreign and American students with an organization that would be a communication link between its members and the different organizations on campus. The

See ISC, page 10

JOIN THE TEAM

fine job on the presentation and showed us all that he made a fine tour guide. All who attended the presentation had a great time and

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See ISC, page 10

JOIN THE TEAM

VOTE

Jeff A. KOHLMAN

Roger P. PRICE

President Vice-President

Projects

Concerns

- Sports Program
- Free Weight Room
- Concerts and Events
- On-Campus Pub
- Club Funding

- Tuition Payment Plans
- Library Hours
- On-Campus Housing
- Campus Facilities
- Student participation in SGA decisions

"Dedication, Enthusiasm, Determination"

Army ROTC

By Cdt Laura L. Skarram
Army ROTC Correspondent

The Defense Department officials reported in a recent survey that 65 percent of military pilot increases through fiscal 1991 would occur in the Army. Thus, Army pilots will increase from the current 22,072 to a projected 25,069. The report states that there will be a modest growth in the number of Air Force and Navy pilots but there will be a slight decline in the number of Marine Corps pilots.

During the next 5 years, the Army pilot requirements are estimated to rise 13.6 percent. Most of the Army's pilot increase would be divided between combat support and attack aircraft. The need for attack helicopter pilots is projected to rise by 1,575 personnel for a total of 5,198 in 1991. Pilots for combat support aircraft, such as medical evacuation craft and electronic warfare are scheduled to increase by 1,150 to a total of 2,597.

A modest increase in pilots for Army transport helicopters is estimated to grow from 12,425 to 13,000 while the number of Army reconnaissance pilots will drop from 3,742 to a total of 3,441.

Service manpower officials project a growth of military pilots in

five years, going from 74,160 currently to 78,805 in fiscal 1991 — for a 6.3 percent increase. The figures on pilot strength include active duty, National Guard, and Reserve personnel in the rank of O-5 and below. However, the Defense Department cautions that the pilot study uses requirements for personnel as presented by the individual services. The figures used in the report are from a Congressional review. One Pentagon official, who reviewed the study, estimated that Congress would trim the set of figures by five to ten percent.

On May 10, 1985, The House Armed Services Committee ordered the study of pilot strength, called "Aviator Requirements for 1985." The panel was concerned that "dissimilar methods of developing aviator requirements may result in inadequate numbers and kinds of aviators in war time." The study of the Department of Defense by the Assistant Secretary of Defense for force management and personnel found that the services used "reasonable and reliable" methods to establish their pilot needs. This study will become an annual report to Congress.

NOTE: Information contained in this article was taken from P.J. Budahn's article "Most of Increase



Army cadets go through extensive training in preparation for their future career. Cadet Amilcar Calero is hard at work.

in Military Pilots Expected in Army," Army Times, 10 Mar. 85.

On Tuesday, 11 March, training in cave of chemical and biological attack was given to the freshmen and sophomore cadets. The training was divided into three categories: 1) use of a chemical detector, chemical decontaminator, and decontamination device, 2) use of protective clothing in case of chemical at-

tack, and 3) use of two types of protective masks.

A field training exercise (FTX) is scheduled for 20-23 March at Ft. Stewart, Ga. The training includes air-mobile lift, land navigation, line fire exercise, tactical training, and a post tour. All Army ROTC cadets are invited to participate in the last and best FTX of the trimester!

Dean Rockett expressed his sincere appreciation for the Brother's input, offered in the comfortable environment of the Delta Chi House. A special thanks goes to Jonestic for another fantastic meal.

Thanks to our Fund Raising Chairman, Clay Kroust, and the

hard work of every Brother, Delta Chi has topped its all-time Fund Raising record this trimester. All those long hours at the rostrack will pay off.

Alumni Board of Trustees (ABT) and a few brothers will

See DELTA, page 11

SP

By Manny Joza
Public Relations

With the initiation of eleven new brothers and the addition of a transfer student from Prescott, Sigma Pi's numbers here at the Daytona campus have risen to twenty-two. This higher number of brothers makes possible the formation of newer, larger, and hopefully more efficient committees. The fraternity is showing a new enthusiasm and expects this to be advantageous to the new

Executive Council, whose elections will be held this week. Good luck to all those nominated.

