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THE INFORMER

sponsored by the Embry-Riddle Aeronautical Institute
Student Government Association

VOLUME VII

JANUARY 24, 1969

NUMBER 2

SGA BRIEFS

The Student Council of the SGA is now made up of forty members. The change to the by-laws was unanimously passed at the Jan. 21st meeting. One of the reasons for the increase is due to the large workload the SGA carries in bringing social functions, movies and the like to you, the student body. Even with forty council members, help from everyone would be greatly appreciated at the SGA events.

An ERAI song may soon be a reality. The SGA plans to help be organizing a lyrics contest with a \$25 first prize. Start thinking up some lyrics, and next week we should publish the contest details.

The possibility of having "Academic Complex Warming" is being thrown around in the Social Functions Committee. The first of February is the revised revision of revised moving day.

The Student Conduct and Grievance Committee is working on a resolution from Dan Virus concerning the price increase in the Sands machines. It was reported that the Sands contract comes up for renewal this year, and samplings from other companies on both quality and quantity are to be conducted.

"The Hustler" is to be presented by the Lyceum Committee on next Tuesday, Jan. 28th. It will be shown in DBJC Auditorium at 7:30 pm. (The DBJC coeds have been cordially invited)

A charity circus will be coming to the Daytona area on April 7th. Contact Dean of Students for further information.



THE STEARMAN AWAITS THE RED BOAZ AND BARON VON FUBAR STORY ON PAGE 4.

SGA DANCE

25TH SATURDAY
RIVIERA BEACH MOTEL
219 SOUTH ATLANTIC AVE.
BEACH SIDE
B.Y.O.B.

8:00 PM - 1:00 AM



SGA ELECTION

We are sorry. Due to a variety of reasons and a comedy of errors, the SGA elections of January 22 were declared null and void by the Policy Board. We know many candidates have spent much time in their quest for election, and we regret to have everyone go through the same motions again.

New elections (correctly conducted this time) are scheduled for January 29. This means that new candidates who want to run as a representative must sign up before 5:00 p.m., Monday, January 27. The sign up sheet (candidate roster) is in the SGA office.

Candidates from the last fiasco will automatically be placed on the ballot.

If you didn't get a chance to sign up last week, sign up now!

Good luck, candidates!

The SGA

SPEAKING OUT

The opinions expressed in this paper are not necessarily those of the Institute or all members of the student body.



FROM THE SUGGESTION BOX

Edited by Ray Loehner

We received two letters concerning the appearance of the student center and the noise in the library. Both were not signed. All letters must be signed to be printed, but names will be withheld if requested. The purpose of the signature is only for our editorial records, not necessarily for publication.

Dear INFORMER,

I would like to register a grievance in reference to the janitorial services offered here at Embry-Riddle. My particular complaint revolves around a lack of paper tissue in the vicinity of the men's room in the library, student center, and academic buildings.

Upon receiving the natural signals of nature, I politely made my way to the men's room in the lib-

rary. There I discovered to my disappointment, that there was no tissue available. I mentioned this to the student on duty (no pun intended), and upon inquiry, he informed me that none was available.

By this time my discomfort had increased, so I hurried over to the student center. Much to my chagrin, I discovered there was no paper tissue there either.

Now I was faced with a decision. I could sneak into the ladies' room or hobble over to the academic building. I decided that rather than risk the acute embarrassment of being seen going in or coming out of the ladies' room, I would try for the academic building.

I was in great pain, and my walk showed it, but it couldn't be helped. I never did make it (it wouldn't have made any difference, because they were out too!) I took the

top off my MG and drove home (standing up) where I could attend to my dilemma.

Can this problem be remedied so others won't have to share my experience?

Sincerely,

Cam Mode

WHAT IS

A

TRUE-FALSE TEST?

BY GARY ANDERSON

Between the time of your freshman beanie and the time you graduate (after about 12 years at Riddle) you will surely come across innumerable true-false tests. They come in three basic styles: dumb, inane, and ridiculous.

