EMBRY - RIDDLE CONVOCATION - GRADUATION TO BE A COLORFUL EVENT

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EMBR Y - RIDDLE CONVOCATION - GRADUATION TO BE A COLORFUL EVENT

The first Embry-Riddle graduation - convocation ceremonies will be held at the Peabody Auditorium at 10:00 a.m., on April 19.

The color scheme for the ceremony, according to Dean Mansfield, will have the graduates and other participants dressed in colors according to their departmental classifications and positions at Embry-Riddle.

Degree students will wear black robes and caps while certificate students will be dressed in blue robes and caps. The April graduates will have solid colored tassels, while those students graduating in June or after will be distinguished by "half-and-half" tassels: white and the color that represents the division from which they are graduating.

Aeronautical Engineering graduates will be seen in black tassels, Aviation Management graduates in green, Aeronautical Science in gold, and those in the maintenance divisions in red.

Mr. Louis B. Maytag, President of National Airlines, will be the principal speaker at the occasion. He will also be presented with a doctorate in Aviation Management by Mr. McKay, President of the Board of Trustees.

Mr. Trout, the instructor with the most years of service in the college of aeronautical studies, will carry the mace. General Spruance, a member of the Board of Trustees and a Brigadier General in the Delaware National Guard, will present the diplomas. Honors will be indicated for those students on the Dean's List and Honors List, and in addition, certificates will be presented to the students listed in "Who's Who in American Colleges and Universities".

212 students will be in caps and gowns and approximately 100 faculty members will be present, wearing hoods according to the schools they graduated from and the degrees with which they graduated. All of the platform party will be in caps and gowns.

Among the guests will be the members of the City Commission and the Board of Trustees.

All students are advised to dress appropriately for this occasion, as the graduation-convocation is a formal ceremony. It is important, according to Dean Mansfield, to put on a "good show" for Embry-Riddle.

Students are also advised to come early to avoid difficulty in finding a parking space. Students may first enter the auditorium at 8:30 a.m. and are expected to be in their seats at 9:45 a.m. The procession will begin promptly at 10:00 a.m. and is expected to be over by noon. (See student seating map on Page 6.)

Students entering the auditorium should go directly to their seats and, at the conclusion of the ceremony, not leave their seats until the academic procession has departed.

The fraternities on campus will provide three ushers each for the occasion. Chuck Leister will be the organist.

A practice session will be held at 3:30 p.m., April 19, in Room 106. All students who have been measured for caps and gowns and the ushers are expected to attend.

COLLEGE LEVEL EXAMINATION PROGRAM - ANOTHER STEP FORWARD

During the past two weeks Embry-Riddle students have been subjected to a battery of standardized tests. These tests are designed to give the school an estimate of the normal level of students in four areas (the "norm") and to enable entering students in the near future to bypass certain required courses in these areas by obtaining scores equal or above those of the "norm" group.

The tests, which are part of the College Level Examination Program (CLEP), originated in 1963 and operate in the same manner as the SAT or college boards. First, the tests are given on a national level and norms are determined. Then they are given on a local level to determine the "norm" of individual colleges. Over 200 colleges and universities have all ready adopted this program. In Florida, Rollins College, Florida Southern, Florida Atlantic University, and the University of Florida are participating. Stetson University is in the process of "norming" along with Embry-Riddle.

In the future, entering students will be required to have taken, or take, upon enrollment, both the ACT and the CLEP examinations. If his ACT test scores are in the 75 percentile (the top 25 percent) and he has a score

CONTINUED ON PAGE 4
Dear Student,

April 19th marks the last day that I will hold the office of President of your Student Government Association. My forthcoming graduation and employment force me to leave before my term of office expires. This vacancy will be filled during the summer by a temporary president to be elected by the Student Council.

The Action SGA, as I often refer to the new group of officers and representatives, has worked very hard to improve the image and operation of your Student Government. We have tried to sponsor more activities, support more organizations, and to better represent the welfare of the student body and the University. Our goal was simply to be more efficient and more effective.

