

7-12-1968

## Informer Vol 5 Issue 4

Embry-Riddle Aeronautical Institute

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# The Informer

SPONSORED BY THE  
**Embry - Riddle**

**STUDENT GOVERNMENT ASSOCIATION**

VOLUME V

JULY 12, 1968

NUMBER 4



FLORENCE NIGHTINGALE YOU'RE NOT.

## THE BLOOD DRIVE A SUCCESS

One hundred pints of blood were donated by the ERAI students and faculty on June 28 at the Student Center. This blood was put in the Embry-Riddle blood bank.

To my committee members who helped advertise and set it up, I offer my thanks. Thanks also to the 123 students and faculty who offered to donate.

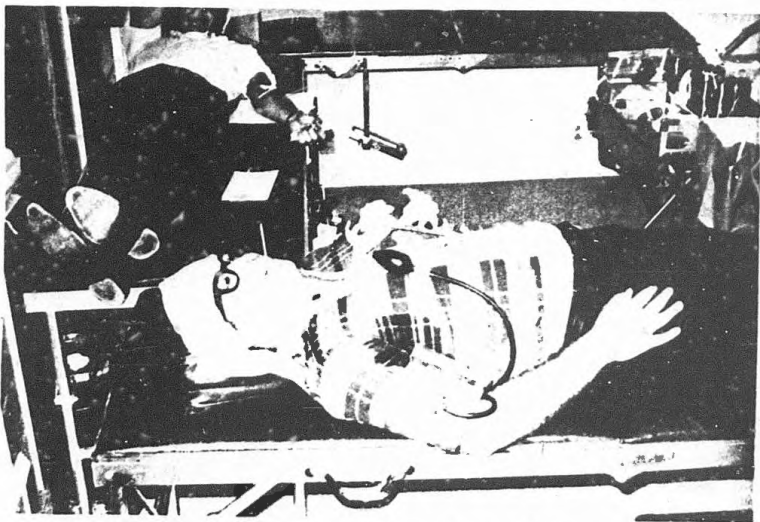
Terry Miner  
Blood Drive Chairman



SPECIAL, ONE GALLON OF  
BLOOD - 8 TICKETS



WHAT D'YA MEAN YOU WON'T GIVE?



W.C. FIELDS IS ALIVE AND DONATED.

# SPEAKING OUT



## the president's corner

Dear Students:

Displeasure at the academic tuition raise has been registered in the SGA. We of the Student Council are moving to persuade the Board of Trustees to reconsider the \$500 tuition. It is our hope that the tuition raise will be postponed until September, 1969.

The letter on the following page was sent to all the Board members. Also, the Student Council unanimously voted to send me to represent their views at the next Board of Trustees meeting. We shall continue to work on this problem until a satisfactory solution is reached.

I wish to extend my thanks to the 123 people who tried to give blood. The 100 pints that ERAI donated goes far to bolster our school. Good work, bleeders.

Sincerely,

President Pro Tem

## FROM THE SUGGESTION BOXES

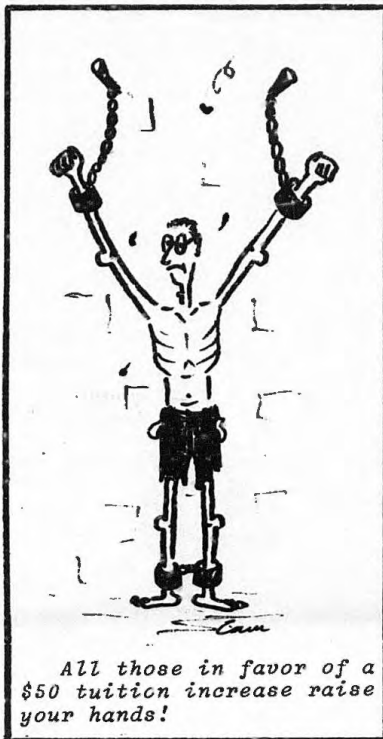
Dear Editor:

Mr. Hunt's finance and philosophy lecture at the SGA meeting was nice, but he failed to answer the question: where the heck are we going to dig up another \$100 by January?