A true-false test can be found in almost any course from Physics to Phys. Ed. (There is one down in a push-up. TorF?)

Instructors who give true-false tests are never Nobel Prize winners, PhD's or Social Anthropologists. They are almost always retired bus drivers, hired to teach Modern Transportation Theory, or professional wino's hired to teach Contemporary Social Problems.

A true-false test is concern, with a space for your student number, truth with a correction for error, and justice with a curve for the yo-yo's in class.

If you take a true-false test you can't win. If you get a 95 everyone gets 100 and you fail. If everyone gets a ten, the instructor won't curve it (to teach the class a lesson), and if everyone gets 100 the instructor discounts it. (somebody cheated).



TRUE-FALSE TEST (CONT)

A true-false test is constructed to give our students a 50-50 chance of passing (all you have to study is your name).

The instructor who gives a true-false test does so to give his slower students (96.9 of the class) a chance to pass and give the administration the idea that he is doing his job (snowing them).

True-false tests increase an instructor's popularity among his poorer students and his chances of keeping a job. They always end like so:

Mr. _____
is the best instructor
T or F?



EDITORIAL

BY GENE LECLAIR

I believe that every student who attends any type of school, university or college recognizes the fact that he will be evaluated and the evaluation will be recorded in the form of a grade.

Of the fact that one must be evaluated, I have no argument. But I do not agree with the actual way the letter or numerical grade is arrived at.

In this school, we have instructors who, in my opinion, grade on a system that is rather severe. How many of you have been in a Math class where 85% was a grade of "C"? How about a management class where an "A" is from 95% to 100%, or where a "D" is considered between 70 and 80%?

I realize that we have been given arguments by the teachers that substantiate their point of view for being so tough on grading. But how about the students' point of view?

Off hand, I can think of three factors that are affected by such a high scale. First, of course, the student who desires to excel in a particular course, (and most of these courses are the main bulk of the curriculum), will have to work quite hard.



SEX AND THE SINGLE AUTOMOBILE

BY CAM

Really, this editorial has nothing to do with sex, or for that matter, a single automobile. The truth is, I couldn't think of an eye-catching title, but the information that follows may be fairly important to you.

With speedweeks coming up, thousands of visitors will come to Daytona to enjoy the auto and cycle racing. With the thousands of visitors a few, very efficient thieves will also arrive. These thieves will gladly remove rims, tires, accessories, not to mention your entire car or cycle, if it is available to them.

Don't let midnight autopers customize your transportation. Park in a well lighted area and lock your car at all times. Don't leave inviting property on the front seat. Lock it in the trunk. Also, get locks for easily removable accessories. A locked engine compartment is probably the best bit of insurance for that carb or manifold.

Now all you have to do is keep your wallet in your hand and wear a white nightgown with a black cloth belt tied at the waist. Don't be victimized - take precaution!!!!

Working hard in itself is not bad, but how much does it detract from the other subjects? If all of the students' time is devoted to one subject to reach such a high percentage, surely the other subjects will suffer.

Second, many of the students work to try to make ends meet. Is this grading system fair to them? Not only do they have to attend class, but when they come home they must work on the books.

One should study, but how much more time does this bite into sleep? Is it reasonable to ask a man to come to class tired and not fully alert?

Third, there is nothing more demoralizing than to receive a grade of 94% and obtain a "B" as in certain management courses, or an 85% in a Math class and find out it's a "C".

If there are the scales to be used, then restructure the course material where a student has a chance to make this grade. Practice what you preach in your course material, teachers! Or, if you can't rationalize that, bring the scale down to something more realistic; for example, + or - 1 or 2 points over the standard scale, not 5 or 6 points!! We, the students are willing to work, but give us a fighting chance!

Roll up your sleeve
to save
a life... 
BE A BLOOD DONOR

THE BOEING STEARMAN

BY FUBAR

It seemed to be a real shame to have our Stearman sitting idle when many of our flight students would benefit from instruction in the plane. I set out to find what value training in the plane might have as an optional part of the flight curriculum.