Our efforts have proved to be worthwhile......each sponsored activity has been a success. However, the dynamic change that we have made in the SGA during the past two trimesters has not been easy. There have been problems to be solved, systems to create, and opposition to overcome. The result is that we have come a long way in a very short time, but the SGA still needs more developing.

The Student Government is your organization and it is geared to work for you. But it needs your active support. Elect representatives and officers who will work for the student body, participate in its activities, and, if you can contribute your talents, please do. You have everything to gain by your efforts.

As your President, I have personally enjoyed working for you during the past two trimesters. It has been a most rewarding experience and one that I will never forget. I have had the opportunity to apply many of the principles that I have learned from my management course at Embry-Riddle. My enjoyment comes from knowing that you are interested in your Student Government, that you participate in its activities, and that you are proud of Embry-Riddle Aeronautical Institute.

Good luck to you all.

Sincerely yours,

Donald F. Kaltenbach

FROM THE SUGGESTION BOXES

The following are some of the instructors' opinions related to the anonymous sniper.

If your flying matched your ghost writer's ability, you wouldn't have any difficulty with your instructor.

Do your instructor's other students have difficulties such as yours? Their flight proficiency must also be the difference.

What a shame your fearlessness couldn't represent this country at the bastions of freedom in Vietnam. Anyone who can snipe so effectively with words from ambush should be just what we need there behind a rifle.

In making a silk purse from a sow's ear, the only usual objections are from the sow.

Yes, former reputable fame has been established for the glory of Embry-Riddle; not by its instructors necessarily as by the product of their endeavors. That reputation is sometimes difficult to maintain, on rare occasions we have to contend with the likes of you.

There are three types of student pilots:

#1 The greats
#2 The near greats
#3 The ingrates

#3 types write anonymous derogatory letters.

Do you know that if your complaint is legitimate the Chief or Assistant Chief Pilot would immediately take remedial action? It is quite obvious you are aware but your repugnant reputation is no novelty there.

Seven Flight Instructors

To the Anonymous author of "Speaking Out":

To prove that the Embry-Riddle flight instructor realizes the students' problems, I will attempt to enumerate a few of them.

THE WORLD'S MOST FAMOUS BEACH AND ITS MANY ATTRACTIONS

Women

Sunburns

Long hard runs with the draft board

Malfunctioning alarm clocks

The Beachcomber, Mac's Bar, etc.

No sleep

No money for haircuts

Dull razor blades

Transportation to the flight line
Buses that never operate on schedule

Pinball machines in the terminal

All of the aforementioned things produce the following problems:

Hard to meet flight schedules

Inability to concentrate

Lack of retention

Bad or no study habits

Difficulty listening to any instructor

Cross winds in the cockpit and on all runways

Flight manuals whose covers and pages are still like new

Computers that are difficult to learn, much less practice with

Progress checks and progress pilots

Altimeters and directional gyro's that never indicate the same thing twice

Torque and "P" factor

Statements like "My instructor never taught me that."

Full stall landings

Traffic patterns

And to bring a long list to an abbreviated halt:

The simple fact that an aircraft must be coordinated, not driven

Yes, you the student have a definite problem. However, it is not insurmountable; thirty some odd instructors played the game and won -- are they perhaps better men than you?

May you forever have clear skies and tailwinds.

Don R. Alonso
CPI-A 1600069

If Riddle is to have a cut system, why don't they establish it properly instead of the way it is? At other schools you get a number of cuts equal to twice the credit hours of the course. Thus, in a three credit course, you would get six cuts. Also, anyone with a 3.00 average or above gets unlimited cuts. Wouldn't this adjustment establish an incentive for every student to improve his grades and work a little harder? This cut system works elsewhere; wouldn't it work here?

