Flight Training Accident

By Mark Slawney

In the first incident involving injury or death on a training flight in an Embry-Riddle aircraft in over 13 years, Ray Engberg, a flight instructor, was killed last Wednesday night. Engberg, 25, was alleged to be giving dual instruction in recovery from critical situations in Basic Attitude Instrument Flying to Philip Metz, a sophomore in Aeronautical Science. Another student, Tony Vishoi, who is a freshman in Aeronautical Science, was injured in the back seat as an observer. An official investigation is underway to determine the exact events that occurred that evening. The purpose of practicing recovery from Critical Attitudes is to give the student a chance to experience the sensations of vertigo, and then allow him to develop reflex skills for security in straight and level flight.

Engberg graduated from Embry-Riddle in the summer of 1976 with a B.S. in Aeronautical Studies and an associate degree in Aviation Management. He flew for the Upward Bound program until last summer when he started work as a full-time instructor in July.

For almost 13 years, the time that Embry-Riddle has been located in Daytona Beach, there have been only two accidents involving injury or death while an instructor was in the plane. One of these took place in the student's own airplane, a Piper Twin Commander. And the other was the unfortunate accident last Wednesday night, the first such accident on a training flight in an Embry-Riddle plane in over 13 years.

To get a better idea of the safety record of Embry-Riddle, just consider the following approximate figures. It is estimated that the school-owned aircraft by between 11,000 to 30,000 hours per trimester. This year, projected total flight time in the budget is set for $100,000 plus hours. By working with an average of 2,000 hours per trimester and an average speed of 100 miles per hour, the result is 2,000,000 miles flown per trimester. Embry-Riddle has 2500 students, and the school's pool of students is around 10,000.

A combination memorial service for Ken and a Thanksgiving for the safety of Tony and Philip was held Tuesday at 5 p.m. in the common purpose rooms, UGC.

NOTICES

The Director of Student Activities, News Frost, has established a registration form for each active club and organization. This form is mandatory for all organizations which intend to be active during the 1977-78 school year and will help to improve communications and services between the Student Activities Office and each organization at ERAU. Please have a representative from your organization contact the Student Activities Office and pick up a registration form. These forms are due back in the office by Friday, September 30. Thanks for your cooperation.

Enrollment is Up

You may have noticed that registration was more frantic than usual this term. Well, there was a good reason for it. ERAU's enrollment has grown 27%. From last fall's total of 2318 students, enrollment has swelled to 2904. Aeronautical Science, with 1129 students, is the most popular curriculum, with Maintenance Technologies running a distant (37%) second. The student administration is using the opportunity to be flexible in the student housing, club, and athletic facilities. Future articles will be better able to show the changes the administration is taking to solve these problems, as well as the direction the our academic programs will be taking.

See Your Name In Print

By Jim Zuares
Staff Writer

"JOIN THIS JOIN THAT! FIND ENJOYMENT ADVENTURE?!!! All these signs are enough to make a student want to hide in his or her desk drawer at the end of the day. However, students are always encouraged to participate in extracurricular clubs and activities, so where does one begin?

There are so many clubs for fun and "getting one's blood going," but what of the serious minded student, who wants to see and appreciate his accomplishments? You may not see your name up in lights, but it could easily appear in print while working with the Avion. Granted, one learns something in every activity, but what you learn on the newspaper staff, you see. And when you use it, everyone in the school knows it. Don't you think it would be quite satisfying to see your name up on top of a newspaper article? It's not hard at all.

You don't need to be a star reporter either. The Avion encompasses art, photography, and editorial writing in addition to various areas. If you have any type of talent, you should take it upon yourself to make sure that an example of your work appears in the next issue of the Avion. Future editions of the aviation world, give us a try. The Avion needs you and it'll worth your while. And that's what's important.

There are your candidates - Mike Jaworski, V.P. candidate and his running mate Smiley Steever who is the SGA President candidate we picture here with their worthy opponents, Bob Allen who is your other presidential candidate for SGA and his running mate, Al Greene who is running for V.P. The AVION wants you to be well informed voters, turn to Pages 6 & 7 and study the responses made by all the candidates on a variety of questions.

SAFETY IS NO ACCIDENT

By Ray Katz

As the Editor of the AVION, I feel that I must speak for all us in voicing our consternation at hearing about the accident which took place this past Wednesday. My first reaction was "Here at Embry-Riddle Can't be..." My reaction was that of many of my colleagues and classmates. With the overwhelming emphasis on safety, it seemed to be almost impossible that this accident occurred on our training mission. As it is, we will have to wait until the National Transportation Safety Board (NTSB) publishes its findings before we'll be able to say what happened.