Serious Doubts  
(Name Withheld)

Dear Editor:

Why doesn't the Administration get some grants or something instead of always socking it to the students? Stetson receives aid from both Pratt & Whitney and Eastern Air-



All those in favor of a \$50 tuition increase raise your hands!

lines, but ERAI just supplies them with their best managers, engineers, mechanics, and pilots.

One final question: is it true that Mr. Frank Forrest is in charge of obtaining grants?

May God save Embry-Riddle.

(Name Withheld)

Dear Informer,

Count me as one of the many students who can simply not afford the additional \$50.00 increase in January. I am now looking for another school in which to enroll. If our administration had the foresight to inform us of this increase at an earlier time, I would more than likely have been able to earn the additional sum. Don't get me wrong; I am not bitter about Embry-Riddle. ER has afforded me an excellent opportunity to a great education, but I cannot afford the \$100.00 increase

from this trimester. Sorry!

(Name Withheld)

Dear Informer,

Perhaps the powers-that-be have forgotten that we students are customers. Now we are semi-satisfied customers who are faced with a 25 percent increase by January. Sure, there is inflation, but 25 percent in four months seems pretty thick. Tell me the tuition is going to \$500 in Sept. '69 and I'll buy it. As it stands now, I am going to go to the University of Florida in January. Maybe the school could save some money if they quit using the school station wagon for their private vehicle.

Maybe I wouldn't mind paying the extra money if the administrators, in their air-conditioned, carpeted offices, showed me that they were really interested in students. Sure, they pay lip service to the SGA, but I've never seen any honest interest in their customers during the five trimesters I've been here.

Dissatisfied Customer  
(Name Withheld)

Dear Editor:

I do not feel that the fifty dollar tuition increase in January is entirely justified. I realize that, due to inflation, the rising costs and the growth of Embry-Riddle the tuition increase will eventually become necessary. However, I feel it is unreasonable to expect the students to shoulder an additional increase so soon and on such short notice. I suggest that if the school is so deeply in need of additional funds, they seek outside help, possible in the form of endowments or grants, rather than place such a financial burden on the students.

(Cont on Page 4.)

## THE FORM LETTER TO THE BOARD OF TRUSTEES



## STUDENT GOVERNMENT ASSOCIATION

P.O. BOX 2411 • DAYTONA BEACH, FLORIDA 32015 • 904-252-5561

July 10, 1968

We the Student Body of Embry-Riddle Aeronautical Institute wish to petition your aid in our struggle to obtain a college education. Due to the impending rise in tuition costs, \$100.00 within a four month period, many of us who have aspired to obtain a higher education will be forced to capitulate before our goal is reached.

We have come from all areas of the country to obtain an aeronautically oriented education. During our studies at Embry-Riddle, we have learned to appreciate the fine instruction that is indicative of this institution. We fully realize that this institution must charge a fee for its educational services. We also realize that the school is growing, and funds for a new campus must be obtained.

Students have shouldered the heavy burden of increasing tuition long enough. Tuition has increased 42.8% within two (2) years. What positive results has the school attained in its search for endowments, grants, or contributions?

Sir, we need your help - your vote to suspend the January 1969 tuition increase until September 1969. Make it possible for us to continue our studies at Embry-Riddle Aeronautical Institute.

Sincerely,

STUDENT GOVERNMENT ASSOCIATION

Cam McQuaid, President.

Endorsed by:

EMBRY-RIDDLE VETERAN'S ORGANIZATION  
 Richard N. Martucci, President

SIGMA PHI DELTA  
 Don Nichols, President

PI SIGMA PHI  
 Tony Cavallari, President

ALPHA ETA RHO  
 Russ Troell, President

## S.G.A. MINUTE BRIEFS

A special report was made by President Hunt in an open meeting of the SGA on July 2 in room 106 of the Academic Building. The subject of the discussion was the increase of tuition in January

A committee has been appointed to investigate the tuition fee expenditures and to act as a continuing liason between the students and the administration.