Wes Ratzel

Ed. The school's system of a cut per credit hour is used in many of the universities around the country. It is felt that the students not attending classes are generally the ones making the poor grades. High grades are usually accompanied by good class attendance.

The subject of unlimited cuts for above average students was brought before Dr. Sain. He approved of this and stated that it would be placed before his committee for an evaluation. Action taken on this matter will be printed at a later date.

The other day I calmly walked into one of my classes expecting to go over an easy lesson. Much to my surprise, the class was told to "sit down and spread out" while my instructor handed out a test for the purpose of getting the school accredited. I really didn't mind taking the test because, personally, I like to see the school receive accreditation.

My gripe is plain and simply the planning on the school's part. The test itself took an hour and a half, well into the next class period. As if this wasn't bad enough it took over 15 minutes to get the materials passed out. Couldn't the materials have been laid out on the desks before the class began? As for the test itself, no warning was given to the student body, and those students having an important lesson or test the next hour suffered. As for myself, I almost missed a flight lesson while the second time around I was stranded at the school in the late afternoon with no transportation to the dorm.

A pre-warning of those tests would have been nice for the ulcers suffered by both the students and faculty.

Joe Skabooze

ANSWER FROM TOM SAUNDERS

An article published in this issue concerning the recent testing program that has been administered during the past two weeks simply explained the purpose of this program and did not answer the question above, so I will speak to that here.

1. The first paragraph of the above letter includes a direct misquote, that is that the "purpose of getting the school accredited" was to be the objective of this testing program. The statement was made before each testing session that this test as well as others which are given at this institution are given to establish norms or the "normal" group as a basis for future comparison. Through such comparison and analysis of the present student body's potential, we will be able to further improve our program, to better our standards, which will better enhance our goal of being accredited.

2. As to the announcement of such a test program in advance of the test date, I would simply pose to you the question, "How many students do you think would have arrived in any given class to take this exam?" It is rather obvious from past experience that the lower portion of the normal group as defined above would not appear to be tested, and hence would tend to stilt the overall results of the test. Such a sample would, therefore, not only be invalid, but also misleading.

3. Since we are presently cramped for space large enough to test such a
group en masse, we, therefore, had to resort to the use of classroom, of class space, and of class time. The testing program was not scheduled without many misgivings for the use of such time, but there was no other present alternative. Furthermore, a testing program scheduled in the evening would again have resulted in low attendance and misrepresentation.

4. Again I want to thank those who contributed to the program by doing their very best with a minimum of grumble. Your efforts were much appreciated.

CLEP CONTINUED

equal to or above that of the "normal" group that has been tested after completing the basic required courses in the four areas (social science, English, math, and natural science), he will become an advanced candidate standing and will be eligible to bypass required courses in one or more of the areas.

It is expected that eight to ten percent of the incoming students will reach advanced candidate standing and that one or two out of every ten in this group will actually bypass any of the courses.

If a student is allowed to bypass subjects in one or more of the areas, he is entitled to six credits in each subject (a maximum of 24 credits) and will receive full college credit for these courses without ever taking them.

One favorable aspect is that veterans are eligible to receive credit for their experience in the armed service, which otherwise would be of no help to them when enrolling as entering freshmen.

The program at Embry-Riddle was initiated by Mr. Tom Saunders and approved by the Administration. Mr. Saunders wishes to express his thanks to the students and faculty for their cooperation during the testing program.

(This letter by Wally Schanz, Associate Director of Admissions for Technical Programs at Embry-Riddle was written to Mr. James Gilbert, Senior Editor of "Flying" magazine, in response to a photograph of the Taylorcraft seaplane. The letter was published in the April issue of "Flying".