Sigma Pi will be having a car wash this Saturday at 11:00 a.m. on the corner of Ridgewood and Volusia. We invite all to show up.

The brothers would like to congratulate J.P. Rouleau II on his flight slot and also wish Kon Pryorucha a happy upcoming birthday. We would also like to wish Joe Cammarota good luck during his presidency. Keep up the good work Fred!

ISC

(continued from page 9)

club has been involved in the community and, with the PSC office, the club has created the emergency language bank and the speakers bureau.

The club has been invited to different meetings, dinners, and events in the Daytona Beach area. We would like to thank every single student that has helped the job to grow and we encourage everyone to become involved with the club.

The ISC would like to inform its membership that the club is endorsing the campaign of Angel L. Garcia and Kash and Bzeczinski for positions on the SGA.

Angel E. Garcia is going for reelection as an SGA Representative. He was one of the organizers of the ISC and was the chairman of the organizing committee for International Day in the Fall trimester. The club feels that since Angel E. Garcia became a member of SGA, the Foreign Students have better representation.

The other team we are endorsing are President and Vice-

president candidates Kash and Bzeczinski. Kash is a foreign student and Bzeczinski is American. The club feels that their election would change SGA for the better.

The major points of their campaign are to try to improve communications between the students and SGA by remembering that Student Government is an extension of the student body and not a different entity.

Also, they would try to improve the spirit of the student body. This would be accomplished by promoting intramural sports between programs, dorms, and clubs and organizations.

This team is against the tuition increase and against the increase on SGA fees. Also, SGA would get more involved in trying to get corporations to donate money to the school.

ISC endorses their two campaigns on the grounds that these people have a better understanding of the grassroots sentiments of the student body as a whole. But no matter how you vote, remember to cast your vote on March 20 in the U.C.

ΔΧ

By Chuck Stern
V.P./Public Relations

The Brothers of Delta Chi find themselves quite busy during this Spring Break season. As if the beach is not enough, the Brothers are excelling in many aspects of fraternity life.

Our Scholastic Chairman continues his successful track record with yet another informative administration luncheon. Our guest, Dean Rockett, presented insights on both current problems at Embury-Riddle and long-term plans to counteract them. The dinner was extremely positive as

another fantastic meal. Thanks to our Fund Raising Chairman, Clay Kroust, and the

hard work of every Brother, Delta Chi has topped its all-time Fund Raising record this trimester. All those long hours at the rostrack will pay off.

Alumni Board of Trustees (ABT) and a few brothers will

See DELTA, page 11

The other team we are endorsing are President and Vice-

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The other team we are endorsing are President and Vice-

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ΛΧΑ

Lambda Chi Alpha

By Jeff Silver
Chapter Correspondent

Founded at Boston University in 1909, Lambda Chi Alpha has grown to be the third largest fraternity in the world. With over 148,000 members in 223 chapters and colonies across North America, Lambda Chi Alpha has proved to be an important aspect in university life across the continent.

Last week, Lambda Chi Alpha engaged in the unprecedented

Laugh O'tympics with great events as bobbing for ice cubes, banana pass and, of course, the ultimate—water balloon fights.

On Sunday, the chapter grouped together to play Alpha Eta Rho in softball. Support was good but AHP beat us out in the last inning. Also, the chapters consultant paid us a visit, giving us a lot of good input and ideas.

This Thursday at 9:00, the Lambda Chi Alpha racing team will be back in action moving B.M.W.'s, Cadillacs and Buicks.

This has become quite a successful fund raiser for the chapter. I would also like to welcome the seven men who associated with us this semester and are about to enter eternal brotherhood with our chapter and fraternity.

Whenever you go across the North American continent you will find a Lambda Chi Alpha chapter. Represented in 223 colleges, Lambda Chi not only offers a home of honest friendship but it also provides you with a universal brotherhood.

ROA

By CTSgt Daniel Shoemaker
Public Affairs Officer

Congratulations are in order for all who worked the races these past few weeks. Thanks to you, ROA has made \$2,100 for parking as well as an additional \$350 from ushering. Your hard work and dedication has also, more than likely, secured us the job for next year as well. You have good reason to be proud of yourselves.

On to newer business, ROA officer elections will be held on

Tuesday, 25 March at 2000. It is very important that you make this meeting, especially if you intend to run for an officer.