289 dollars worth of books were donated to the library by the S.G.A. The books are in the field of reference materials.

Tom Dodson, in charge of a special committee is working with Mr. Ford to obtain information about flying clubs in order to establish one at ERAI.

## TWO COURSES VA APPROVED

Two additional courses at Embry-Riddle have been approved by the VA for payment. The Bachelor of Science degree in Air Science and the Associate of Science degree in Aircraft Maintenance Management have both been established as of June 12, 1968 for VA students. Individuals who intend to qualify themselves for reimbursement in these courses are asked to check with Mr. Ness before initiating papers.



## SUGGESTION BOXES (CONT)

I appreciate the opportunity to obtain a higher education. I think Embry-Riddle is a fine institution and I think it's improving. I also know that these improvements cost money. But I do not feel that these improvements justify a 43.8 percent increase in tuition within the past two years.

If Embry-Riddle continues to improve I think possibly by next September the level of instruction and the available facilities will warrant another increase in tuition.

In view of the increase effective in September of this year I feel that any attempt to raise the tuition again before September, 1969 is completely unjustified. I think it is unreasonable and will defeat the purpose by not only driving off prospective students but forcing currently enrolled students to seriously consider looking elsewhere to

obtain a higher education at a more reasonable cost.

Sincerely,  
Pat Louthen  
Poverty Stricken Student

*I would personally like to thank Mr. Jack Hunt for his fine speech on Tuesday, July 2, 1968. I was very impressed with the Administration's point of view and would also like to thank them for putting an extra burden of \$100.00 in four month's time on my and my fellow students' shoulders.*

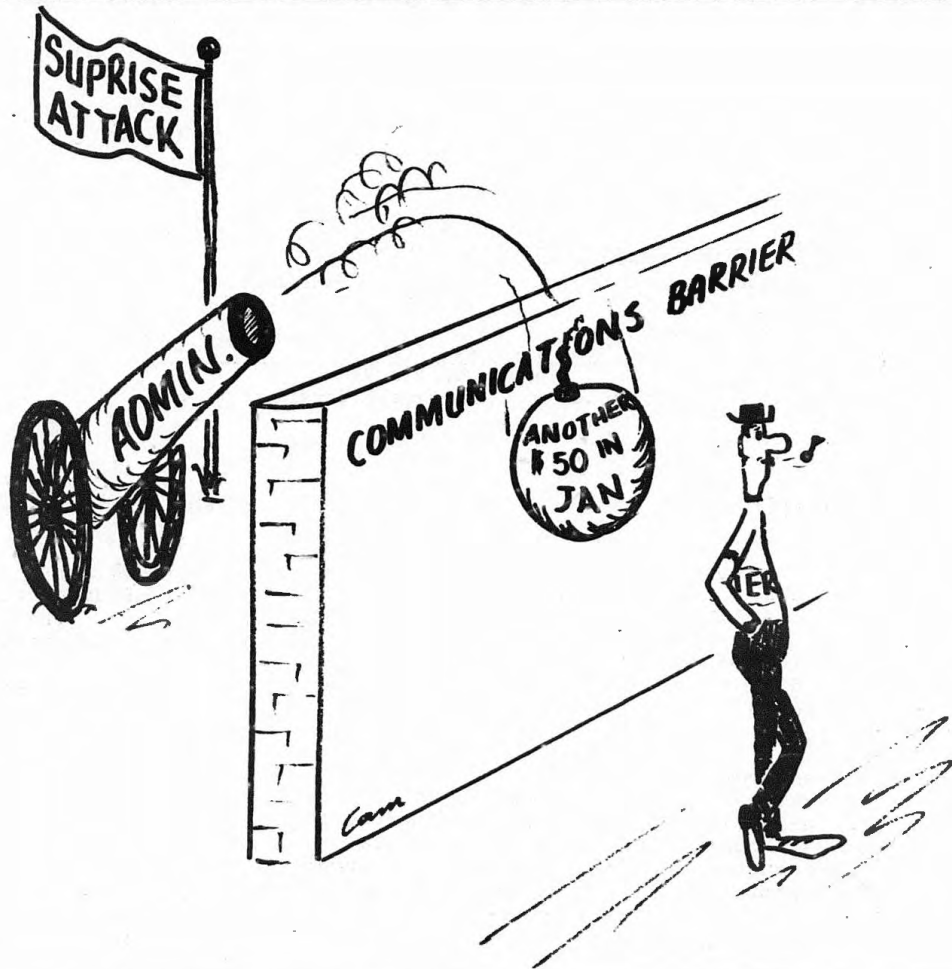
*Congratulations on another job well done, Administration.*

