ERAU SGA DELIVERS MORE TO NICARAGUA

Last week the Nicaraguan government stated a need for laboratory chemicals and medicines. Hearing the plea for help, Embry-Riddle responded with another flight to the earthquake-stricken country.

One 737, piloted by Randy Winters, who organized the first flight, and other members of the SGA accumulated supplies, donated by Halifax Hospital, Ormond Beach Memorial Hospital, Sherwood Medicine of Deland, Dade Chemical of Miami, and Ortho Pharmaceutical of New Jersey.

Once again Marien Scott of Savannah, Georgia, donated the DC-3, which was piloted by Chris Horstman and Walter Terry (ERAU flight instructors).

The aircraft had to have a waiver to be flown on this flight because it was due to return to Savannah for maintenance. Having more supplies donated by Walt Dixie, St. James Cathedral and St. Paul Cathedral, the flight acquired everything it needed except fuel.

Winters got in contact with the American Oil Company, who agreed to donate 1600 gallons of fuel. The American Oil then purchased 600 gallons from Gulf in Daytona and 1200 gallons from Exxon (M. A. C. Aviation) in Opa Locka because of the lack of dealerships along the flight route.

The flight left Saturday morning at 5:00 am. After an eight-hour flight, which took them over Cuba, they arrived in Nicaragua and spent the night there before returning to Daytona Sunday afternoon.

At the moment, there are no plans for future flights to Nicaragua.

The Notes You Need To Graduate

The students in SL-17 are in the process of rejuvenating an Army surplus helicopter. There are six enthusiastic students working on the "chopper" as their SL-17 project. By the way, SL-17 is advanced airframe instruction for those academic students unfamiliar with ERAU's academic curriculum. What better way to learn first-hand airframe mechanics than on a machine as intricate as a helicopter?

These students, Ernest Piper, George Mala- velti, Glenn Schenck, Charles Donaldson, El Morris and Michael Layne have been working on the Airframe section, and the aircraft's cockpit. From one who saw the helicopter a few months ago, they're doing an excellent job on it. There's a good possibility that when you read this, they'll have already performed an engine run-up, which shows how well they have been progressing.

When they finally complete the chopper, it will be used strictly for ground run up in SL-17 and SL-19, where students are taught in detail about helicopters. Because of the condition of the rotor blades is unknown, the helicopter must stay on the ground. Unfortunately, due to the instructional intentions of A&P students, though it will serve its purpose ideally.

Due to his considerable knowledge in the field of rotorcraft, Frank Moran will take charge of the completed helicopter. Mr. Moran files for A&P Helicopter Service, giving helicopter a few months ago, they're doing an excellent job on it. There's a good possibility that when you read this, they'll have already performed an engine run-up, which shows how well they have been progressing.

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The AVION reserves the right to edit letters as we see fit in accordance with good journalistic practice. All letters must be signed, although names will be withheld upon request from the writer.

THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ANY MEMBERS OF THE STUDENT BODY, NOR DO LETTERS APPEARING IN THE AVION NECESSARILY REFLECT THE OPINION OF THIS NEWSPAPER OR ITS STAFF.

President's Corner

Letters to the Avion

In your last issue (Jan. 26, 1973), under the letters to the Avion column, student's wife complained about back page of the previous edition (Jan. 19, 1973). She was disturbed about the use of an internationally prominent religious leader in a somewhat negative manner.

Well, on the back page of the Jan. 26, 1973 issue, you used the registered trademark of South African Airways for your Pegasus ad.

Peter Wilson

Mr. Editor:

I read with regret that the Board of Trustees, administration, and student body feel that a bookstore, used bookstore, Post Office, SGA, and student publications office, and the all important library floor are of greatest importance. I would like to know when this so called "university" will get on with the important task of education?

The fiber of any University rests with its research facility, while our library must be one of our greatest sources of embarrassment and mortification. I am not talking of the facilities the personnel who work there, I mean the facility itself and the students today.

Last term the library was split on this campus. God only knows how many tanks of gas I burned up running back and forth. I also find it most distressing that the library is closed during the academic year and many interested students. I believe this is because most students are concerned with the test only. Is it on the test? must be the most frequently asked question on this campus. We are most uncomfortable with the general lack of intellectual inquisitiveness. What is it that makes so many of our students accept at face value of everything the authors of our books as irrefutable truth?

If Embry-Riddle is to be a university in the field of education and aviation, it is imperative that our library be the most comprehensive with respect to aviation library in the world. If Embry-Riddle and Embry-Riddle graduates are to have their opinions sought, it is essential that we not be exposed to many authors and many opinions. This will be possible only if we have an excellent facility behind our opinions. A University can live without a good administration, but it cannot subsist without a library. I hope that Embry-Riddle will stop issuing titles in test taking and passing. Rather I would prefer to see degrees which call forth recognition of intellectual achievement. A good university is reflected by a good library.