Dear Mr. Gilbert:

Having been a Taylorcraft factory representative more than 30 years ago, I enjoyed your pilot report in the February issue of "Flying". Like any avid reader who delights in pointing out editor's omissions, I enclosed a photo showing that the Taylorcraft began life powered by the 40 H.P. Continental engine rather than a 50 H.P. Lycoming. The photo shows the first T'craft on Edo floats. It was taken at St. Petersburg, Florida in 1937 or 1938. Your sharp-eyed readers will note but one gas tank filler cap forward of the windscreen. Capacity is 9 gallons, as I recall; no wing tanks!

Wesley Raymond, the Florida distributor for T'craft, and I spent several months trying to convince the public that this bird was not underpowered! However, we did close a sale in Daytona Beach to a seaplane operator, one Larry Schmarge. Larry gave us an order for two float jobs one evening. Wes and I spent the night at Daytona Beach to celebrate the big deal. Next morning we wasted no time to Larry and under dead calm conditions, that Halifax River was not water; it was glue! Wes tried, and I tried every trick in the book plus a few more, and the 35 or 36 horses that were pulling up front couldn't even kick us up onto the step! Larry cancelled his order with apologies, and decided to await the debut of the 50 H.P. Continentals and Lycomings. Those little 407 H.P. Continentals had single ignition, no starter, no generator and removable cylinder heads. Once in a while, they came off without the need to use a socket wrench.

In Miami at A. B. Chalk's venerable seaplane base, still going strong, I believe, I ran some tests on a single blade wood prop. It was a Sensenich, if I remember correctly. It had a counterweight on the other side in lieu of blade #2. Like the Automatic, it had automatic pitch changing capacity. That one little blade improved the performance of the seaplane considerably. Unfortunately, at several throttle settings, it vibrated badly and in a climbing turn to the right, it shook up that little T'craft something fierce.

"Y' wanna" know how I finally disposed of that #1 Taylorcraft on floats? Wes Raymond, the distributor, bought it as was, where was stuck in the middle of a small pond near Lakeland. The overworked single magneto finally quit one day when I had all of 300' altitude. Downwind we plopped onto this hyacinth choked pond. It was a real "arrested" landing, stuck fast in the hyacinth 100 feet from dry land. Using my trusty paddle as a depth-finder, I felt hard bottom under 3 feet of water.

My distaste for wading, I think, goes back to the day of inglorious landing. With as much clothing removed as the law allowed, and some held overhead, I beat a path shoreward through that dense mass of watery flowers.

Somehow Wes Raymond got the plane out of there and replaced the floats with wheels. Years later, on a flying visit to Lakeland Airport, I recognized the old bird still going strong and still on wheels.
GUTTER TALK
By Gene Mustin

It's finally over! Team # 4, consisting of Larry Garot, Jeff Peterson and Al Hauch, has emerged victorious and meet team # 3, Irv Yrausquin, Steve Turner, and Gary Vollerton, on April 17th at 7:30 p.m., at the Halifax Lanes for a roll-off to decide who will be the championship team for this year.

Second place went to the above mentioned team, # 3. Third place was "given" to team # 2 who took four games from team # 10 by forfeit.

Trophies will be presented to: Larry Garot, for a high series of 596; Irv Yrausquin, who, on the last night of league play, took high game honors from Jeffy Coffman rolling a 247 game; and Gil Gauthier, who had high average for this half of league play, maintaining a 171. Other trophy winners are members of teams four, three, and two for first, second, and third places. Team # 10 will be recipient of the "gift" trophies for not letting teams eight and nine take the "cellar" position away from them.

The final standings:

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<tr>
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<th>Score</th>
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<tr>
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<td>21-31</td>
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<td>10</td>
<td>16-32</td>
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EAGLES UNDER THE LIGHTS

The ERAI Eagles baseball team will play their last pre-league game Saturday, May 11, against the Deland Rams. The game will start at 7:30 p.m. at Conrad Park in Deland. The Eagles will start their regular season's play shortly after.

MY WAR WITH THE MACHINES
By Gary Anderson

Very few of our students realize it, but for the past trimester a vicious war for survival has been going on here at Embry-Riddle. It is an all out war with no protesters or draft dodgers. The opposing forces consist of me on one side and all the vending machines in Daytona on the other.