N163ER is a Boeing Stearman, also known as the Army PT-17 and the Navy N2S-5 trainer. Ours is painted in the authentic Army colors.

After Mr. Boaz gave me some introduction on what to expect, I picked up my parachute and Snoopy helmet and went out for the pre-flight inspection. We untied the ship from the fence, checked the fuel uncovered the cockpits and pulled the prop through. Everything appeared to be in top flight order.

I wove myself into the web of straps that comprised the parachute harness and waddled up the wing toward the front pit. Once inside the feeling of security is overwhelming. This airplane was built to last. The straps over my shoulders were also reassuring.

Starting this airplane was an experience in itself. The Boeing is equipped with an inertial starter, a machine something like the mechanism in those friction cars you used to push across the living room floor as a boy.

The starting procedure goes something like this:

Two dedicated mechanics start turning the crank stuck into the engine cowling. After about 30 seconds of furious pumping they get this big flywheel inside whipping around with beaucoup rpm. One mechanic takes the crank out, and the other pulls on the clutch which starts the propeller rotating, which drives the magnetos, which produces the spark, which lights the fuel, which runs the engine. Anyhow that is the theory.

But practice is more frustrating than theory. What really happens is that the propeller makes about 20 turns and quits.

After much juggling and pumping of fuel selectors, ignition switches, mixture and throttle during three abortive attempts to start the beast, the crew unzipped the cowl and went gremlin hunting.

This gave me a chance to peer around in the office. Instruments were minimal on my panel. Just a mag compass, airspeed, tach, altimeter, and oil temp and pressure gauges. Not even a ball to help me with the turns. Throttle and mixture were on a quadrant to my left, red control lock handle below and forward on the left, stick and rudder pedals where they belong, selectors for fuel and magneto on the panel, carb heat was behind my right elbow and impossible for me to reach, vertical seat adjustment and harness lock below the seat.

My attention was now diverted to the guys trying to wind up the engine again. Apparently they had rearranged enough of the cobwebs inside because the engine announced its willingness to cooperate by coughing up a large gray cloud of smoke which I was lucky enough to catch in the face.

Mr. Boaz busied himself with the radio and started the long taxi to 24 Left. Certain shortcomings of the Stearman as a trainer became immediately apparent. The exhaust stack sounded like it was a foot from my right ear. Inter-

communication was impossible. We had worked out two hand signals. If Mr. Boaz held both hands up, it was my airplane; if he patted the top of his head he wanted it.

Run-up was not too complicated. Mag checks about 1800, carb heat, and some full throttle.

On take off she turns a little over 2000 rpm. Climb was at 1850 and 50 knots. Rate of climb by watch and altimeter method showed 400 feet per minute more or less.

Forward visibility in the climb was nil, making constant S turns a necessity for clearing. I got the plane at a thousand and headed south toward New Smyrna Beach.

The 17 seemed quite sensitive in pitch, and it took me a while to nail down the airspeed. Rudder in the turns is a necessity apparent even to my insensitive rear end.

Mr. Boaz took over at 3000 and did a few chandelles to gain altitude---not FAA chandelles, but a 105° banked maneuver that reminded me of the good old days in the early '40s when I would strafe enemy airfields in a Spitfire... but that's another story.

My turn to do some stalls. As the pilot's manual says, "The plane mushes after stalling." It doesn't break, it doesn't tip over, it does not shudder, it just keeps flying with its wings level. Really disappointing.

After clearing the area over Samsula Speedway, Mr. Boaz did some wingovers and snap rolls. For the loops the nose went down to gain airspeed. By the time we reached 105 knots the engine noise was almost unbearable. At 105 the stick came back slowly and the horizon disappeared under the wings. On the back side of the loop when he chopped the throttle, the report from the exhaust just about cashed in my right eardrum. The exit from the maneuver was aligned with the road, right on the button.