*"Happy New Year"  
Don Nichols,  
President, Sigma Phi Delta  
Vice-President, SGA*

*I would like to join the ranks of the displeased students at Embry-Riddle because of the proposed 50 dollar increase in tuition in January. The*

*school is thinking now of the most rapid and efficient way to pay for the new campus and generally make ends meet. This is not something that can be done in two trimesters, no matter how hard they try. I believe that it is not an unfair request from the students that we be given until September '69 for the second 50 dollar increase. This may mean that it will take the school a year longer to pay off new improvements but during that time the Administration might be looking for grants and donations so some of the load can be taken off the students. A suggestion to the Administration could be that they do a little self inspection and evaluation of themselves and the instructors so as to eliminate unnecessary positions and unuseful instructors.*

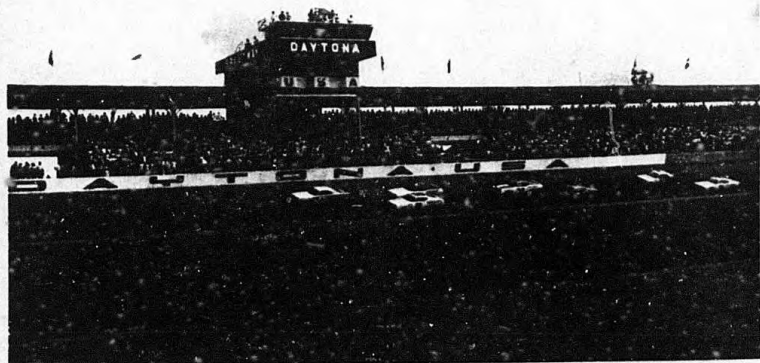
*Jan L. Collins*





# Sports

## THE FIRECRACKER 400



THE STARTING LAP OF THE FIRECRACKER 400



Cale Yarborough

### CALE YARBOROUGH'S THIRD STRAIGHT WIN AT DAYTONA FIRECRACKER 400

The Firecracker 400 started schedule at 10:00 a.m. on the 4th of July. The race was led almost entirely by Cale Yarborough in his 1968 Mercury. He held the lead during the entire race using his typically outstanding driving and the aid of his pit crew working to cut his pit stops to 20 seconds. Yarborough's times for the 2.5 mile course ranged from 49.4 seconds to 50.3 seconds during the 160 laps.