I've kept a running account of the action in sort of a diary.


Jan. 30: I suffer another defeat at the hands of the peanut machine at the dorm. It steals my dime and I kick it, breaking my big toe.

Feb. 3: I draw first blood. While swearing at and shaking aforementioned peanut machine a guy talking on the phone asks me to quiet down. I try to strangle him with the chord on the receiver.

Feb. 14: I get a bad case of frostbite when my hand gets stuck in the ice cream machine.

March 1: I pull the plug on a candy machine.

March 2: I lose a dime in a candy machine because some idiot pulled the plug.

As the war becomes more and more vicious the machines throw in reinforcements. Just yesterday I was threatened by a pay telephone.
Sigma Phi Delta

Saturday, April 15th, was the night that the pledges awaited for so long - "Hell Night". It proved to be very interesting, as four of the pledges lost their snacks and goodies from Granny's Kitchen. All went well though, with the pledges waking ten miles to a telephone.

Initiation of the pledges to become active members will be held on April 18, 1968, at Club '92. The brothers are proud of the pledge class as they took quite a lot of harassment.

The brothers and pledges of Pi chapter, Sigma Phi Delta, would like to take this opportunity to congratulate the graduating seniors and to wish the underclassmen a very happy summer vacation. Drive carefully and we'll be looking forward to seeing you next fall.

The officers who are leaving announced their summer replacements. They are as follows:

President - Dave Archibald
Vice-Pres. - Russ Troell
Secretary - Ron Devoy
Historian - Bob Freedman
Pledge Master - Jim Rains

There will be a special meeting for all members on Thursday to present the senior of the year award to Dave Archibald for his service to the fraternity and for his scholastic average at Embry-Riddle.

Best of luck to all the new officers and members this summer. See you in the fall.

PI SIGMA PHI

Where has the trimester gone? The past 15 weeks seemed more like 15 days. Time goes by so fast when you are doing things like we have been doing things.

Eight of our brothers will be remaining for the summer trimester, and evidence is pointing towards a summer pledge class. Anyone interested in becoming a PI SIGMA PHI pledge should see one of our brothers for further information. Over the summer we will be looking for our first house, and hope to move in by September. Several trips will be under consideration, as well as parties and barbecues.

PI SIGMA PHI's master rallyer, Larry Grondski, with his favorite navigator and steady girlfriend, Barbara, drove his MG mid-get to first place in the AHP "Hare 'n Hound" rally run last week. Larry also took third place in his class at an event called a GYMKHANA.

Happy Birthday wishes are in order for Brother Ray Palant who celebrated his 20th birthday on April 6th. When asked what he wanted for his 20th, he replied, "A new pair of shorts" (he didn't get them though).

PHI would like to wish all of you the best of luck in your finals, but we also want to remind you that luck alone will not be able to put you on the Dean's list. Have a safe and enjoyable vacation.

Zeppo's

for a fair shake in Italian food

Spaghetti - $1.00
Lasagna - $1.00

Derby Plaza • 255-4678
FOOTBALL AT ERAI
By Cam McQuaid

There has been in the past considerable student interest in football at ERAI. Many factors are involved in initiating a football team, so several members of the INFORMER staff have investigated a few of these factors. Recently, the staff members interviewed Mr. C. Andrews, an expert on football in the Central Florida area. Mr. Andrews is presently head football coach at Mainland Senior High in Daytona Beach and has had considerable experience in collegiate football throughout Florida.

From this interview we obtained the following information:

Football is expensive. The cost for uniforms and equipment is $115 per man per year for practice type equipment. The best game equipment costs $130 per man. Insurance costs $27 per man per year. Field equipment and coaching staff are variable expenses. Some schools spend thousands while others utilize used auto tires for equipment and player-coaches for staff. Transportation is but another major expense which is difficult to assess without knowledge of schedules.

