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The Avion

WEDNESDAY, JUNE 15, 1977

Volume 26, Issue 3

Regional Airport
Daytona Beach, Florida 32014

ALICIA TAKES PUB BY STORM



(Photo by Bill Dollaway)

Friday, June 10, students were treated to a double shot of Alicia. This 25 year old young woman of Cuban decent took the Pub by storm singing original songs with a Latin beat, while mixing in several tunes more familiar to those in attendance. Some of the tunes were by Fleetwood Mac, Judy Collins and Linda Ronstadt. Alicia kept a low profile for most of the evening but opened up as the evening went on.

The Pub, decorated to simulate a quiet atmosphere, was filled to an SRO capacity. The recently purchased PA system, bought with last fall's Hangar Sale funds, was shown to good advantage. The sound was clear and undistorted.

All in all, the 100 - 125 students who came were thoroughly entertained, and by the two encores given, must have enjoyed Alicia's entertaining way.

SGA Social Functions Chairman, Mark Nichols, commented that we could probably expect more of the same type of entertainment since this event went so well.

Already scheduled for this Friday is folksinger Evan Allan. Allan will appear Friday, June 17 from 6 - 8 pm in the Pub.



(Photo by Bill Dollaway)

SGA PRESIDENT RECEIVES AWARD



(Photo by Bill Dollaway)

E-RAU's Student Government president, John B. O'Neal, a junior in the University's Aviation Management program, received a special award for Student Leadership here during Spring Graduation.

The award cited O'Neal for his many extracurricular services to the University and his valuable contributions to the Daytona Beach community.

This is the first Student Leadership award ever presented. The Leadership awards given previously went to community and university affiliated members who had achieved high leadership and aid to E-RAU in the past. This Student Leadership award will be a continued practice at E-RAU.

To further see why O'Neal was chosen for this special tribute, let's look at his school activities.

As SGA president, he serves on the E-RAU Board of Trustees, the Executive Board and the University's Administrative Council and staff.

Previously, he served as secretary of Embry-Riddle's Lambda Chi Alpha fraternity chapter and helped organize a fund raising drive last Fall which expanded SGA programs and benefited the entire student body.

O'Neal's activities in the Daytona Beach area include service as a Cub Scout Den Leader, Sunday school teacher, PTA assistant, Little League basketball coach and halfway house volunteer.

In his home town, O'Neal was active with the Shriners, Masons and Elks, as well as church and athletic events.

John is married and has four children.

MONEY RAISED NOW WAITS FOR IDEAS FOR USE

There is still money left for student use from the profits made by E-RAU's last Hangar Sale, according to Sam Stack, director of Student Activities. The Hangar Sale was held in November, 1976 at which time a record \$3800 worth of items were sold. With this money, some \$1700 was spent on a Public Address System and two additional spot lights. This equipment helps greatly now to improve the projection of movies and the presentation of lec-

tures in the University Center. Stack is waiting for the Fall Trimester, when a greater flood of people will meet here, in order to offer some help to the various organizations that develop activities here.

Approximately \$700 is still available for future use, probably some money will be used to buy athletic and recreation equipment, and any kind of good suggestion from the E-RAU organizations and stu-

dents will be welcomed too to give suggestions.

Any suggestions you may have on how this money can be used, contact Sam Stack at the Student Activities Office, UC, 1st Floor or come to the AVION office or the SGA office. Your ideas are important!

The next Hangar Sale is in the planning stages and a high participation is expected from E-RAU personnel and the Daytona Beach area community.



AVIATION PIONEER BECOMES PART OF PAST

Aviation pioneer Arthur Burns (Pappy) Chalk died Thursday, May 26 at the age of 88. He was the founder of Chalk's International Airline Inc., the world's oldest airline.

Arthur Chalk, born on an Illinois farm in 1889, left home at the age of 11. Wanderlust took him first to St. Louis, then to Paducah, Ky. In Paducah he worked as a bicycle mechanic. It was here Chalk met dare-devil flyer Tony Janus, a French pilot who was touring the United States.

In exchange for repair work done on his plane, Janus taught Chalk how to fly. Chalk flew for six years as an amateur before going to Miami in 1917. In Miami two years later

Chalk had his own flying service. From under an umbrella and out of a desk on a street corner he set up sight-seeing tours and flying lessons. In 1920 he moved the operation to Watson Island, where it still is located.

Dean Franklin, Chalk's partner, moved to Miami in 1935 with his own plane. A year later, with Chalk's wife's help, the two men built the present office.

Resorts International bought the airline in 1974 which had grown from one plane and an umbrella stand to Miami's second largest industry.

Chalk had remained active in the company until a fall from a tree hospitalized him April 13.

NOTICES:

APPOINTMENT:

Dan Prickett has been appointed as Embry-Riddle's new Director of Food Service. Prickett's new assistant manager will be Art Barton.

The E-RAU University Center Manager Robert Spraker said, "We wish Mr. Prickett and Mr. Barton a busy and successful career at Embry-Riddle Aeronautical University."

GIVE SO OTHERS MAY LIVE! Come to the E-RAU Blood Drive to be held in the UC Commor. Purpose Room, Friday, July 8. **GIVE SOMETHING OF YOURSELF. SAVE A LIFE!**

THE NEW STYLE GIRLS CLASS RINGS ARE HERE!! If you're in the market for a CLASS RING: Male or Female. Don't Forget RING DAY, Friday July 8, during the Blood Drive.

MORE LIBRARY SPACE MADE AVAILABLE

Due to some Spring cleaning the periodical room has more space, a second reader printer, and more microfilm. So if you go into the periodical room to find an old magazine and it is not there, all it not lost, it was just put on microfilm.

The Media Center is also shaping up for your benefit. It has acquired some new posters, if you haven't already noticed, in the library itself and has a bulletin board full of interesting articles that are on reserve for you to read, like the article from "Playboy Magazine."