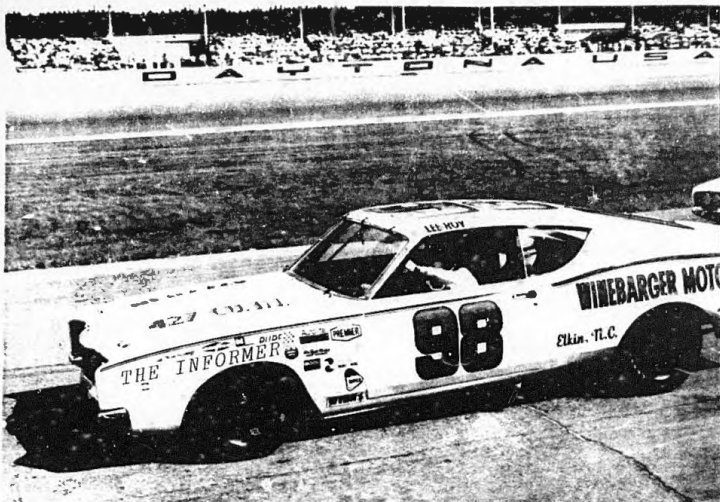
In second place behind Crle was Lee Roy Yarborough in a 1968 Ford #98. The third place winner was Tiny Lund in a 1968 Mercury #16 and in fourth place David Pearson in a 68 Ford #17.

Richard Petty was holding in the top four places the first half of the race until his engine blew around the 90th lap.

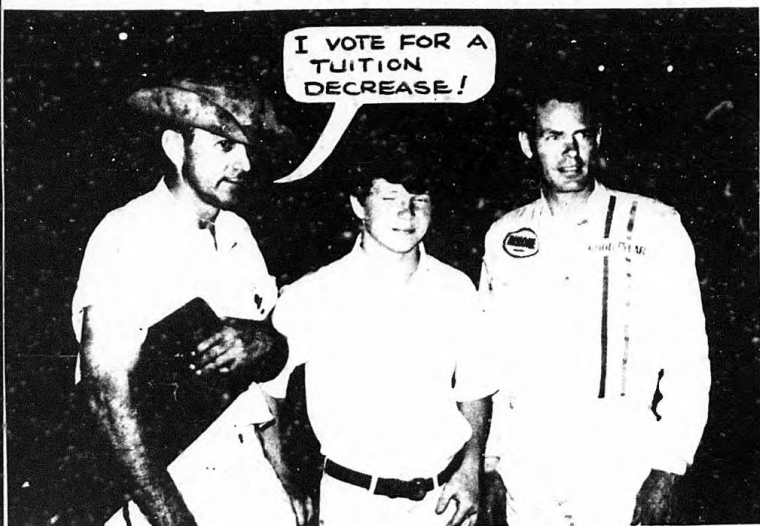
The "400" also ran without any weries incidents. The average speed for the 160 laps was 167 mph and the race lasted for 2 hours, 43 minutes.



## sports cont.



LEE ROY YARBROUGH.....  
SECOND PLACE WINNER IN  
FIRECRACKER 400



SMOKEY YUNICK, STAR OF "FLIPPER", BOBBY UNSER



LLOYD RUBY...1ST PLACE, PAUL REVERE 250

## PAUL REVERE 250

At midnight July 3rd, the quiet night was broken by the roar of the second annual Paul Revere 250.

The fastest qualifying lap was run by Bobby Unser driving Smoky Yunick's 1968 Camaro number 13. The start of the race, however, was quite an upset when Yunick's 13 burned up after the first lap with wiring trouble.

The rest of the race was run with little change in position. Lloyd Ruby in a Mercury Cougar #16, sponsored by Bud Moore Eng., led the group through 66 laps to finish first. In second place most of the race and finishing second was car #38, a 1968 Mustang driven by John McComb. In third place overall and first in his class was Peter Gregg, driving a 1968 Porsche, sponsored by Brumos Porsche. Finishing fourth was car #24, a 68 Camaro driven by Jim Murphy and sponsored by HRH Corp.

The overall race seemed to be one more of endurance than of skill and speed. Most of the cars fell out in the first 20 laps with blown head baskets, broken brake lines, lighting malfunctions, and other problems brought on by the tight corners of the infield and high speeds on the outside oval. The field ran without any major accidents and with little change in the first four positions.

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Yamaha 60 - \$160

Contact: Box 393, Kenneth Jang.



## sports cont.

RIDDLE BOWS TO DELAND  
HATTERS 4-10.