A new small college team has little difficulty scheduling games. Many small colleges in southern Georgia are anxious to expand their schedules. Small college football in Florida is young, but it is growing along with its schedules.

A small college football has the capability of bringing in revenue; in some cases they make money for the school. Daytona Beach is probably a good area for college football.

This is the sum of the information obtained to date. There are many more factors to be considered, so speculation at this time is not wise. Student interest in football is a factor. The INFORMER would be interested in hearing your opinion and any information you could contribute.

A & P NEWS
By Bernie Roke

FAA written examinations will be held April 16 - 17 in the SL-11 classroom. These exams are primarily for A & P graduates, but anyone else who wishes to take these tests will have to contact the FAA examiner to arrange for testing.

Donald Kanhai and Carlos Cabiosa were guests at a Kiwanis Club dinner April 10.

The Stearman, rebuilt by the A & P department, has been retained by the school for use in the flight department. The aircraft has just been licensed by the FAA.
THIS TRIMESTER WAS AN ACTIVE ONE FOR MANY STUDENTS — IT WAS EITHER A TOUR TO CAPE KENNEDY (LEFT) OR THE SPRING DANCE (MIDDLE AND RIGHT).

CANDIDATES FOR GRADUATION

BACHELOR OF SCIENCE DEGREE IN AERONAUTICAL ENGINEERING

Husam Rashed Arafat
Khosrow Dilmanian
John Arthur Finlason
Richard M. Painchaud
Wilson Arthur Thorpe
Allen William Walz

BACHELOR OF SCIENCE DEGREE IN AVIATION MANAGEMENT

Thomas Jay Davis
Donald Frederick Kaltenbach
Harry Charles Kominski, Jr.
Winston Felix Mahabir Maraj
Allan Richard Nortonen
David Russell Swartzfager
Donald Allen Watters, Jr.

ASSOCIATE OF SCIENCE DEGREE IN AERONAUTICAL ENGINEERING TECHNOLOGY

Husam Rached Arafat
David Livingston Archibald
Richard M. Painchaud
Wilson Arthur Thorpe

ASSOCIATE OF SCIENCE DEGREE IN AERONAUTICAL SCIENCE

Rolf E. Glad
Ronald Eugene Graff
Thomas V. Yager

ASSOCIATE OF TECHNOLOGY DEGREE IN AIRCRAFT MAINTENANCE MANAGEMENT

Joseph Robert Powlis

CERTIFICATE OF COMPLETION AS AIRFRAME & POWERPLANT MECHANIC

Don Matthew Alexander
Thomas John Allen

David Hooker Alley
Steve Severt Andrewson
Barney Lee Barnes
Robert Dean Batts
Larry Raymond Brown
Roger Andrew Caldwell
Adelbert James Collopy
Blount Avery Crede
Nathan David Davis
Ronald Virgil Deloney
Zenon Diaz
William Fred Finley
David Adam Forney
Charles Ernest Giurtino
Carroll Linn Gregg
Richard Joseph Griffin
Charles Arthur Hall, Jr.
John Thomas Hall
Charles Leonard Harrison
James Edward Hester
Raymond Tom Hodgson
John Douglas Hood
Paul William Issler
Dennis Robert Jersey
David Moreno Jones
Joseph David Jones
Donald Samuel Kind
Larry Edgar Koehn
Studart Edward Korpela

David Charles Lewis
Douglas Eugene Lindquist
Arthur Hubbell McEwen, Jr.
Barry Douglas Miller
William Clark Morrison, Jr.
Charles Nicholas Norton
John Tyler Oderkirk
Dhiraj Lal Patel
Riguald William Phillips
Charles Words Power
Linton Ransom Prescott
Ralph L. Pryor
Donald Arthur Rosendahl
Christopher Robert Russell
John Salicrup
Bruno Joseph Schmidt
John Edward Seversen
Donald Wayne Stuhr
Dale Douglas Tassell
Russell Stephen Thomas
Larry Wayne Tomlinson
Robert Daniel Underwood
Dirk Arend VanDerGrinten
Clifford Randall Webb
Reese Elber Williams
Richard Monroe Wright
William Karl Wurster