So if you are bored, or even if you're not, and are looking for something to do stop by the Media Center. You just might find something interesting to read or look at.

ATTENTION VETS:

IF YOU RECEIVE BENEFITS FROM THE VETERAN'S ADMINISTRATION - If you are registering for "B" Term - If you intend to enroll in the Fall -----then...

If you fill out an "intent to Register" form either with the Vets' Club or the Veterans' Affairs Office. As soon as the B Term roster is available, your enrollment for the Fall can be submitted to the VA, thus giving you a FULL August Check on the 1st of September.

Continuing Veterans and Chapter 35 recipients CAN BE SPARED the break in checks if they take care of the above form completion.

LOST and FOUND will NOW BE IN THE STUDENT ACTIVITIES OFFICE.

RESOURCE FILMS

The Embry-Riddle Theatre, which is located in "A" Building on the bottom floor of the academic complex, is showing at least one movie a month. The movie will be shown in the later part of the afternoons, about 3 p.m. They range from old war movies about aviation to present day films. Notices will be put on the bulletin board outside the library about the upcoming films. The more participation in coming to the shows, the more films we will see.

So if you're stuck with time to waste around 3 p.m. check the library bulletin board or just peek your head in the door of the theatre, you may find a movie going on! Ther come right on in!

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Gong Show

ON JUNE 22 E-RAU WILL HAVE IT'S FIRST GONG SHOW! THE SHOW WILL BE HELD IN THE UNIVERSITY CENTER FROM 7:30-11 p.m. in the Dining Room. FOR INFO ON PARTICIPATING IN THE SHOW TO DISPLAY YOUR UNIQUE OR STRANGE TALENT, CONTACT SAM STACK - STUDENT ACTIVITIES OFFICE IN THE UC.

FOOL PLAY PROVIDES PRIZES FOR PLAYERS

Student Activities sponsored a pool tournament June 1 in the Pub. Top five placements out of the twelve entries were as follows:

- 1st - John Vallines
- 2nd - Larry Walker
- 3rd - Jim Smith
- 4th - Don Ranke
- 5th - Tony Yarish

Trophies were given to 1st, 2nd and 3rd place winners. Fourth place received a award ribbon.

AND MAY THE FICKLE FINGER OF FATE BE UPON YOU AND YOUR TALENT!



OPINIONS

THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ALL MEMBERS OF THE STUDENT BODY. LETTERS APPEARING IN THE AVION DO NOT NECESSARILY REFLECT THE OPINIONS OF THIS NEWSPAPER OR ITS STAFF. ALL LETTERS SUBMITTED WILL BE PRINTED PROVIDED THEY ARE NOT LEWD, OBSCENE, OR LIBELOUS, AT THE DISCRETION OF THE EDITOR, AND ARE ACCOMPANIED BY THE SIGNATURE OF THE WRITER. NAMES WILL BE WITHHELD FROM PRINT IF REQUESTED.

EDITORIAL



Letters

By Ray D. Katz
AVION Editor

The past two weeks have been most interesting and enlightening. "Apathy" must be a nasty word on this campus - it creates a bit of a stir. I am pleased to note that several of our campus organizations have gotten off dead center. By the sound of their articles, people are getting involved, and that is always a good sign.

One reaction that I was surprised by, was the letter from the member of the Flight Team. I would like to apologize for any misunderstanding it may have caused, but my last editorial was not dictated by the members of the Flight Team, but rather at the student body. I was upset by the fact that the rest of the student body did not come out in mass support and show the administration that the Flight Team meant something to us as students. I, personally, endorse the letter, am curious to know what prompted President Hunt's decision and why he waited until the last minute to make it.

I'd like to thank Mr. Howard J. Grant, for his letter from Hughes Airwest. I didn't realize our readership was that large and widely dispersed. I'm sure that the rest of the AVION's readers will find it just as interesting as I did. I'm looking forward to hearing from more of our readers.

On a lighter note, some congratulations are in order. First, to the manager, Dan Prickett, of PFM, the food service, and second, to Sam Stack, Director of Student Activities, for their new ideas. To the coplain: Dan, in an attempt to try something new, set up Wednesday, a very good buffet. My compliments on a very good idea. There are two reservations though - Smorgasbord, may be defined in the dictionary, as simply "a variety of foods," but common usage has added the meaning of "as much as you'd like, and all you can eat." Secondly, if Dan puts this type of buffet on again, let's hope he does a better job of planning; running out of the main dishes before 12:30 is not too impressive.

The other explanation: The concert, Friday night, was marvelous. Sam Stack's ideas for arranging the Pub really gave the place atmosphere. I'd like to see more of that sort of thing, it was the nicest concert this campus has seen. The students on the Social Functions committee are to be thanked for all the work they put into it. Between them and Sam, we should see some fantastic things come up. Too bad the "other" 1000 students didn't come to the concert - I guess it's just as well, though, there wouldn't have been room for them all, anyway.

Ray D. Katz

Dear Mr. Katz:

In the article: Airlines & Airliners by Bart Groenvelde in the May 18, 1977 issue of the AVION, I came across some errors which I believe should be corrected. First, the article claims that Hughes Airwest will be operating the DC-9-50 soon. This is not true and we have no such plans either now or in the future to do it.

The fact is we are adding additional advanced 727-200's (Model 727-2M7) to our fleet as well as purchasing DC-9-30's from Eastern Airlines and selling our small DC-9-16's.

The article also states that the very latest market version of the DC-9 is the series 30 with the P & W JT8D-17 Turboprops producing up to 16,000 pounds of thrust with a passenger capacity of 140.

This is not true according to McDonnell-Douglas or the particulars we have on hand at Hughes Airwest. The latest version is the DC-9-55 which has its own series.

The reason the aircraft has been labeled a DC-9-55 rather than the 60 or 70 series was that it is an improved version of the DC-9-50 and will still require a 2-man cockpit. The aircraft is 152 inches longer than the DC-9-50 and its total length is 146 feet vs the 727-200 which is 156 feet.