This meeting will also be the last day you can still pay your \$2.00 admission fee to the banquet, to be held on Saturday, 29 March. Remember that if you would like to bring a guest, it will cost them \$8.00. Keep watching the ROA board in the U.C. for further details.

Another big event for ROA is coming up in April. Aviation Awareness Day is where Air Force

Junior ROTC cadets from Mainland and Deland High Schools are given a tour of the school and the air show in order to inform them of the many careers available in the field of aviation, both civilian and military.

This year it will be held on Saturday, 12 April, in conjunction with the first day of Skyfest '85. If you are interested in showing these potential future aviators, engineers, and mechanics what it's all about, get in touch with me, Dan Shoemaker, through the ROA box in the AFROTC Det.



American Helicopter Society

By Stephen Vioolar
Club Writer

You may have wondered about the Society's emblem. It is a silhouette of a hummingbird—the only bird capable of hovering—in the hovering position designed by Chester Mayerson and modified by artist Ron Canavero. It became the official seal of the AHS after being copyrighted and registered in Connecticut in 1943—the Society's founding year.

Now, as far as chapter news goes, at our last meeting we looked at pictures Eric Wai and I took of the Sheriff's helicopters. We also looked at helicopter paraphernalia chapter members brought in for display in the glass case in the U.C. March 17-23.

Our chapter president, Torkel Tellefsen, explored the possibility

of visiting WESH TV's helicopter facilities. No dice. He is now working on WCPX (Channel 9) and the possibilities look good.

Doag Hoffman and I went to the Entertainment office to look into how much it would cost to show a movie, in particular *Blue Thunder*. Let's just say we don't have the funds and Entertainment said that it's been shown twice already and they won't show it again.

We might be able to get involved in the showing of *Apocalypse Now* next trimester by selling popcorn and drinks.

Our chapter also wants to have shirts made. Matt Francis sent for information and I pondered the possibilities of buying a silkscreen kit but nothing on this issue has been decided yet.

Chapter meetings are still held on Thursdays at 7:00 p.m. in the AMT Conference Room. If you are interested, stop by.

DELTA

(continued from page 10)

begin construction on the kitchen and deck on April 25. The Jazzezi may be closer than you think—I'll be telling you hours very shortly.

The party hours of our backyard have been extended to 24 hours per day, thanks to Norm and Dave. Our House Manager, Dave Barz, and resident electrician Norm Weinelt, have installed a new lighting system for the backyard. Due to the time and effort these men spent on our new system, our rent was kept down to around .200. Nice Job, guys!

Athletix, led by John Simki, continue to support morale within the Brotherhood. Our Hockey team has made it to the semi-finals and the softball team remains undefeated. Delta Chi seems to be unstoppable!

Our Pledge Counselor and Bar Manager, Ramon Montufar, arranged a combination Happy Hour/Q&A period for the Brotherhood last Friday. The experience was enjoyed by local

Brothers. Brothers from other chapters and, I dare say, by our pledges too. Keep up the good work guys, you're half way home.

The Wet and Wild trip was a splashing success. Thanks to our Social Chairman, Dan Mariotti for his coordination efforts.

The Retreat is in the final stages of planning. All Brothers are awaiting what should turn out to be an exciting weekend.

Upcoming events include University of Florida's Delta Chi Chapter Toga Party, the IFC Big Event (probably a Beach Party), and ERAU's 60th Anniversary and Skyfest '86.

With the current officer's terms expiring in the next two weeks, I'd like to thank the following people for their hard work: President Daniel J. Driscoll, Vice President Chuck Stern, Secretary Chris Reilly, Treasurer John McKendrew, Alumni Secretary Rome Truhn, and Sergeant at Arms Dan Mariotti. Good job gentlemen.

TIPS

(continued from page 1) vary between hotels, as to when unregistered individuals must be out of the rooms. This is usually spelled out in hotel contracts with guests, but when violations occur, people are usually given a warning before more serious action is taken.

What happens if you become involved in a confrontation with an officer? "Don't become a 'jailhouse lawyer,'" according

to Lurock. Many people will tell an officer that he can't legally do what he's doing and that may or may not be correct.