But the most unfortunate part of all this is the fact that we the students are the real losers. Libraries bring forth both new ideas and dreams that were never dreamed. Our day's dream will be tomorrow's reality. My day's dream will be tomorrow's reality.

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**GREAT BASEBALL POTENTIAL**

By James Hunter

Last week the ERAU baseball team had a practice game against St. John's University in the Seminole Classic. The Eagles showed great potential, even though the field conditions were extremely poor. The outfield was almost completely submerged, while the infield was as hard as cement.

The Eagles will play St. John's Junior College, last year's winner of the Junior College State Conference Championship, at home, directly across from the administration building. Game time is Saturday at 12:30. The manager of the Eagles, Russ Bateson, said that ERAU has a very good chance to start the new season with a victory.

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**THE BIG RACE**

by James Hunter

This Saturday at 3:00 pm is the start of the 15th Annual Daytona World Manufacturers' Series Race, or more commonly referred to as the 24 Hours of Daytona. This race is supposed to be one of the best races to date, mainly because of the large amount of competition entering the race, such as male model, Motto Services, and Barry Man. Of course, the biggest attraction is the new high-performance cars. The car that most people will have their eyes on is Roger Penske's new high performance Porsche Carrera 911 R. S., driven by Mark Donohoe and George Follmer.

If you plan to attend the race, here is a rundown of times and events.

**Reminders**

Tennis

All interested in playing tennis, especially those with prior experience, contact Mr. Brown, Room A-226, any day during the week from 9-11; or show up for practice at Dorn I tennis court, M-F, from 11:30 to 2:30.

**Speed Weeks**

By Bo Gladworth

The buzz of Daytona Beach will soon be shattered by the thousands of people who will show up for Daytona's famed 15th annual speed weeks.

The sound of screaming engines will fill the air. The atmosphere will be electric as drivers compete for the 24 Hours of Daytona and will continue until the checkered flag is dropped, ending the Daytona 500 on Feb. 18. The following is the schedule of major events for speed weeks:

- **Saturday, Feb. 1**: Start of the 24 Hours of Daytona, 24 Hour World Championship race over the 3.81 international road/track course.
- **Sunday, Feb. 2**: Finish of the 24 Hours of Daytona.
- **Saturday, Feb. 10**: 2:00 p.m.; pole position qualifications to determine the two front row positions for the Daytona 500. Qualifying trials for ARCA's Royal Tilton 300.
- **Sunday, Feb. 11**: 1:00 p.m.; Tenth Annual Royal Tilton 300 Late model stock car race over a 2.5 mile trioval. February 12, 13, and 14: Practice and qualifying for NASCAR races.

**War Birds**, Have Met

by Drew Kassal

Last Saturday, a "War Birds" meeting was held in Deland. The meeting started at 11:00 am and lasted until 3:00 pm. Various types of vintage aircraft, such as P-51's, T-6's and Boacrafs turned the Florida sky into a day of reminiscing for many people.

Pilots of the aircraft performed such maneuvers as rolls, loops and an array of low passes.

To keep the planes from being damaged, only those who were associated with the pilots or those people who held a valid pilot's license were allowed to walk around the ramp area. During the meet, tours were given of the ramp area with a guide who explained the various aircraft. At this time, those who were non-aviation oriented were allowed on the ramp.

Having asked Carl Brown, who was attending the meeting, "Doesn't it make you feel at home?", he replied, "only if I were flying now again."

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A PRELUDE TO THE 24 HOURS OF DAYTONA

by john e. rollins

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TESTING ...

THE GULF - MIRAGE

EMPTY TRACK & SILENT STANDS

THE SOUND OF SILENCE ...

BELLE gulf-mirage GANLEY (group five) PESCAROLO

PENSKE Porsche carrera DONOHUE
The cold weather brought around the absence of people to Beach Street and this photograph was taken by the Post Office looking south.

**Do You Know Dogs?**

by Marvin R. Stokos

The other day I was reading an article about the different breeds of dogs in the United States and it struck me that everyone knows what a Doberman or Belgian Malinois look like, but who knows what a Columbia Terrier, Beagle, or Beagle looks like.

Now, how many other breeds do you know out of the 186 recognized by the American Kennel Club? The registrations vary from 256,491 for poodles to 9 for the Sussex spaniel.

What I propose to do is discuss 7 or 4 different groups of dogs, as you like the idea, please let me know and I will give him space.