The DC-9-55 is a narrow fuselage aircraft carrying 150 passengers in five abreast seating or 160 passengers in high density seating. The aircraft will be powered by JT8D-209 engines producing about 17,500 lbs. of thrust which will have a higher by-pass fan than the JT8D-9 engines with 16,000 lbs.

Sincerely,
Howard J. Grant
Regulator Affairs
Legal Department
Hughes Airwest

Dear Editor:

With reference to your comparison of the NIFA Flight team and school apathy I offer a more enlightened version, as it were, the flight team was in fact highly spirited, motivated and competitive. In this case the generating source of degenerated school spirit can be bestowed entirely and shamefully on President Hunt.

To further explain and clarify this accusation, a brief recall of this year's team seems in order. One will recall that our select team of seven individuals took 1st place at the regional meet in Auburn last October. This effort in itself was given far less recognition than it deserved. After typical stalling by the administration and potent editorial in the AVION, the necessary budget was finally approved.

This delay left precious little time left for practice. Despite the hassle the team showed with style practically sweeping the meet - taking 1st place which immediately ranked them one of the 9 best teams in the nation. This gesture by no stretch of the imagination can be regarded as anything short of true enthusiasm and sincere spirit for collegiate competition. Certainly a proud mark for E-RAU, asserting itself appropriately in the art of precision aeronautical skill and application. Finally - "Doing what we do best."

The team moved into the new term champing at the bit - eyes on national. With careful planning and an acute sense of monitoring any over-confidence the team moved to improve those areas which were shown to be weak at the regional. Once satisfied that all events were covered by strong individuals in their respective areas specialty training began. Special classes, review sessions and meetings were held weekly in ground events such as computer accuracy and aircraft recognition. Those in flying events gave up many a weekend at Bunnell meticulously practicing, refining technique and accuracy.

It should be noted that the team coaches were E-RAU flight instructors who volunteered their time. I'm afraid if you're looking for apathy you won't find it here. The fact is that E-RAU finally had a winning, active team. The individual who's responsible for preventing the team from continuing their effort is the president of our university - Jack Hunt.

The fact is that President Hunt stopped the team cold. Two weeks before the meet the NIFA budget was approved by the financial board. President Hunt then exercised his power of veto and shot down the entire budget. By this act he was able to effectively block the team's chances for competition. Since the team had earlier been assured of financial support all efforts were directed towards

practice and none towards fund raising. Thus when the funds were denied at a critical time just before the meet no alternative was available except to regretfully withdraw from competition.

Although Hunt has failed to divulge any of his rationale publicly, some of his reasoning, which was privately gathered, follows.

Hunt cites that the NIFA competition is not parallel to E-RAU's professional image. As an example Hunt compared the message drop event to flying a Lear jet. He questioned how often one would see someone dropping a message out a Lear jet. I would ascertain his point was that NIFA events did not represent suitable endeavors for E-RAU pilots. Such logic seems to me nothing short of ludicrous and truly ridiculous. Why confuse the issue?

Examine the basic facts. We are not yet professionals. We are college students (remember?), training to be professionals. NIFA stands for National Intercollegiate Flying Association. It represents an ideal for college aviation to pursue, a goal for undergraduate aviators to achieve. I seriously doubt that we could ask for a competition more "tailor-made" for the college students that attend this university. Furthermore, the National meet represents the finest-most select people who have demonstrated their ability in regional competition, and have one chance annually to determine who's best in the entire nation and be recognized.

In addition it embodies one element of sorely missed environment - exposure with other schools. It is, in itself, a tragedy that our team, "The leaders in aviation," were deprived this experience. The other teams at National were sore as hell, they wanted to know where we were and how come we didn't compete, were we afraid?

Letters from those who were there poured into E-RAU demanding an answer. What is the response? Our own students have never even been told. We have every right to an explanation. Why were we stopped? President Hunt - your response please.

Name Withheld upon Request

To: the AVION Editor:

Question - Why is the student services charge being raised to \$50 from \$25? What are the additional funds being used for?

Charges are raised or new ones thought up, but there are no explanations given for them. What are the additional services we will be getting if any? Are these services like the school swimming pool? Always on the way.

Signed J. Wilson.

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THEFT!

Someone or someones' who have a great craving for airplane pictures has allowed this craving to drive them to the point of stealing to satisfy their hunger.

E-RAU's library has the finest collection of aviation oriented magazines (Aviation Week, Interavia, Flight International, Air Transport World, etc. just to name a few).

Might I inform you that the magazines in "our" library are there for "our" use. Of course the pictures found in them are "fascinating" but there are those who enjoy them for the literature contained in them (shall we say the articles broaden their scope).

Magazines are being walked-off with at a pretty fast pace at our library and I would like to make a public plea that the thief and or thieves stop this senseless stealing. Many of your colleagues share the same feelings. I have towards these magazines, on behalf of them and myself we ask that you have a heart and some kind of consideration, not to mention conscience!

Brad Wingate
River Run Apt.

PRESIDENT'S CORNER

John O'Neal
SGA President

Here we are almost at the end of "A" term and it seems like only yesterday that we started. In the last article I mentioned that we were going to have a B-B-Q the 4th of July. It seems that some of the students don't like the date so if you will please stop by the SGA office or Dr. Ledewitz's office and recommend a date we would appreciate it.

I was talking to a few of our instructors the other day and the subject came up about instructors' office hours. They seemed concerned that we, the students were not utilizing this and asked me to mention this in my article. I think this is great for them to feel this way and I myself do appreciate it very much.

On behalf of the SGA and myself I want to thank Vance Tyler of WJNBWVLY and the DuFont's for their contribution to the Student Radio Club and the Student Body. I think this was a great gesture on their part and we do appreciate it.

By the time you read this the Coffeehouse with Alicia will be over and I hope everyone had a good time. This is one of the things that we spend your \$11 on.