THE BOEING STEARMAN cont.
next page



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The BOEING STEARMAN

CONT

Now my turn for the loop. Line up with the road. Nose down to get 105 kts. I can't wait to get that stick back to cut the racket out front. Stick straight back with no aileron (I hope). Power off on top. "Bang!" And out. I was about 45° off to the left of the road because I didn't hold enough rudder on the back side.

Immelmann turns are alright if you roll right out. Snap rolls have to be done to the right or the exhaust gases get scooped into the cockpits. The engine tends to quit half way through the slow rolls. At any rate, flying this bird is fun, and what I lacked in precision I made up for in entertaining recoveries.

We got back down with a spin out of a snap roll. The first turn is really slow, but then she really tightens up. Three or four turns (who counts) and she breaks headed for the New Smyrna Airport.

While I was flying back to Smyrna, my passenger cut the power and yelled into my good ear, "Power failure! Land it!" This was a lovely place to hunt for real estate. Everything had a layer of water or a mess of trees on it. I picked a field that was not the biggest available, but it had some cows on it so I figured there must be some solid ground there. Also it looked like if I landed corner to corner, I would be going uphill. At 500 feet the engine decided to try again and we, I mean he, shot some landings at Smyrna. The last landing demonstrated what an effective slip this ship was capable of.

The flight back to DAB was welcomed. I liked to fly the plane, but it is too uncomfortable to make a good civilian training craft. After we shut the engine down, it was over 24 hours before my hearing returned to normal.

STAY TUNED FOR THE NEXT INFORMER PLANE TEST WHEN WE SEND FUBAR OUT TO TEST THE NEW CHAMPION CITABRIA.

ODDS & ENDS

BY RONNIE RAT
(THE RIDDLE RODENT)

I was peeking out from between two directories when I saw a student take a fellow student's Math book from a library table the other day (by mistake I hope). The student lifting the book had better return the same before I squeeeeeeeeeeeeeee!!!

I went over to the Nova Dorm last Thursday night--and found that recent cold weather has caused several cases of dishpan hands among our "housekeeping" students! I suggest Dove (the dish liquid that thinks it's a hand lotion) followed by some creamy suntan lotion, some hand lotions just don't add the right touch to mens' dorms (Jergen's Lotion; Really, Robert!).

The administration building is a great place for picking up snacks of cheese cracker crumbs as well as other goodies.... While I was there the other night, I was reading some incoming mail. Embry-Riddle is called Emory Riddle, Embry Ridly, etc., but my favorite is Emily Riddle, followed by "Dear Mrs. Riddle". Then while further pursuing the mail, I learned that one prospective student is allergic to cow serum, while another is subject to long hiccupping seizures, hic, hic, hic. . . Then on a

run through the Engineering Building, I found some crumbs of the most potent fruit cake I've ever sampled! Again hic, hic, hic! On a tour of the new dorms the other morning, I saw some wild pin-up pictures and next week I'll tell you about some of the letters I had the pleasure of reading!!



MUSIC MUSIC MUSIC

Those interested in joining ERAI's singing group, please see one of the following students:

John Amick
Brenda Bridgeman
Jack Lewis
Steve Lippencott

OR call Mrs. Stickles at Extension 36. All students and their spouses (who can sing on key) are invited to join us one night each week, from 8:00 to 9:00 p.m.

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Greeks ΣΦΔ ΑΗΡ ΠΣΦ

IN MEMORIAM

Richard Wilbur, 19, son of Mr. & Mrs. Raymond Wilbur of Aurora, New York was fatally injured in an automobile collision, January 18th, on Atlantic avenue, in Daytona Beach. Rick was a pledge of Sigma Phi Delta, and a fine one, I might add.

Mr. Wilbur came to Embury-Riddle in the fall of 1968 to pursue a Bachelor of Science degree in Aeronautical Engineering. He was currently in his second trimester.

Rick gained the acquaintances and friendship of many of the brothers when he expressed his desire to become a member of our organization last trimester. He was eagerly awaiting this term to begin his pledgship. Rick was a fine student and all of us expected him to have the same initiative as a pledge. His untimely death will be grieved by all who knew him.