In a confrontation with a police officer, it is best to remain as calm as possible in order to avoid a stay in the local jail. If a situation such as a party is deteriorating and it looks as if the police may show up, Lurock advises to calmly leave the party to avoid any problems.

PLAN

(continued from page 1)

facilities to an educational mall. The construction of a new parking lot to the north of the GRW Building will realize the aim of establishing adequate parking facilities to meet the peak demand situated on the perimeter of the Campus.

The Master Plan describes the Administration Building as "The building intended will serve as the

location for governance of the Daytona Beach Campus, ERAU. As such, it will be centrally located and will present a facade depicting a dignified institution without ostentation.

The desired building will be economical to construct, and will also present an aesthetically pleasing appearance."

Construction for both projects is to start this year.

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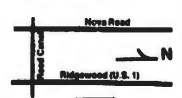


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Sun. Call for hours

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South Daytona



Located in rear of La Paloma Bowling Lanes

A day that could affect the rest of your college career:

March 20, 1986

SGA Elections

Vote for your candidates

9:00-4:30

In the UC

Chapter meetings are still held on Thursdays at 7:00 p.m. in the AMT Conference Room. If you are interested, stop by.

ranged a combination Happy Hour/Q&A period for the Brotherhood last Friday. The experience was enjoyed by local

A day that could affect the rest of your college career:


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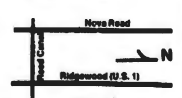


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INTRAMURAL SOFTBALL

These are the final results of the 1996 softball season. The single elimination tournament is presently underway.

'A' DIVISION	
F.A.S.T.	5-0
OUTLAWS	4-0
CUMBER KILLERS	2-1
IFITL	1-4
DAWGS	0-1-4

'B' DIVISION		'C' DIVISION	
BUNN HUBBYS	8-0	BLOOMEN	4-2
SHIBBY HAMPLET	4-1-1	CLUBSHACK	3-2
FLIGHT TIGHT	4-1-1	VETS	2-2
LAL HOOKERS	3-1	JAGS BBI STYLES	2-2
BEACH BACH BACHERS	1-4	BEACH BOYS	1-4
		CHICKEN HAWKS	1-4

'D' DIVISION		FRATERNITY DIVISION	
BEA & SHELL P.	3-0	ALPHA LTA RIO	3-1
RODNEY AIDS	4-2	DELTA CHI	3-0
DUPES BARBERS	4-2	SIGMA CHI	3-2
WISCONSIN	2-3	SIGMA PI	2-3
THE ANKERS	2-3	LAMBDA CHI	1-2
SPY, FLY, H	2-4	SIGMA PHI DELTA	1-2
STIMMLES	0-3		

'A' LEAGUE		'B' LEAGUE	
ARIZONA	8-0-1	CAPITALS	4-0-1
DIA FACHO	4-1	WARRIORS	4-0-1
DOFF PANS	3-2	TEAM CANADA	3-2
FLORIAN THORS	2-3	LA CROSS	2-3
HONKA CHI	0-4		

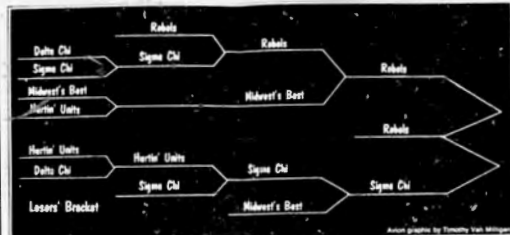
Recreation Dept.

Appointments are available at the Recreation office for the following running events:

- Easter Beach Run, March, 30 at 3:30 p.m.
- Atlantic Marathon (5 mile run—12 mile ride) at New Smyrna Beach on March 22 at 8:00 a.m.
- 2nd Annual Triathlon at DeLeon Springs (Camp Winona) on April 12 at 8:00 a.m.
- ERAU Spring Break Run at Mainland High School Track Sunday, March 23. The deadline for applications is Thursday, March 20.

Sign-ups is underway for the Golf Tournament and Specials to be held Saturday, April 5 at Pelican Bay South Course. Participants should sign up at the Recreation Office and the cost is \$21.00 per golfer for 18 holes of golf (green fee and cart). Trophies will be awarded for low score, closest to pin longest drive and longest putt. The first four will tee off at 10:15 a.m.