This will probably be the last paper before the end of "A" term so I want to thank the people in the AVION for their hard work and also say good-bye to the students who will be leaving us.

John O'Neal
SGA President

VP THOUGHTS

By David Fraser

Once again, three cheers for PFM - they served a great lunch last Wednesday. From what I saw, everyone thoroughly enjoyed it too. "Eat your heart out, ARA."

Ever since Embry-Riddle has had this Wats Line (the ability to dial long distance calls at a fixed rate) the school has had trouble with it. It is impossible to get a hold of the line and the service is being severely abused. However, Mr. Manson, executive vice-president here, has a solution to the matter - blame it on the students! Well, it seems that since they have removed the wats line availability from student access, they are still having this problem of abuse... strange!

While the students go on paying for this abused service, the administration has another financial problem - the DORM.

This Fall, freshmen will be charged the absurdly enormous figure of \$295 per trimester of which there will be three crammed to a room and one has to sleep on what seems to be an Army cot!

We have had this housing problem for a long time. When is the administration going to do something about it? Is this the answer we get?

The reason for the unusually high price is the fact that the dorm will now be self-sufficient and because of the high turn over rate we have to have this high price. What I want to know is, why can we go to any place in town and find cheaper prices? I wouldn't care, except that beginning freshmen don't know any better and many students who don't own cars can't

go anywhere else.

Well, at least the students without cars won't have to suffer under the pressure of Security's ticket rage.

Speaking of Security, here is another question. Since the parking lot is too small and students will have to park elsewhere, how can security increase their efficiency in giving tickets? The answer of course is to buy them transportation (with the students' money)! Captain Moccia must have been to DECC and seen their \$3,500 electric car, because that's what Security wants.

We can't let state funded DECC get ahead of us, can we? It seems that someone has some half sense since we're getting them a used car instead I say, half sense, because everyone knows they don't need a car in the first place. They have a station wagon supplied to them at night. I guess the wisdom for this move is that someone else can use the original station wagon as a company car at night.

The regime of Security has always asked me. They spend most of their man power and finances on day time operations when the real need for security on this campus is at night. There is one thing that does amuse me about Security though. I have to laugh at the chief standing out in the parking lot supervising an elementary operation giving orders to his men only a few yards away from his walkie-talkie. (By the way, those cute little gadgets cost about \$200 a piece and Security keeps ordering them!

CAREER CENTER ACTIVITIES



The Career Center activities include placement, career planning and cooperative education.

- 1. DID YOU KNOW THAT...?
 - * The services are free.
 - * If you complete a Qualification Record, it registers you with our center for all services.
 - * Current job listings are maintained.
 - * We will type a resume master copy and that the print shop will reproduce (for a nominal fee)
 - * Assistance is given in the preparation of your cover letter.

- * Reference literature and employer information are available for your information.
- * Copies of the College Placement Annual, the Graduate, and Americans are available for you.
- * If you are active duty or already employed and the information is still needed for statistical data.
- * Current telephone directories of most major cities are on file.
- * All services are available to you as an alumnus/a upon request (contact must be maintained at least every three months).

DON'T FORGET - TO REGISTER WITH THE CAREER CENTER

- 2. These trends are noticeable from Spring trimester placement activities:
 - * Maintenance job requirements for A&P's continue to increase.
 - * Flight Instructor job opportunities have significantly increased.
 - * The demand for engineers is greater than our supply at the moment.
 - * Corporate pilot jobs are still sparse and requirements vary considerably between jobs.

- 3. But there are successes being achieved. For example, Union Pacific's Gulfstream right seat job for a pilot/mechanic!
 - * Management job requirements are building. Many management jobs we receive require some sort of flight rating.
 - * Major Air Line job request? We are hoping these will open up in the near future.
 - * Avionics maintenance job requirements are increasing in numbers received.

In summary graduating engineers and pilots desiring to be flight instructors, A & Ps and Avionics maintenance people can look forward to finding a rosy employment picture if current employment demands continue.

- 3. Current job listings regarding career placements available, (Note job descriptions are on file at the Career Center for your use.)
 - Maintenance Technology-48 jobs, Flight Technology - 78 jobs, Aviation Careers (Management, Operations, Engineering, etc.) - 39 jobs.

April Graduates have received jobs with the following companies to date: Piper Aircraft (Verc Beh, Fl.), Bell Helicopter Int., Leeds & Northrup, Singer, Pratt & Whitney, General Electric, Grumman American, Pendleton Air-motive, Petroleum Helicopter International, Union Pacific Corporation, E-RAU, Bill Gardner's Flight Center, Pan American Airlines, U.S. Air Force, Southern Air Transport, Sisk Flying Service, Cessna Aircraft, Cardinal Airlines.

- 4. Career Planning. A Career service task force involving faculty, career center, guidance and student representatives will start in the latter part of July to review each career related activity for the new Career Center in shaping it's future actions. You will be hearing more concerning the task force

once it begins operation.

NOTE ON INTERVIEWING
Students wishing to become better acquainted with interviewing techniques should listen to the cassette tape located in the Career Center, and see the film titled, "Job Interview; I guess I got the Job" at the Media Center. (Ask for Wallly, ext. 360 to view it) and read information concerning interviews located in the Career Center. Why? Because landing a good job depends on how well you do during the job interview.

6. This summer, 57 of your fellow students are co-oping. Nineteen are gaining experience in management, 19 in flight, 14 in engineering and 5 in maintenance.