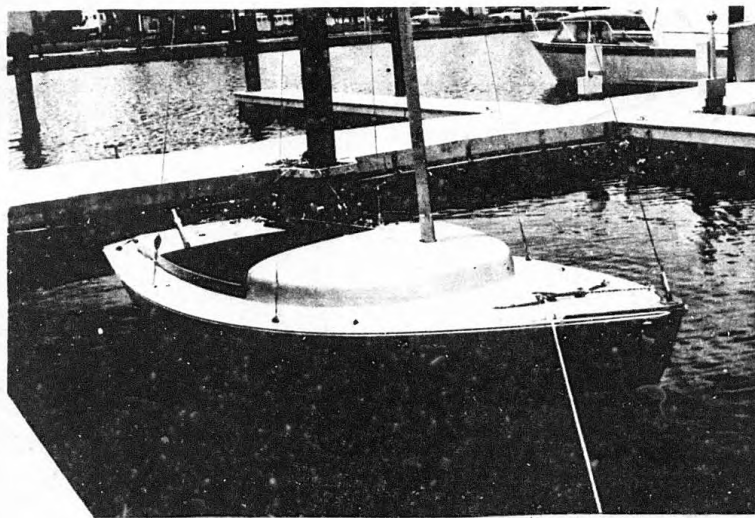
3RD PLACE WINNER, #59...REPLACING ENGINE  
MINUTES BEFORE THE RACE.

THE OFFENHAUSER POWERED  
INDY TYPE BEFORE MAKING  
ITS RECORD BREAKING RUN ON  
THE BIG OVAL AT RACEWAY.

THIS FINE YACHT BELONGS TO  
THE EMBRY-RIDDLE SAILING  
CLUB. FOR INFORMATION  
CONTACT ER BOX 116



LEGIONAIRES BITE DUST AS  
RIDDLE BLOWS BY



Embry-riddle triumphed over the American Legion's baseball team from Deland in a game played June 29 at Conrad Field in Deland. ERAI's BOB NEUBERT pitched a one-hit shutout to lead Riddle to the victory. Bob is now 1-1 in the wins-losses column. ED ANDRIES scored the only run of the game when he came in on a wild pitch in the second inning.

E-R got one run on 2 hits and no errors and the Legionnaires had no runs on 1 hit. Picking up hits for Riddle were ED ANDRIES and JOHN REEVES. Congratulations on the win y'hear?



# sports cont.

## THE 1968 EMBRY-RIDDLE BASEBALL TEAM



BR: Paul Raftery, Jim Herron, Ed Dean, Keith Leach, Ed Majewski, Coach Mr. Carter.  
FR: Captain John Reeves, Rich Adams, Bob Neubert, Ed Andries, Dave Getman. Miss-  
ing: John Flewellen, Ken Snow

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HEY, WHAT D'YA GOT  
IN YOUR SHOE?

“sga bar-b-que!”

&

fun!



The Student Government Association would like to extend its thank to all those people who contributed to making the barbecue the success that it was. Special thanks go to Roger McDade, chairman of the Social Functions Committee, and Mr. Ford for his help. He has been a great worker and a big help at every barbecue.

Attendance was very good. Highlights consisted of the three \$10 door prizes. During one of the breaks a plaque was presented to Bill Crites, who graduated that week. Bill was honored because of his outstanding service to the Student Government Association. He not only worked hard at all social functions, but more important, he served as SGA treasurer. Our best goes out to him in the future.

The general consensus was that everyone had a good time; there was plenty to eat and various types of entertainment were provided. The band had quite an effect when they played their "theme song". It might be a good idea in the future to remember such functions are attended by faculty, administration, and their wives, not to mention dates that need not hear blunt crudeness.

All in all it was a good fling and word has it that there might be another before the end of this trimester. Let's give 'em our support and we'll have many more great barbecues. See you next time!