CERTIFICATE OF COMPLETION AS PROFESSIONAL PILOT

Stephen Lee Avery
Donald B. Green
Roger Lee Lowery
James Matthew Macek
Frederick Austin Robinson

CONGRATULATIONS

As all of you know, the Teacher of the Year Award was quite successful. With over half of the student body voting we were able to judge the three winners fairly. Those were:

Academic - R. Campbell
A&P - W. Bolton
Pro Pilot - J. Walker

Congratulations to these men. The awards were given last Saturday at the Bar-B-Q. Thanks for your support!

Ivy Lane Camera Store

Complete Photo Services For Three Generations

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COME ON IN!
CONCERNING LOST BOOKS

Will the person or persons who removed the following books, return them to the library?

1. Roseberry's The Challenging Skies (Ref TL 515.8, accession #7116, cost $9.95)

2. Jane's All the World's Aircraft -
   Ref TL 501.73 1963-64 - $45.00 - #2599
   Ref TL 501.73 1965-66 - $45.00 - #3077

It is plain to see, the library has lost books valued at $99.95—all in the critical area of flight.

I would hope ERAI students would not deliberately remove a book. How will we ever build a library?

The only alternative will be close at night and put guards on the doors in the day time. Do you want this? Please cooperate!

All books are due April 10th—no books can be checked out over the trimester break. We must take an inventory!
There was once a man who lived in a country in which there were many controversial subjects concerning politics, assorted prejudices, and war. He was a poor man by many standards of that time, but a hard working man, and he had something that many other people then did not have; he had faith in what he believed.

And so he spoke up when others were afraid and he defied the mores of his time by doing what was in his heart; by caring for his fellow man, by loving them, and by telling them to do as he did.

Some of the people followed him, but some scorned him, and the ones that ridiculed him for his teachings were also the ones who took it upon themselves to destroy him, perhaps because they were afraid.

And so he was crucified on a wooden cross along with two criminals, but even then he did not waver in his faith. "Forgive them", he said, "for they know not what they do".

The man was Jesus Christ.

By now you know that, although you believe you are right, standing up for your principles is not easy. On our own campus we find examples of this. Last week one of our speech teachers publicly ridiculed a student because he had given an opinion on the aftermath of the death of Martin Luther King. On several occasions students who have fought in the war in Vietnam have criticized those who have voiced opinions against it. This issue of the INFORMER carries a letter attacking one of the flight students for writing an article against the instructors.

Perhaps we could make things somewhat easier for ourselves if we stood up for our beliefs, but also remembered to respect others' opinions; if we took the time to remember that, although we don't agree with someone else, he or she has a heart and mind just as we do; if we could control our anger or our fear of being criticized by replacing both with logic and forgiveness.

And, after all, Christ did it.

Some of you are not Christians. You may believe that Christ was no more than a man or a great prophet but, no matter what you believe, there is something to be learned from the story you have just read and that is, that it is not wrong to have faith in the things you believe.

The best to you for a happy Easter and in days to come.

Sincerely,

Linda Larsen

P.S. The INFORMER carries a letter attacking one of the flight students for writing an article against the instructors.

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Sincerely,

Linda Larsen
THE INFORMER is a weekly publication for Embry-Riddle students sponsored by the Student Government Association.

Articles may be submitted to the INFORMER for publication by the Administration, the Faculty, and the Student Body. The INFORMER deadline is every Tuesday afternoon. Please mark all news items, "INFORMER" and deposit in the Mail Room, in the INFORMER box in the S.G.A. office, or in one of the Suggestion boxes.

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