Here is a list of Co-op employers in each area: **MANAGEMENT:** American Air Lines, N.Y.C., British Airways, White Plains, N.Y.; Cessna Finance Corporation, Raleigh, N.C.; Daytona Beach Aviation, Eastern Air Lines, Daytona; FAA, Wash.D.C., Federal Express Corporation, Memphis, Tenn; General Food Corp., N.Y.; Maryland Dept. of Transportation, Baltimore; City of Philadelphia, Pa; Piper Aircraft Corporation, Lockhaven, Pa/Vero Beach, Fl.; Royal Dutch Airlines, Brooklyn, N.Y.; Tri-County Brick and Block Company, Southfield, Mich.; Vermillion County Airport, Danville, Ill.; Windsor Construction, Rosell, Ill.; **ENGINEERING:** Cessna Aircraft Corp., Wichita, Kan.; Grumman Aerospace Corp., Stuart, Fla.; Lockheed-Georgia Company, Marietta, Ga.; Martin-Marietta Aerospace, Denver, Colorado; AVCD Lycoming, Conn.; NASA Langley Research Center, Hampton, Va.; Piper Aircraft Corp., Vero Beh.; Pratt & Whitney Aircraft, West Palm Beach, Fla.;

FLIGHT: Air Carolina, Florence, S.C.; Baltimore Airways, Baltimore, Md; Century Aviation, Frederick, Md.; Clark Aviation, Harrisburg, Pa.; Con-Tran, Barbadoes, W.I.; Eagle Aviation, Charleston, W.V.; Executive Beechcraft, Hubbard, Ohio; Flight Training, Md.; Frederick Aviation, Frederick, Md.; Main Instruction Flight; Merrimack Aviation, Bradford/Sutton, N.H.; Milford Airpark Flight School, Milford, Del.; Monmouth Airlines, Farmingdale, N.J.; Pendleton Air-motive, Pendleton, Ore.; Phillips Flying Service, Harbor Springs, Michigan; Schweizer Aircraft Corp., Elmira, N.Y.; Suburban Aviation, Secaucus, N.J.; Yankee Aviation, Plymouth, Mass; **MAINTENANCE:** Air North, Burlington, Vt.; Hanger One, Inc., Opa Locka, Fl.; Melbourne Aviation, Fl.; Minuteman Airways, Hanover, Pa., Turner Field, Inc., Ambler, Pa.

Some 46 employers are associated with E-RAU's Co-op program this summer providing course/career related work experience to students. **NOTE:** Fall trimester co-op applications and jobs are being developed now. See Marlene Via about your interests. Drop by now.

One last important word. Come upstairs in the University Center to discuss services that are available for you, get to know to use them and then utilize them to locate and land a job meeting your needs.

5. Alumni:
Are you getting your quarterly job newsletter? If not, send us your address and tell us you want to receive it. We send out over 400 newsletters to alumni each quarter. Sending us the prepaid postcard enclosed with the newsletter will keep you on our active list.

**Who Are You?
We Are You.
Who Are We?**

**WERU
'Riddle Radio'**

Where Are You?
Well, if you are in the
University Center, the dorm,
or the Administration Building--
Then, We Are with You.

Tune to 600 on your AM dial
and you'll hear our unique style.



Now Available in the ERAU
bookstore
BEHIND MY EYES
a book of poetry by
Ione Kolm Pence
part-time humanities div. instructor

\$1.95

Carvel
ice cream
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ROOT BEER
OR
COLA FLOAT

59¢

WITH THIS COUPON
OFFER GOOD UNTIL JULY 15



SCUBA NEWS

Been Down Lately?
If you haven't been down lately, you need to check out the Scuba Club. With the summer term we had an election of new officers. Our new president is Greg Hunt, vice-president, Charlie Kidd, secretary, Bob Herold and treasurer, Jerry Lynn Taubert.

The club's second dive was on Memorial Day, offshore Daytona. We ventured to find a wreck, but were unsuccessful. We moved to a nine-mile reef and dove to 80 feet to explore the marine life off Daytona.

Those participating on the dive were Jesse Wilson, Bob Herold, Rick Picho, Fred Hunt, Greg Hunt, Karen Hunt, Richard Merzin and Ellen Nagourney.

In continuing our excellent safety record, four of our new members are becoming certified Scuba Divers. John Pagano, Cathy Wilkins, Jerry Lynn Taubert and Wayne Joplin will soon become part of the club's experienced, safe divers. Certification is not necessary to become a member of the club and a discount rate is available at Atlantic Scuba Academy with the club.

HOPE TO SEE YOU ALL GETTING DOWN WITH THE CLUB.



On top!

By Felix A. Garcia

Day flight, night flight, same airplane, same sky, but the feelings and emotions about night flight are a little different. Why? Maybe the darkness (visions mysteries for some guys, and ridiculous superstitions for others), and the panoramic view of nothing down there, except for the lights glowing from houses, cars, buildings, ships, etc., made us feel totally isolated from everything. An experienced pilot uses the darkness wisely, and doesn't let his emotions get the best of him. Going down to earth you can see that even some flight manuals tell you that your airplane will fly even smoother, better than during daytime, and explain the motives for this statement. But there are moments of anxiety when emergencies occur at night!

Well, there we were, flying the plane at a speed of 300 knots, 12,000 feet, and everything went like the manual said: no turbulence, no sensation of speed, the turbine was running very smooth, only its sound disturbed the peace in the environment of a night flight. I was letting the student pilot fly the machine and I was trying to make him feel real "solo", alone in the night and up in the sky. Even though I was sitting down on the ejection seat next to him.

A few moments later the peace and the emotions of that flight were abruptly interrupted when the airplane started going down. Why? We needed to check the instruments immediately: RPM oscillations, exhaust gas temperature fluctuations and low fuel pressure light ON. We were just trying to execute the emergency procedure for this engine trouble when we got a flame-out and then we went down silently!

At 10,000 feet I tried a re-start and nothing happened to the engine. So I prepared the student pilot for an ejection and after his bail out, I would also eject, for sure. With no air field near in the area I tried again to re-start the engine and the student didn't want anything to happen to us again. I realized the student pilot was a little nervous and asked him: "Are you nervous?" He said "... yes, I am fearful about the ejection."