The Doberman Pinscher, the only breed of dog named after a man, ranks 13th in popularity with the AKC registration of 23,431. The "doe" originated in Sparta, Thuringen, Germany, around 1890. The male will average 26-28 inches in height and weighs 80-90 pounds. There is an air of authority about the Doberman and it gives the impression of being a blooded animal, an aristocrat. It looks upon the stranger boldly and judges him with unerring instinct. He is ready to give prompt alarm and to back his warning with defense of his master and his master's goods. Yet, he is affectionate, obedient, and loyal.

The Komondor is a large dog, standing 30 inches at the shoulder and weighing as much as 180 pounds. The dog is from Hungary and is used primarily as a herding dog (protector). They are always white in color, with a long, soft, woolly dense hair of different lengths on different parts of the body.

The Komondor (plural) have been bred in Hungary for over a thousand years. At first sight, he is likely to create fear. Strangers of evil intent have reason to be fearful, but only those who are devoted companion to his master and willingly mingle with friends of the household.

In times of old he had to be ready at moment to fight all manner of beasts, many of which were his superior in size and weight. His keen sense of smell were against him, he could depend on come out on that heavy coat to cover his most vulnerable points, ears, and could call, too, upon an intelligence far superior to that of his wild adversaries.

**Mysticism Experienced**

by Bill Leeds

This article is not about Chicago internationals, the O'Hare Airport Development plans, or teaching the Airport Development class to stand here and talk; and at the same time, developing his own airport as the airport manager at Deland, Florida. The scope of his development can clearly be seen in his $40,000 1971 budget with an expected allocation in 1973.

Mr. O'Hare attended Duquesne University in Pittsburgh, Pa., and spent eight years as a chemist in Chemistry. His college life was also interrupted by a two year active duty assignment with the Marine Corps in 1939.

His duties in the Army included working on the A-3, RASC and as a flight engineer on C-119's.

He enlisted in the Navy, returned to active duty as an AMS (Aircraft Medical Specialist) and was assigned to the 5th Fleet in the Pacific War. He returned to the US in 1946 and was posted to the USA and assigned to the 5th Fleet in the Pacific War. He returned to the US in 1946 and was posted to the USA and returned to Pittsburgh where he entered University of Pittsburgh, with a degree in Chemistry. His major in Chemistry earned him his degree in 1956.

Mr. O'Hare's first job was at Deland, Florida. He worked for the United States in 1948. He was named manager of the airport in 1951.

Mr. O'Hare's future plans point in the direction of obtaining his Accredited Airport Executive Degree, this being the 7th in the Airport Management field. The course of study is rigorous and encompass a minimum of three years training in airport management or an accredited university.

Mr. O'Hare's teaching experiences extends to Vocational and Adult Education here at the Conant School. We see programs so well as devoting his call on the Red Cross and Civil Defense has been the University of Miami where he expanded to its present size and there is now a working part of the Miami-Dade College and the Government College. He is a member of the American Institute of Planning and the Florida Institute of Planning.

Looking south from the Broadway bridge you will see the Court House Annex lit up at night. Why is the building lit up when no one is working and not the city streets?
Can You Carry A Tune In A Bucket

By Betty Bond

If you enjoy singing and can, at least, "carry a tune--Jones a bucket," (even a rather large bucket) you're the kind of talent we're looking for.

Performance dates are opening up in a few weeks. We think it's a crime to go off campus for talent when we've got so much talent and enthusiasm right here on campus. Don't you agree? Then, read on.

The original chorus is being planned and we've got a team set up if sufficient interest is shown. We'll teach you what you need to know if you don't already know how to "read" music. Basically, we'll be learning by rote (or memory,) so non-readers should be able to handle it. (By the way, we're not connected with SPESBQSA.)

If you are a musician, let us assure you we intend to do this right or not at all. We'll have sheet music to learn from, and you can help us teach the others!

Accompaniment? We have several pianists in mind. The ones we hope to get are on staff with Dave Ruback. (Yes, that's with a "D," not a "J." ) We're working on a few original songs too. If you're an instrumentalist, call us a call. We've got some lovely arrangements just waiting to be rendered (meaning to "tear apart".)

What happens after our four or five April performances is anybody's guess. We may be the beginnings of a local "Classie" first-club scene.

But, right now, we're going to play it by ear and perform just for our own enjoyment and fulfillment, that of our audiences. Give us a call and show your interest. No film re- hearsal dates have been set yet, but if sufficient interest is shown, we'll get started right away and try to pick a mutually agreeable time and place. Let's get together! Call extension 28 or 51. Harry Milkes or Betty Bond.

Want to do it? Call extension 28

The following are the list of concerts to be held within the driving distance of ERAU. The Avion will keep you posted as to times, any changes in location and ticket prices.

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