Rebels take Intramural Basketball title



The intramural basketball championship was decided last Saturday morning at the YH-CA. The Rebels, lead by Leonard Payne (20 points) defeated Sigma Chi 57 to 46. The

Rebels won the 5' on 5 double elimination tournament by defeating Midwest's Best and Sigma Chi (twice). Congratulations Rebels on a great game.



Rebel photo by Richard Gray



Rebel photo by Richard Gray

Number 6, Scott Fraser, of ERAU's Baseball Club takes a cut at a pitch last Tuesday night in a game against the University of Wisconsin-Mitwaukee. ERAU was defeated in the game by a score of 3-1. On Thursday, March 15, the baseball squad defeated Ohio Valley College of West Virginia, in a close 6-4 victory which

was ultimately decided in the last inning. The Team's record now stands at 2 wins, 6 losses. The next scheduled games will be a double header against MIT at 11 a.m. at City Island on Saturday and against Ohio State University next Tuesday at 3 p.m. at the airport complex.



Rebel photo by Richard Gray

EAGLE FLIGHT CENTER

(Trophies will be awarded for low score, closest to pin longest drive and longest putt. The first four will tee off at 10:15 a.m.)

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Rebel photo by Richard Gray

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Warriors	\$42.00
C172's IFR (5)	\$42.00
C172RG	\$59.00

Rentals	(wet) Per Hour
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Arrow	\$49.00
Mooney Exec	\$55.00
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autos for sale

78 TOYOTA COROLLA - 3 speed, new paint and tires, air cond., low mileage, only \$1,800. Call 255-5514.

79 PONTIAC FIREBIRD - no rust, low mileage, air, automatic, cruise and power windows, dark blue metallic with reddish interior, 301 V-6 engine, retail of \$22,950... asking only \$10,000. Call 756-0776, Port Chicago.

1972 DODGE DART SWINGER - 4 cyl., 161 cc. eng., power steering, 5350 a.m., call 756-2044.

1978 PLYMOUTH HOZORON - 2 tone green, white interior, 4 cyl., 66,000 miles, auto trans., remote start w/40, \$400. Call 255-1286.

65 FORD MUSTANG - 289, 3 speed trans., black int., needs body work, minor rust, death, \$1,100. Call 526-232-1286.

1979 MONTE CARLO - with power brakes, power steering, new paint, air conditioning, power radio, air steering wheel, well maintained. Call AMT, 132-1011, Office P-109, asking \$2,000 or best offer.

1978 DATSUN B-210 - "Honey-Dee", low mileage, new tires, battery, brakes and exhaust system. Good transportation. \$1,300 a.s.a. Professor Schimmet, ext. 1153 or 756-1309.

79 FIAT STRADA - auto, very good condition, low mileage, \$1,700 a.s.a., call 255-2648.

78 TOYOTA COROLLA - 4 cyl, new tires and paint, low mileage, good condition, call 255-5514, only \$1,800.

1978 SUBARU 4WD WAGON - great handling, 4 cyl, four wheel drive, top speed 100. Very reliable and good economy. Call 756-1309.

79 CAMARO - runs good, but needs some work. Call 756-1309.

78 TOYOTA CELICA GT - good condition, 72,000 miles, auto, must sell, \$1,800 a.s.a., call 255-3448, Rubie, Ben 7347.

1978 FIAT - 3 speed, 91,000 miles, good running condition, asking 9900 or best offer, Vance, Ben 8127.

83 BIRD T-TOP FIREBIRD - all power, and the rest of the joys brought new by me, an 84-7 professor. \$7,300, phone no. 1341 or 258-9757 ext.

78 TOYOTA COROLLA - 3 speed, new paint and tires, a/c, low mileage, good condition, only \$1,750 a.s.a. call 255-5514.

1980 TOYOTA CELICA GT - 2 dr. auto, radish-beige with cream colored castles, new. Factory rebuilt engine, installed by Toyota. Needs a brake job. Looks good, no rust. Will sell cheap, \$2,500 or best offer. 767-7064 or 255-2360, ask for Joe.

1979 ISUZU TRUCK - run good, \$2,300 255-5577.

1977 BENTLEY LE CAR - run good, amf, 400 cc radio, new battery and starter and very economical. 42 m.p.g. Asking \$999. Call 255-5514.