With the altitude we had at that moment (about 6,000 feet) we should have been out of that place a long time ago according to the procedures. So here is what I told him (a bit loud and firm): "Listen, if you don't eject yourself when I tell you to do it, nobody is going to do it for you, and I am not going to land this thing without knowing what we have down there, so if you don't eject I will do it without any doubt!"

He then said, "O.K., you tell me when to do it and I will eject." "That's better. Let's try getting this plane started for the last time," I said. Emergency procedures for the re-start were executed again and to our relief, complacency and joy, the turbine started to spin. In a few seconds we got 50% RPM and then 75%. I could keep level flight at about 3,500 feet, maintaining this altitude and I could get 160 knots. I directed the plane toward the base and landed without any other problem. Walking with the student pilot at my side to the briefing room I said to him: "Remember this, there are no emergency procedures for a flame-out during night flight, and the minimum ejection altitude is 10,000 feet."

There is something else: I was really nervous up there at that time, maybe more than the student pilot. O.K. have a good night flight!



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AHP

By Craig Sabatke

A quickening pace as "A" term closes is in order for AHPers. A big seafood dinner in Deland Saturday should loosen up the summer faithful. A map should be in fraternity boxes by the end of the week with a graphic description of the road to Ray's.

The seminar with A.T.C. in Jacksonville is moving through the planning stages and should provide an informative exchange between controllers and controlled before too long.

The Division of Youth Services program is proving a challenge to organize but hopefully will run smoothly on the tentative July 23rd target date. The introduction to aviation for wayward 14-18 year-olds should prove an interesting challenge to AHPers and possibly provide a good base for future projects in AHP's efforts to inform the local community on aviation matters.

Congratulations are in order to the "Boz" for his recent acquisition of a Private ticket. Hang in there, Brothers - "A" term is almost over. Hope to see you Thursday at the regular meeting.

AIA ADVISOR

By Raymond M. Kelly

A prog check pilot told me the other day that the easiest way to evaluate a student is to give him an emergency involving an engine failure. "Most of the students," he said, "can't do them safely." Although I find it hard to agree with, his statement is quite correct.

Students tend to think of each engine failure emergency as being just like the next failure, when in reality each is different. Different priorities must be placed in different emergencies to meet the situations in which emergencies occur. You should not treat an engine failure that occurs right after takeoff like a failure that occurs at 5000 feet.

After takeoff, it is important that the airspeed be controlled but not by trying to set an exact speed - get the airplane to an attitude that will result in the speed you want.

The reason why I stress on attitude rather than speed is because at the time of the failure an attitude is easier to think about and obtain than a speed, and also easier to fly by. You don't want to think, when your engine quits, that I'll get my 80 m.p.h. or 73 k.p.h. because you're probably going to have all hell scared out of you and thinking about numbers will only tend to confuse the mind more.

"Bang!" "There goes my engine, nose gets lowered to there to maintain control."

In the low altitude emergency after takeoff, time is critical and should not be wasted. Once the attitude is set, or even at the same time, you should be planning where to land it or crash it. Yes, crash it!

My friend and his student were killed last July when he failed to accept a crash landing in the top of some trees. Instead, he pulled up to go over them, stalled and spun in from 100 feet. Maintain control and if you have to crash it, crash it under control.

The high altitude engine failure emergency should not even be classified as an emergency - it should be called a spot landing. Many factors come into play when dealing with an emergency of this sort and one of these is the glide ratio.

Glide Ratio is equal to the sine of a body divided by its drag-an L/D ratio. It is basically how far your airplane can go horizontally versus its attitude loss.

Every airplane has a glide ratio regardless of its wing loading. NASA (National Aeronautics and Space Administration) research pilots made power off approaches in the North American X-15 even though it's vertical rate of descent exceeded the horizontal landing speeds of most light planes. The Hawk has a glide ratio of approximately 9.0:1; for every mile it is up it will travel 9 miles forward.

Know the glide ratio for the plane you're flying - it will come in handy.

Available altitude, terrain and wind are other factors to consider; too many to cover in this article. We will close with one note on wind.

In strong winds, on the downwind leg for the field you pick out realize that your ground speed will be fast and radius of turn large. Plan ahead and make your key position start earlier. You will see the increase in ground-speed on the ground and you may try to steepen the bank. Without the power you could get pretty close to the stall.

Baseball has a great saying; to be a good ball player you have to live by it, that is, play the ball don't let it play you. Fly the plane DON'T let it fly you.

RIDDLE PACKERS

By Freak

The Packers got OFF again. That is, we got back to nature as we tubed down the mighty Ichneutucknee River. It all started out Saturday evening. With a beer in hand and a song at heart we made the long, treacherous trip to Gainesville and then on to the river.

After pitching camp, we proceeded to wake up the entire campground with the sound of ragged Indians and the mating call of the rare yellow-bellied-sap-sucker. Finally by 4 a.m. the noise died down to the occasional sound of heavy breathing.

Breaking tradition, we were awake at the crack of dawn. After a hot shower, breakfast was served. The menu consisted of donuts, Kentucky Fried Chicken and Rum and Coke. What more could you ask for?

Upon reaching the river, Babs'Vein Macho as he is, took the first plunge into the water and was the first to turn blue, for he found out that he had been tied to; the river wasn't heated.

Within minutes the rest of the packers joined him. After the passing of a few obscene words about the temperature of the water, we were on our way. The day turned out to be excellent. The sun came out and the temperature hit the 80's. Holding up the Packers image, we laid back and fell asleep as the slow current carried us on our way only to be disturbed by an occasional tree stump, or an accidental flipping of a tube.

By 2 p.m. we had conquered the mighty ichneutucknee and then headed for Burger King to celebrate our victory. "All in all" it was a great trip. If you are interested in "getting back to nature" or just having a good time, come out to one of our meetings and check us out. See ya' around!

Written On Sunday

By Ignacio Falco, Jr.

William Wiest, an Orlando teenager, crawled 16 miles on his hands and knees to the house of Robin Kent, his ex-fiancee. West wanted to prove that he was willing to go to any length to have his 17-year-old love back. However, Miss Kent had a very cold reaction: She threw a brush at his sore knees and said, "I think it was stupid." Next time Wiest, drive a sports car!