Warren Richardson

To: ALL PILOTS

From: Daytona Beach Air Traffic Control Tower

Since my last letter the Daytona Beach Municipal Airport has undergone major improvements with more to be undertaken in the immediate future. A new 3,200 foot, lighted, parallel runway, 6R and 24L, will be used primarily for local training operations and will alleviate much of the delay experienced during peak traffic periods. Runway 16-34 has been resurfaced and the lighting improved. The taxiway parallel to runway 15-34 has been re-routed and resurfaced for the entire length and lighted.

Completion of the improvements, in particular the new parallel runway, 6R and 24L, creates a requirement to revise some of our local operating methods and procedures. Some of these changes will become a part of the Airport Rules and Regulations, while some will be reflected in the clearances and information received from the tower. Of utmost importance will be strict adherence to the appropriate direction for traffic when using the runways 6R, 6L, 24R, and 24L as may be assigned. On each of the right-hand runways; i.e., 6R, 24L, the flow of traffic will be to the right, while each of the left-hand runways; i.e., 24L and 6L, traffic will flow to the left. Operations will be conducted simultaneously on these runways using discrete radio frequencies so that you may or may not be aware of all the aircraft traffic using the airport facilities at any given time.

A second tower frequency (118.1 MHz) has been commissioned for use as required during periods when the parallel runways are being utilized. We request that you do not attempt contact on this frequency until specifically cleared to change to the new frequency by the tower controller.

We plan that normally departures to the northeast or southwest will use runway 6L or 24R, leaving the new runway, 6R, 24L, primarily for local landings and takeoffs; i.e., touch-and-go traffic. If you intend to remain in the traffic pattern following departure on runway 6L or 24R, please advise of your intentions prior to takeoff. The tower will provide directions for entering the pattern for runway 6R or 24L and the point at which to establish radio contact using the local tower frequency 118.1 MHz.

The following suggestions will assist in the transition to the new methods and procedures:

1. When inbound, advise tower on initial call if you wish to make touch-and-go landings at Daytona Beach.
2. When in the pattern on 6R-24L, keep pattern as tight and short as safety will allow. Ideally, this would mean turning base leg over Clyde Morris Boulevard on 24L and abeam end of 6L when using 6R.
3. When using 6R-24L, be alert for traffic using 6L-24R. Don't overshoot the final approach when turning from base.
4. Due to restricted tower visibility to the north and west, a downwind leg over U.S. 92 (Volusia Avenue) is requested when using runway 6L-24R.
5. When runway 34 is in

use, approach a left downwind leg at a 45 degree angle from approximately over the Dog Track.

If you have any question or desire to discuss these or other air traffic operating procedures, please contact our Watch Supervisor at 252-3692 or visit with us in the tower. We should like to meet each and every pilot using the airport facilities.


Sincerely yours,  
Elbert H. Chambers, Jr.

### AMM STUDENT MADE OFFICER

James S. Reid from Newport News, Virginia, was sworn in as a Regular Army Warrant Officer on June 27, 1968, by Colonel Frank G. Forrest, U.S. Army (Ret.), Vice President for planning at Embry-Riddle Aeronautical Institute.

Warrant Officer is a former member of the Army Reserves and is currently enrolled in the Aircraft Maintenance Engineering Technology Curriculum of Science degree in May, 1969, having completed 2 years of advanced study at Embry-Riddle under the U.S. Army's civilian education program for superior career men.

Warrant Officer Reid is a veteran of Vietnam where he was a helicopter pilot and has also served in Antarctica and Germany during 14 years in the Army.



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...sharing "The Magnificent Men and Their Flying Machines" with the girls of DBJC

...graffiti by the Dean of Students



...a letter on top of the dust in your mail box

...Mr. Campbell with his hands tied behind his back

...a bridge across the parking lot lake

...a good word from your wife when you get home

...getting your mid-term grades before finals

...not having to show up on the flight line for five days

...having your father a TWA captain

...a girl friend in every city on your cross country

THE INFORMER is a biweekly 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 other Tuesday afternoon. Please mark all 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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