SEGA TURBO - like new, 32,000 a.m., Contact Stephen at 672-3173 or 678-6722.

1984 NIGHTHAWK 3 - red/black, new oil under warranty, includes heater and stereo. Call 257-4921, Mike, 51790.

1984 NIGHTHAWK 5100 - outstanding condition, 3,000 miles, only \$1,800 OR LESS. Fine living hands. Contact Dennis 708-4272 at 150 Madison off South Clyde Morris Blvd.

1984 HONDA TRUCK (TRUCKETS) - blue, 2,300 miles, excellent condition, \$2,000, 258-1974.

1981 HONDA PASSPORT C-70 - cruising speed 40-45 mph, 135 U.S. Gall fuel tank, good economical transportation. Must sell now. Drive 1 room 227 or 83411 Box 6146.

YAMAHA XS-100 SPECIAL - Mach. less than 20,000 miles, best offer. Call 756-708-0028, Bob 2078.

79 YAMAHA XS-100 SPECIAL - Mach. excellent condition, amf/Fin. Clavin cassette stereo with waterproof speakers. New tires and new 160 l sports exhaust. Call Charlie at 788-5445 before 5:30 p.m. or 257-4003 anytime. \$1,780 o.b.o.

1980 KAWASAKI KZ1000 LTD - Karer bender, Lockhart oil cooler, Andrews cam, Dyna III electronic ignition, Constant tire, Windstar fairsing, custom paint. Steam grid, looks sharp. \$1,700 o.b.o. 257-4542.

miscellaneous for sale

WANTED - looking to buy a couch, preferably one that converts to a bed. If you have one to sell, please call 258-7966 (noted couch only).

LOST - brown leatherbound book, entitled "The Braker in 8006 on March 23, if found, please leave note in Box 4447 at phone, 767-7236; or for Andre. Thank you. \$300 a.s.a. call 255-5514.

CLERICAL SERVICES - 10 percent discount to students. Free pick-up and delivery. Term papers, letters, resumes, contracts, etc. Quality typing with FAST SERVICE! Call 72-3378 or 673-4010. All work guaranteed!

EXPERIENCED IN TYPING - E-RAU papers. Fast and accurate. \$1.25 per double spaced page. Nancy 258-7362.

1978 ISUZU BED - 53k, great condition, 3 drawer dresser, 238. Price negotiable. Must sell by April 30. Call 255-5488.

2 FULL FACE HELMETS - Mach Bull Iron Three, 530, Street, 530. Both for \$40. 877-7115, Steve.

TEXAS SKI HEADSET - and pack-to-go suit. Used very little. Clips to plenum or mount on headpiece. Extra ear-phones. \$75. Also headsets for \$10. Contact Dave at 255-1288 after 5 p.m. or Box 4333.

HELICOPTER TOOLS - 2 Snap-On tool bins with mechanic (flexcopier) Tool pin inserts and bins. \$5300 value. Make offer. Call 255-1288 after 5 p.m. or Box 4333.

IGRO POLY-V - programmable synthesizer. Excellent condition. Asking \$450. Contact Dave or Jay at 253-0225

USED KASSEL - 4 into 1 exhaust \$26. New 500 cc battery for any motorcycle \$70 and smaller \$20. Call Charlie at 788-5445 before 5 p.m. or 257-4003 any time.

NEW COLOR TV - Hisats 19", 510 a.s.a., call Rabi 255-3640.

ROOMMATE NEEDED - male or female to share 4 bedroom house in Holly Hill (1 1/2 mi. campus). \$125/mo. 1/4 utilities. Contact Ben 4327.

FOR RENT - 1 bedroom apartment, partly furnished, close to E-RAU and DICC. \$195 per month. First and last and \$100 security. Call 253-6280.

ROOMMATE NEEDED - Forest Glen area, near Hwy 84 - (opposite 2 m. from campus). Rent \$150/mo. preferably female, to share 2 bed, 2 bath apartment. 257-4068.

2 ROOMMATES WANTED - preferable non-smokers. Must be responsible and reliable. Rent is \$775 with \$250 security deposit. Will share electric, utilities and phone. For more information call 783-8422 and ask for Joe. Best time to call is after 6:00 p.m. on weekdays and anytime on weekends.