Jean Reymann, a supermarket cashier, used an unusual item as a blank check to pay a protested \$566 to the internal revenue service. The item was a pair of dusty rose panties. Asked why she decided to pay the IRS in that extra strange way, she said, "They took the shirt off my back, so I decided they might as well take it all."

In a recent World Congress of Fertility and Sterility in Miami Beach, it was stated that IVF does not do anything to improve people's sex life. Drs. Robert Kistner and William Andrews claimed that it only makes eggshells harder. Dr. Kistner said that if the Vitamin really put a bang in people's sex life, it would sell "faster than Hershey Bars. I'd even take it myself!" The congress ended the myth of the X-rated vitamin and suggested that any improvement in a person's sex life after taking the vitamin is probably psychological.

Bonni Ginzburg, managing editor of a new publication called Extra, released photostatic copies of President Carter's "Cumulative Permanent Record Sheet For Elementary

Schools" in Sumter County, Georgia. Early this month, she said that the records had been obtained "through a special request made in our behalf by the President."

Mr. Carter's records showed that he was an excellent student. He was a straight-A student in every subject: shorthand, typing, wood and carpentry, and agriculture. He received a "C" only once for music in the sixth grade. His grades for conduct reflected that he also was a good boy.

He was absent three percent of the time, and in seven years of grammar school he was tardy a dozen times.

Robert L. Benson, of Hatfield, Mass. paid \$80,000 for Hatfield Barn, a bar and discotheque at an auction. However, Mr. Benson purpose was different than those of competing bidders who planned to continue operating it as a night club. "It will never be a night club," he said. The noise and rowdiness were driving him crazy and that was the price he paid for some peace and quiet!

Pretty soon we will be seeing a familiar face on containers on our refrigerators. Billy Carter signed a contract under which he lends his name and face to a peanut gift package which contains jars of peanut butter and bags of roasted peanuts grown in Plains, Ga. The company that is marketing the gift package is Plain Ole Food, Inc. What is surprising is that knowing Billy's fondness for beer, no advertising company had the same idea to promote a new six-pack brand of beer!

So long!

AAAA

By Jan Stewart

Over the weekend AAAA sponsored a party at the BattleShip; drinks flowed freely (not to be confused with FREI!) and food was catered by Sorrentos. (YUM!) Entertainment was supplied by Capt. & Mrs. Backseat who honestly believe that the moon, the moon, the great big moon, has two eyes, a nose, and a mouth. (We are a very self-entertaining group!) It was a great party!

Weekend before last, AAAA went out to Lake Diaz for a day of water-skiing and EATS. Rumor has it that everyone enjoyed him/herself, and some took a bath in DEEP HEAT Sunday morning.

AAAA will be playing baseball this week against the Vets, results will be forthcoming - GOOD LUCK GUYS!!

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FOR SALE: 1975 Dodge Maxi-Van, Full Power and Air, AM-FM Stereo cassette, Captain's seat, close canopy, fully upholstered walls and ceiling, dual battery system with AC-DC refrigerator, sink and cup-holders, built-in storage cabinets, double bed, new tires. Very Deluxe, many extras. Call 255-9061.

FOR SALE: 1972 Chevy Nova, #860 Excellent condition. Contact Larry at ERAU Box No. 1097.

FOR SALE: 1972 Nova. Excellent transportation. \$700. Contact Larry at Box 1007.

1970 MG Convertible Wire wheels, new Dunlop steel belted radials. Exceptionally nice. Contact Mr. Yonbury at 7MT Tel Lab or call 767-7305

FOR SALE: Almost new Goodyear tires with 14 inch Shelby Wheels, 50 HP Chrysler or similar motor; \$145.00. Contact Bud at 252-2052.

1969 Ford Galaxy 500. Red with white interior; excellent condition. Contact Art Kehler: 767-4701.

4 DAYTONA MAG WHEELS (like new) and 2 860-13 Vids (balled) Tires. Plus Volkswagen Beetle and other similar cars. Contact Howard at 255-0180 or Box 3237.

1971 Buick Sportswagon, air, P/B, P/B, excellent condition. \$1100 255-4732.

1968 PONTIAC FIREBIRD - 4 speed, 400 cu. in. engine, 600 cfm Holley. Appearance Mag Wheels. Steel belted radials. Appliance Headset, Tape Player - 8-track Stereo, Custom Interior - \$1200.00. If interested call 255-9897 and ask for Rob.

ATTENTION VW OWNERS: Your bug sick? Did your Rabbit die? Factory trained VW mechanic, fuel injection specialist - very reasonable rates. Mark, Box 5386 or call 255-7053 after 1400 hours. 1 set TRW Hi-Performance Piston and closed chamber engine. 12.5 to 1 compression ratio. New Condition. Box 1385 or 255-7053. Ask for Bob.

FOR SALE: 72 VW Super Beetle. \$1195. Call Ray at 677-3548.

FOR SALE: Trailer, Central air heat, unfurnished with kitchen, living and dining rooms. Take over mortgage of \$67.20 a month. \$55 lot rent a month = total cost \$122.20 a month. Located at 750 Reed Canal Rd., S. Daytona, Lot 21. Contact Christine Williams at Ext: 432-8443 or call at home evenings 761-1649 if interested.

CLASSIFIED

FOR SALE BIKES & SCOOTERS

FOR SALE: 1973 KAWASAKI 350, 3 speed; Dne brakes, Wind shield and Luggage Rack. Excellent condition. \$480. Contact Jim Thompson-Box 1202 or Phone 252-4335 after 6 p.m.