Regardless of the verdict, so Ken Engberg shouldn't have died to run. Let us all take a close look at our own procedures and practices. Safety should be second nature to us, but how can we improve safety by following the approved procedures? Not necessarily, what it takes is conscious thought about what we are doing, and the implications of our actions. As professional pilots, that is - student through flight instructor, we should all consciously strive to improve and maintain the highest standards of safety possible.

December Graduates

Interested in aviation marketing? See Mr. Rais at the Career Center, second floor in the Student Center.

MEDITATION

Faculty members and students wishing a complete set of instructions for "meditation" together with a list of "secret" words and a description of how they are assigned can obtain them without obligation of any kind by sending a stamped self-addressed envelope (preferably about 10" wide) to:

Meditation Webster College St. Louis, Missouri 63119

Sincerely yours,
Alexander Calcuta Chairman, Science Department

Slash's 1st Annual Organizational Party Wednesday Sept. 23 at 7:00 p.m. in the PUB
* Bring your own Pitcher
* The entire Student Body Must Attend

Results of SGA Constitution Reference Voting Decision Held September 8, 1977

For the New Constitution....................... 486
Against.................. 59


**Opinions**

**It's Your Choice**

You can either help elect the president/rise president of your choice, or you can sit back and let someone else do it for you. But you know, that if you do let someone else do it for you, later when things aren't the way you think they should be, you have no one to blame but yourself. I am strongly reminded of woicing my own opinions in print, because there is only one AVION, and editorial but that doesn't prevent you. I was somewhat surprised that someone has already written a "Letter to the Editor," and I direct you to that column so that you can see how a's possible to make your voice heard. Or, you'll like, you can use the "Letters to the Editor" as an open forum to direct questions to the candidates. But remember, it's your election for your S.G.A. - you choose.

I just recently found out that Mike Atwell and Stanley Shreve had a lot to do with the wording of the new B.S.G.A. Constitution. While this may be very commendable on their part for the interest they showed, running for the offices that they wrote into the Constitution strikes me as being a conflict of interest. It seems to me that this whole operation was a power play on their part. If they know so much about the way the S.G.A. should run, why don't they take advisory positions?

It's one thing to write your own ticket and get on the train, but it's extraordinarily presumptuous of them to then ask to be the conductor and engineer, too!

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**Letters to the Editor**

Some of you may be planning legal agreements for the first time now that you are "on your own." CAUTION and COMMON SENSE are the key words - perhaps the following excerpted from "The Consumer's World Review," by E. Thomas Garman and Sidney W. Eckert with a note of value.

LEGAL AGREEMENTS

Another major consumer responsibility is that of understanding and reading contracts before signing them. Perhaps one of the greatest abuses of responsibility lies on consumers not being informed about legal documents they are asked to sign.

One of the rights previously cited was "the right to be informed." In regard to legal agreements, this right implies that the consumer will read an agreement, and if he does not understand it, will ask questions. How can he be informed and know what the consequences of his signature will be?

Undoubtedly, "insipid" is a good reading for the average consumer, but it need not be. Contracts should answer the necessary facts of the what, who, when, where, and why of the transaction. If an individual should come across an especially difficult agreement, or even just feel unsure in his interpretations, there are legal aid agencies throughout the country to help him interpret and understand contracts.

If people will just ask for help, many problems can be avoided. Above all, it is the consumer's right and responsibility to refuse such statements as, "It's a standard contract, you don't have to read it, " or "Just sign here, I'll fill it in later to save time." If you sign now the price will be reduced 10 percent, but if you wait until tomorrow, it will be back to the regular price." Many consumers find a checklist handy when it comes to legal transactions. Some tips to be included are:

1) Read and understand before you sign.
2) Make sure all blank spaces are filled in before you sign.
3) Have the agreement explained if you do not understand it fully.
4) If you find the explanation unsatisfactory, consult a REPUTABLE attorney before you complete the transaction.
5) Do not allow yourself to be hurried.
6) Above all, do not let emotion override your basic knowledge and common sense.

Be as informed as you can about the more common types of agreements before you need them.

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**Editors and Staff**

Ray Katz

Jeff Rubin

Paul Stryker

Amanda Beauchamp

Eileen Nagourney

Jimmy Hillburger

Helmut H. Riga

Paul Woodsum

Mae Shumway

Chuck Henry

Jean Snyder

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**The Avion Staff**

**FLIGHT SCHEDULING!**

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Parking Regulations

You, the student and administration, staff and faculty, are expected to comply with ERAU's campus parking and traffic rules and regulations. These rules and regulations are given below to help you learn and then obey these provisions when parking and driving on campus.