The brothers of Sigma Phi Delta wish to express their deepest sympathy to Rick's parents and immediate family.

We would also like to take this opportunity to thank both the brothers of Alpha Eta Rho and Pi Sigma Phi for sending flowers. Thanks also to the S.G.A. for their remembrance.

We will all miss Rick immensely. Fine men like himself will always be remembered.

In due respect to Richard Wilbur, there will be no other additions to the Sigma Phi Delta column this week.

THE BROTHERS OF
SIGMA PHI DELTA

PI SIGMA PHI

BY STAN CZARNIK

It was a most interesting weekend for all the brothers of Pi Sigma Phi. Many of you may have noticed our sign atop of the Engineering building. We would like to give credit to our special forces department for service above and beyond the call of duty; also, we really would like the sign back from whoever has it.

Our rush party was held this last Saturday Evening, and if there is any one who was unable to attend and is interested in pledging, there will be a pledge meeting in room B-3 Monday night at 6:30 p.m., January 27th.

We would like to congratulate our two new brothers, Ken Wixon, and Ray Loehner, who were officially initiated into the fraternity this past week.

A new pastime which is quickly gaining favor of the brothers of Pi Sigma Phi, is model airplane flying. Although an interesting hobby, it can get very expensive and dangerous, especially if you don't manage to keep the plane in the air instead of into the ground, or in someone's ear, besides, it hurts!

That's about it for this week from Riddle's social fraternity. Be watching for more articles about the activities and our pledges.

the
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12-7 pm wky.
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PHONE 253-2987

ALPHA ETA RHO

BY RAY LEE

Here we are again with our weekly little gossip article on Epsilon Rho chapter of Alpha Eta Rho. I must mention our Spring Rush party which was held on January 18th. It seems that every trimester our Rush Parties get more and more spectacular and definitely this one was no exception.



Due to many activities and an extremely time consuming work load this trimester, I have been unable to devote as much time as I would like to in helping arrange and prepare for special events such as this one. Upon arriving at the fraternity house, however, on Saturday night I was truly amazed at the amount of work that had been accomplished in such a short period of time and how lavishly the house had been decorated and furnished for our party. The guests numbered approximately 125, and with the members and their dates, the house was almost reaching its full capacity.

One of the most popular locations throughout the evening was the bar which was very capably manned by brothers Bill Cherry and John Masivolo. Several photographs were taken by Stephen Gay during the evening, which will undoubtedly be remembered later on with fond memories.

I'm sure everybody enjoyed themselves at our first social function of this trimester. There are several more to follow. Some of these are traditional events and many now in the planning stage are entirely new and should prove to be a lot of fun.


Our pledge period will be starting almost immediately. The first impression I received from the fellows at the party is that this is really going to be a group of "Hell Raisers", which will add some excitement as well as entertainment to this trimester and make it go quite fast. We have twelve weeks left now! You'll soon see our pledges around campus with their pledge pins and books, which they must carry at all times while they are pledging.

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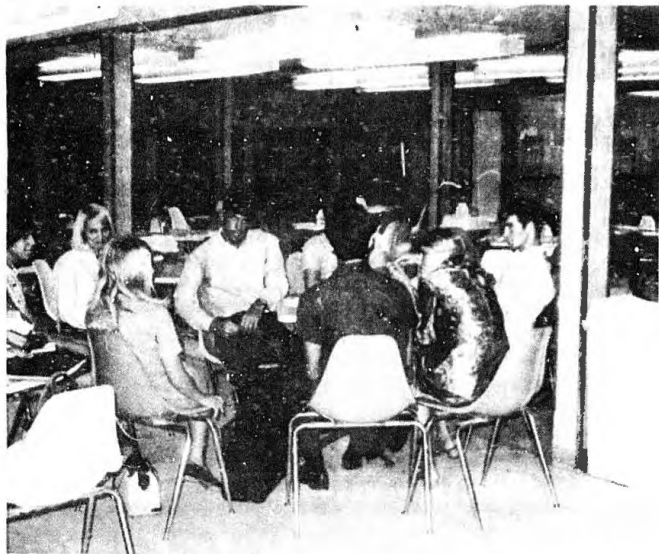
GREEKS CONTINUED.