Fugetoi 10 speed, lights, leather seat \$95 or trade. 2 sleep size car seat covers \$20. Box 2092, 255-9686

For Sale: JAWA Moped. 2 months old \$300 or trade 258-1707

1974 Honda XL-350 2500 miles, good condition. An excellent light weight dirt machine. Extra knobs and parts included. \$700 contact: Paul R. Miller Box 5403

FOR SALE: '72 Kaw 500 cc - \$320 Rm, if interested contact Box 2287 or call 767-6762.

FOR SALE: Honda 1973 motorcycle, 400 cc, double-overhead cam-engine. Price \$300. Needs a new electrical harness. Contact Lawrence at ERAU Box 5589.

Pregoot 10 Speed. Good Condition. Lights, rack \$85. Motorcycle boots, Full bars, 104 - 11. \$30.00 Call anytime 255-9686

FOR SALE: 1976 Suzuki R M-125 A Motorcra. Excellent condition. \$600. Contact Brian Box 4171.

FOR SALE: 1968 Triumph Spitfire. Needs minor work. \$275. Contact Brian at Box 4121.

FOR SALE: 74 Kawasaki 175 cc Low mileage, excellent condition. Must sell! Call 255-5831, ask for Mark, evenings.

FOR SALE-MISC

FOR SALE: Magavox Digital Clock Radio AM/FM-APC, wake to alarm, wake to music, condition is like new. Originally \$60, will accept \$25 or best offer. Call Bud at 252-7052.

FOR SALE: Hester IFR Timer - New \$80. Call 255-9014

Sofa and matching chair. Good condition \$65. 255-6733 or Box 5492

FOR SALE: 58-52 programmable calculator with all diverse functions. Full programming instructions, blank magnetic cards, charger, case, include. Aviation Programs (all flight plan computation - reservations, time, weight & balance, conversions), Statistics Programs (all distributions, regression, permutation/combinations) and Finance Programs (annuities, interest all calculations, budgets). 3 mo. old. Bookstore price \$354.50, asking \$245.00 complete. Call John Schaffer, event# 761-1818 or note in Box 1327.

FOR SALE: 18" Admiral Color Tube Model. Cart included. Good condition. Needs small repair. \$50.00. See Glenda - GRV No. 423, 253-4330 or 75 olds AM Car Radio - \$5.00

YEARBOOKS FOR SALE: 1971 books for \$2 each. 2 1972 for \$2 each. 199 1973 books for \$1 each. 11 1974 for \$1 each. 26 1975 books for \$1.50 each. IF INTERESTED IN PURCHASING A PREVIOUS YEARBOOKS CALL Ext. 314 or visit the Phoenix/Aviation office.

Hang Glider, Bill Bennet design. 4375 Contact Box 5154

SELLING: Bed-Cot for \$15. In good condition. Price negotiable. Contact Amelia at 252-9417 in evening.

SCUBA TANKS, Dacor 71.2 cu. ft. steel tank w/K valve - \$40.00, US Divers, 71.2 cu. ft. steel tank w/J Valve - \$45.00; Telephoto Lens, 300 mm Pentax mount, F.S. Automatic - \$35.00. Contact Greg at Box 2045.

Pioneer (2020) AM/FM stereo, car radio and 2 AFS speakers \$100. Call 252-9113, ask for Kevin or leave note in ERAU Box 4153.

For Sale: Garrett 2260 turboshaft - \$25 and Maytag apartment size washing machine, good condition, \$75. Box 1296 Box 1204.

FOR SALE: Fold out Tent/Trailer Camper, 1974 model, good condition. EXTRAS. Call Sam Stuck on campus X 201. Off campus/double, 949-754-0223.

For Stereo System and Yrmasa Guitar please call 255-0825 or contact through Box 1204.

PIANO FOR SALE: Steinway Console, Louis 15th, Beautiful condition, \$2,500 - worth over \$4,000. Call 677-1560.

FOR SALE: Play pen-\$10. Baby Walker-\$1. BOTH in Excellent condition. Contact Glenda at Ext. 423 or call her at home at 253-4330.

WANTED-MISC

WANTED: A 1976 PHOENIX Yearbook. If you have one you don't want and want to sell or give, contact the Phoenix office at Ext. 314.

Anyone interested in sharing expenses on a trip to Iowa (or the general vicinity) during the 2 week break after Term B call 255-5184 after 6:30 pm, or before 9 am M-F.

Tune-ups and Brake work: Reliable work and reasonable rates. Contact Fred at Box 2228. Leave a message of contacting.

FOR RENT MOBILE HOMES & HOUSES

MOBILE HOME FOR SALE: "72" Budget, 12' x 44'; 2 bedrooms; completely set-up with skirting, Patio covering & A.C. \$3,800, negotiable. Call 677-0646.

HOUSE FOR RENT - Located in Holly Hill area. \$50 monthly plus 1/4 utility. Need three NEAT people, to share rent. Contact Don McLeod-Box 2371.

FOR RENT: 2 bedroom house, large family room and living room. \$225 per month includes utilities (except heat). \$100 deposit required plus 30 day advance notice. North Holly Hill area. 672-5684.

APARTMENT TO SHARE: Person needed to share furnished A/C 2 BR beachside apt. during 8 term. Clean apt., free cable T.V., washer/dryer, etc. \$82.20 rent plus 1/4 elec. Contact Jim Box 5433 ASAP.

ROOM-MATE WANTED: Ridgecrest Apartments - 2 miles from ERAU. Furnished Apt. & your own furnished room. \$79.00/month plus 1/3 of utilities. *Must stay until end of August. Call 255-8213 after 6:00 pm.

House for rent. To responsible students only. For the summer months (May thru August) 3 bedrooms, 1 bath, fully furnished (including king-sized waterbed) \$175/month plus utilities. Fenced yard, back porch, double garage. In Holly Hill, 12 minutes from school. Call Howard. 255-0190 or Box 3237.

WANTED: 1 roommate for June-Aug. \$82.50 + utilities for furnished mobile home (609) contact Brad King ERAU Box 4022 or Tel 761-1825 (So. Daytona) after 9 pm.

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