1) Every registration is directly responsible for any violations on his/her vehicle, regardless of who may be driving the vehicle. It is the responsibility of the owner to inform the registrant of these rules and regulations to the person who will be driving his/her vehicle.

2) Parking on the grass, median, sidewalks or any place not designated as parking space is illegal.

3) Designated parking areas have been indicated on campus by colored parking lines and signs. The colored parking space areas are as follows: White parking spaces...faculty only; Yellow parking space...students; Red parking space...Administration, Senate, and faculty.

4) Ten (10) minute parking spaces are provided along the entrances to the University Center. This will allow for any pick up, delivery, short visit, to the University Center campus. Having business lasting more than the (10) minutes must seek parking in an approved area.

5) Certain traffic regulations will be enforced 24 hours a day. These include the regulations prohibiting the parking of the vehicle in the grass, grassy causeway, sidewalk or any place not designated as parking areas.

6) Vehicles must be parked within the markings of lines, if provided, in all campus parking areas. Parking on a corner in a manner so as to obstruct the normal flow of traffic or create improper procedure, is a violation. Vehicles parked at sixty degrees (60°) angle, parking must be headed forward into the parking space so that vehicles having a parking space will do so parking and will be dealt with accordingly.

7) A maximum of ten (10) mph will be enforced on the campus at all times. Speeding, reckless driving, exhibition of power, and similar offenses will be considered more serious than parking offenses and will be dealt with accordingly.

8) All motorists are given the right-of-way to pedestrians who are crossing any lane of traffic on campus. Failure to do so will be considered a reckless violation on the part of the operator.

9) Absence or appearance acts against a ticketing ERAU and violators will be on an hourly and/or disciplinary action by the Dean of Students, Student Union, or Student Court.

10) Vitiligo may not be abandoned, left unattended or remain parked on campus more than three (3) consecutive days without the proper written permission of the Director of Security.

11) Motorcycle operators operating motorcycles over the current speed limit or any vehicle which will not conform to the rules as automotive operators. Motorcycle operators are to be parked only in areas that have been provided for their parking needs. Motorcycles will not be parked in automobile parking spaces.

12) Bicycles are to be required at a single ownership (ID) card will be issued upon the hefting of the bicycle. Bicycles should be secured by some type of parking device to be placed around the campus. Bicycles required to any area besides the bicycle racks, are in violation of these rules and regulations.

Media Center

The Media Center has expanded this Fall to accommodate the increased student enrollment. The classroom adjacent to the Dining Room has been opened and now stands as a recreation area. This means more space for our growing course population. Two walls up the hopes and dreams of the Media Center this year: AIR 106. We see you with all of your information needs: baking, David, and Judy. Lieber will always be available during the day, and Alex Mitchell in the evening, to help you get your need. You see how you see us.

When you come to look us over, pick up a Media Center Handbook at the front desk. This handbook includes descriptions of all services and services, for example, the hours the education offices and co-op education directors will provide the latest information on aviation career opportunities, educational institutional and associations and training requirements.

The Seminars will be at the Space Center and the Treasure Island Inn, downtown to the main campus. Subjects for presentation and discussion during the two-day event will include aviation guidance counseling, nanopower and includes demonstrations in continuous and mid-air.

The second seminar for Fall 1977 will begin at 10:00 A.M. on Wednesday, 11. The course consists of some of the basics that are taught in the early class, with more emphasis on applying techniques and improvisational skills to the student's work. Previous experience in the theatre is not required.

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Welcome back to all of those returning to campus. Whether you are returning for fall term or if you have just arrived on campus, the Student Activities & Recreation Office (SAR) is here to assist you. SAR is located in the Student Center, Suite 110. SAR can help you with everything from joining a club to finding a job on campus. SAR is available from 8 a.m. to 5 p.m. Monday through Friday. For more information, call 773-995-3200 or visit the Student Center.

The Annual Student Activities Fair will be held on September 4th in the Student Center. This fair is an opportunity for students to meet representatives from various student organizations and learn about the activities they offer. The fair will run from 10 a.m. to 2 p.m. and is open to all students.

SIGMA CHI
By Mike Riggs
The Sigma Chi fraternity was founded in 1847 and is one of the oldest fraternities in the United States. The chapter at our university was established in 1920 and has a strong heritage and tradition.

AFROTC
By Rebecca H. Roda
AFROTC is a program that offers a path to a commission as an officer in the U.S. Air Force. AFROTC provides academic and leadership opportunities for students interested in a military career. AFROTC is available to all students, regardless of major.

ARNOLD AIRCRAFT Suppliers
By Kirby Millard
Hello! My name is Kirby Millard, and I am a sophomore studying aviation at our university. I recently joined the Arnold Aircraft Suppliers team, and I am excited to be a part of such a dedicated and hardworking group.