They also have projects to complete and other small tasks which may seem trivial to someone not associated with the fraternity, but all of these duties are important and definitely serve a purpose to the pledges and brothers. The help show the brothers their earnest desire to become members of Alpha Eta Rho, something we require before voting them in as brothers.

We'll have more news for you next week. In the meantime, study hard and stay out of trouble.

**NOTES FROM
THE
DEAN'S OFFICE**

Rosters of graduates in all curricula for calendar year 1969 are now available in the Dean of Student's Office. Each individual who believes that he is scheduled for graduation during this calendar year should verify his record at the Registrar's Office, fill out an application for graduation, make sure his name is spelled correctly for purposes of printing the convocation program, and get measured for a cap and gown in the Alumni Office.



THE FINALISTS IN THE ERAI "THUMPER" TOURNAMENT. SHORTLY AFTER THE PICTURE WAS TAKEN TWO CONTESTANTS FOULED OUT AND 6 PASSED OUT.

Those students who are to receive diplomas and certificates at the April convocation must have completed all their paperwork at least by February 21. All others participating in the convocation must complete their paperwork by March 7th. When the announcements are available for graduates, additional notice will be published.

HAPPINESS IS.
the INFORMER staff.

Contrary to popular belief, Jonas is not pregnant.

Bonnie Brant is "Big Red" in disguise. (but she does not have red hair!)

Contrary to popular belief, Nawrocki is not a Polish dish.

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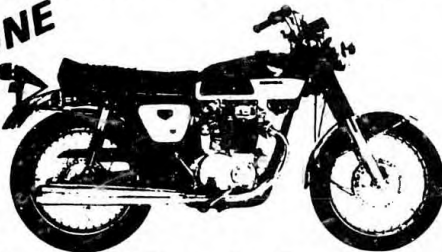
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Sports

DBSCC DEMENTIA

BY JOHN L. FOLEY

The Dementia rally was designed to be a fun type rally, and that it was. It was also intended to be rather confusing. What do you do when you're faced with directions like 9. Dayritetona St., 10. "Music", 11. "Tops-wright"? Well, you were supposed to take a right on Daytona St., then turn down Melody Lane and make a right turn at the stop sign.

The entire event covered about 15 miles of Daytona's streets and took most of the 24 entrants over an hour to complete. Any speeding, ticketed or otherwise, was to result in disqualification. Any leadfoot would have needed three IBMs to keep from getting hopelessly lost anyway. The emphasis was placed on following the prescribed course and answering seven questions about it on the way.

The contestants in the first three places all answered the questions correctly, so their elapsed time determined exact placing.

In first place, driving a Valiant were Larry and Ellie Ditman. Second place went to Roger and Beverly Harper in a Sprite. Third place fell to Ara and Edie Dube in a Volkswagen.

Everyone enjoyed the fun rally, so why don't y'all come on our to the Autocross next Sunday? Practice starts at 10:00 AM with the first times runs at high noon. So if you've got an itch to drive hard and fast, scratch it at Spruce Creek the 26th.

GO KARTING

BY NICK LEONARD

A student at Riddle has little chance, at least, so it seems, to do any kind of road racing around Daytona. Racing cars are extremely expensive and time consuming, neither of which a student has much reserve of. As for myself, I was tired of watching, so I obtained a Kart. Keep laughing if you like, but I'm racing--are you? The whole shebang wasn't a fortune, and the racing is great fun. Karts have come a long way since the lawnmower engine stage. Nowadays, a typical Enduro Kart has a lie-down seating position, 1½"

ground clearance, 4 wheel hydraulic brakes, and any number of different sorts of engines.