RENT OR BUY - Bonaro Dream, must see 1 bedroom, furn. campus. Sell lowest price 21 - 258-9757.

ROOMMATE NEEDED - Summer A and B dorm or female person to share 2 bedrooms, 2 1/2 bath, partly furnished townhouse, 1 1/2 miles to school? Contact 255-4397 or Box 4320.

ROOMMATE NEEDED - CFI dorm person to share 2 by 2nd floor apt., 1 room, \$180. 8 miles from E-RAU. \$147.50/mo plus 1/2 utilities. \$150 int. fee. Call Sam Neal at (H) 701-7294 or (W) 428-4061 or note in Box O-129.

FEMALE ROOMMATE NEEDED - 2 bedrooms 2 bath apt. \$195.50 plus \$200 deposit, non-smoker. Call or come by 1350 Virginia Ave. apartment, 253-7907, Jim.

ROOMMATE NEEDED - to share 2 bedrooms, 1 bath townhouse 3 miles from school. Rent \$145.50, 1/2 utilities including cable. Available after April graduation. Call 767-8799, ask for John.

ROOMMATE NEEDED - male or female, 1000 sq. ft. bath, carpet, air/heat, rent is \$177.50/mo plus 1/2 electric and phone. Only 3 1/2 miles from campus. Call Diane at 703-1926 or Box 8327.

HALIFAX SECRETARIAL SERVICE - open to the typing and the students. Term papers, resumes, cover letters, proofreading, bookkeeping also available. Pick up and delivery 20 percent student discount. Financing with E-RAU credit card. Call 761-1817, professional service. Phone 761-1817.

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Position Available: Administrative Assistant, Insurance Administrator. This position will be responsible for the property/casualty and general liability claims administration, will review all contracts and losses and provide administrative support for the risk management function. Position will report to the University Director, Human Resources. Requirements: A Bachelor's degree in business, insurance or a related field plus two years of related insurance experience or a minimum of 4 years of progressively responsible insurance administration experience. Interested individuals should contact their Personnel Office which will assist in the application process. The deadline for application is the close of business, Wed., March 19 at 5:00 p.m.

PERSONALS

Female: I'm so glad you finally made it down to us. It is more to great having you here. It's good that the time flew by so quickly. I had a great time, how about you? I love you! DATA

Male: I'm so glad you finally made it down to us. It is more to great having you here. It's good that the time flew by so quickly. I had a great time, how about you? I love you! DATA

Female: I'm so glad you finally made it down to us. It is more to great having you here. It's good that the time flew by so quickly. I had a great time, how about you? I love you! DATA

Male: I'm so glad you finally made it down to us. It is more to great having you here. It's good that the time flew by so quickly. I had a great time, how about you? I love you! DATA

WACKY WEDNESDAY SALE!

E-RAU Bookstore inventory clearance Wednesday March 26. Watch the Avion for details



Professional Wrestling comes to the AVIOFF! Join the brawl! Contribute to this year's AVIOFF. Deadline for submissions March 26, 1986.

ACE HOBBIES One of the Largest selections of Radio Controlled Airplanes • Cars • Boats in Volusia county. Plastic Models • Trains Art & Miscrae Supplies 10 % Discount to Students. Across from Long John Silver's 2127 S. Ridgewood Ave. S. Daytona 761-9780

Coming soon in the AVIOFF: Club News - Also Hearts, Spades, and Diamonds. Now is your chance to contribute to the AVIOFF. Stories, photos, and reports of unusual phenomena are welcome. Credit will be given to those who turn in nice articles which remain anonymous (and thereby free of blame). All material is due in the AVION office before 5:00 p.m. Wednesday, March 26.

Dehumidified Self Storage & Mini-Storage SECURITY STORAGE IF IT'S WORTH STORING - IT'S WORTH SECURITY STORAGE. We offer both "dehumidified air conditioned" and regular mini storage in a variety of sizes. We have car, R.V., boat storage, individual door alarms, an advanced security system and pest control. We rent dependable RYDER trucks for moving, and various supplies and boxes are available. SOUTH DAYTONA 400 BIG TREE RD. (Behind the Big Tree Shopping Ctr.) ORMOND 509 S. NOVA RD. 1/4 Mile South Of Granada

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