The most expensive class is A Stock American Reed. It's the Formula Vee of Karts, whereas although top speed is only 100 mph, it's offset by often having anywhere up to 40 other people in the same class. With 40 odd people racing, you soon find out what competition means.

If A Stock seems slow, you can always obtain a Copen machine, which when viewing 130 mph from an inch or so off the ground tends to be rather interesting.... If you're interested in racing, but cannot afford that Lola t-70, think about Karts. They are small, light, easy to maintain, reasonably fast, and cheap to boot!

So if you're around Osceola this weekend (25-26) drop by--no admission charge--and see. There will be two full days of racing for national points so for the people racing, it won't be a picnic.

If you're near Auburn-dale on February 8-9, stop by and watch the street race for Karts.

We'll be out there. Hope to see you then.

Misery is...getting a bill for 12 poisoned alligators.

Commander Aero Club
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ATHLETIC DEPARTMENT NOTES

Intramural softball is now being organized. Submit 12 man rosters to Athletic Office by last day of January. If you can not find a full team, leave your name and box # at the office.

* * * * *

Varsity baseball candidates should register at the athletic office now. We are still looking for a coach. Interested faculty members are requested to contact Russ Troell as soon as possible.

* * * * *

Plans are under way for a school-wide athletic competition. Events will include a wide range of individual and team sports from sprints and distance running, to weight lifting, volleyball, and field events. Start getting in shape now!

BASKETBALL STORY

Last Wednesday night Embry-Riddle's Basketball team took on the Rockets, a very strong team from the Deland Industrial League. The final score was 76 to 47, the Rockets coming out on top. Coach Bortell said that he was satisfied with our boy's performance, but hoped that we can do better in the future.

GUTTER TALK

BY GIL GAUTHIER

Last Wednesday night marked the beginning of the second half of the bowling season. From what I've seen last Wednesday night, this half of the season promises to be somewhat competitive. There are a few new bowlers who are really rolling some tremendous games. One of these newcomers to our league, Mark Baker, rolled a 232 to win the weekly jackpot. There were also a few fantastic high series. Ken Snow shot 530 and Dick Freeman rolled 509.

The trophies for the first half of the season were handed out last Wednesday. On hand for the occasion was the photographer for the yearbook. Bernie Mulical covered the event and did a terrific job. Our thanks to the "Phoenix" for the coverage.

Recipient of the Awards were as follows:

First Place Team: Dick Freeman, Mark Baker, and J. Peterson.

High Game: Mr. T.C. Clay 237

High Series: Mr. Ford-603
High Average: Gil Gauthier-173

Trophies were also handed out for second and third place teams:

2nd: R. Vagnozzi, V. Vogt and A. Tesini.

3rd: R. Giesbrant, G. Quanstrom, and R. Magarus.

A committee has been chosen to make preparations for the first half banquet. The league will announce in the near future the date, time, and place of the party. Keep reading this article for information pertaining to the latest results of the weekly competitions.

Happiness is...your mother-in-law falling in the alligator pit at Gator Land.

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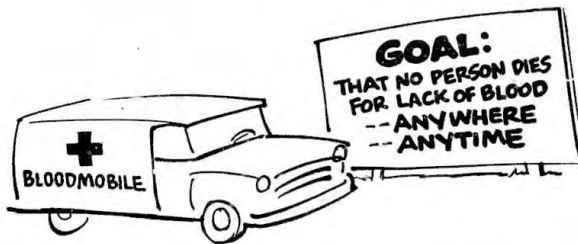
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Photographer - Jim Warniers
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Staff: Ray Lee, Ray Loehner, Richard Cook, Gary Anderson, Walter Cantrel, Gil Gauthier, Cam McQuaid, Richard Jordan, Jeanne Fitzpatrick, Frank Alexander, Bruce Schulman, Gene LeClair, Bill Oberle, Trish Redmond, Bonnie Brant, Kenn Woods, Jan Collins, Anthony Cristiano and Nelson Gray.