E.A.R. A.A.A.
By Craig Nebbia
Historian
E.A.R. A.A.A. is a student-run organization that focuses on environmental issues. The club hosts events and activities to raise awareness about environmental issues and to encourage students to take action.

HOW ABOUT A SCHOLARSHIP?
By Habib El-M. Eladi
The purpose of this scholarship is to support students who have demonstrated academic excellence and leadership potential. The scholarship will provide financial assistance to students who meet the eligibility criteria.

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The polar jet stream is a meandering wind band of high speed winds that meanders over North America, often breaking the Polar Front in winter. The strengthening of the jet stream varies with latitude in turn varies seasonally with the migrating Northern Hemisphere jet stream. See figure 1.

1.2 JETSTREAM CHARACTERISTICS

The jet stream is caused by a steep thermal gradient (a large temperature difference in a short horizontal distance). This gradient occurs at the Polar Front and provides the strength of the jet. (Note: More about the thermal wind and other very interesting topics may be found in Mr. Hansen's Meteorology II class.)

As the jet stream moves southward in winter, its velocity increases, so the frequency of CAT encounters usually increase during the winter months. However, the polar jet stream rarely moves lower than 32 degrees N latitude. It is interesting to note that approximately 85% of the CAT reports by jet aircraft are in some way associated with the jet stream.

1.2.1 WINTER JET

The polar jet stream is strongest near the coast of Asia from October to January, with speeds of up to 240 kts have been recorded). The winter jet weakens whenever the tropical air replaces the cold polar air over the eastern Pacific and the Atlantic, where temperature gradients are smaller.

1.2.2 SUMMER JET

The summer jet is the strongest along the Canadian border and over the Mediterranean.

To sum up, the polar jet stream is characterized by stability; both wind direction and location. However, this is a rough approximation and is complicated by the Polar Vortex (approximately 230 mb) and the Tropical Vortex (approximately 10 mb). The strongest winds are produced when the jet is closest to the equator. When there is a distinct Polar Front, there should also be a jet stream, but not necessarily vice versa.

1.3 JETSTREAM DIMENSIONS

Be classified as a jet stream winds must be at least 50 KT and these must be recorded over at least 300 nautical miles. The winds in the Polar Jet are usually from 140 to 160 KT but may be as strong as 200 KT. More usually, the jet will have the following dimensions:

1.200 to 3,000 miles in length
1.400 to 400 miles in width
500 to 7,000 feet in thickness

The jet stream varies its orientation, location, zone of maximum wind strength, and thickness with latitude, altitude, and time. Both wind direction and location may be encountered anywhere from 25,000 ft. to 80,000 ft., with the latter altitude being more frequent in the winter. The highest wind speeds are generally encountered between 5,000 ft. and the Tropical Vortex.

1.4 TURBULENCE AND THE JETSTREAM

Jetstream turbulence is associated with the degree of wind shear gradient. (Wind velocity changes in short distances when in close proximity to the jet. For example: a wind shear gradient of 6 kts in 1,000 ft. will produce at least moderate turbulence.) Maximum recorded vertical wind shear approaches 10 kts in 5,000 ft.

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In the core, very little turbulence is expected. (Wind velocity changes in short distances when in close proximity to the jet. For example: 6 kts in 1,000 ft. will produce at least moderate turbulence. Maximum recorded vertical wind shear approaches 10 kts in 5,000 ft.)

When flying above or below the jet stream, the wind vector must be determined to avoid turbulence. When flying in the core of the jet, strong wind shears are the rule, and the velocity must be below 35 kts.

When flying through a jet stream that is making rapid directional changes:

4) When there are large horizontal and vertical wind shear gradients.

1.5 THE JETSTREAM DEFINED

A jet stream is any wind that is at least 50 KT and has a thickness of at least 300 nautical miles. The winds in the Polar Jet are usually from 140 to 160 KT but may be as high as 200 KT. More usually, the jet will have the following dimensions:

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1.5.1 SUBTROPICAL JETSTREAM

The Subtropical jet is situated south of the Polar Jet and is more permanent and less frequently located at approximately 300 km. latitude than the Polar Jet. The Subtropical jet is usually located at approximately 1000 mb. latitude and is characterized by strong vertical wind shear. At the 300 mb. level, it is barely noticeable.

1.5.2 TROPICAL EASTERLY JETSTREAM

The winds in this jetstream blow from east to west and are strongest at approximately the equator, located in the north of Asia (approximately 10-15 degrees N, Lat.). Its winds blow approximately 40 KT but are usually less than 100 KT.

1.5.3 LOW LEVEL JETSTREAM

Low level jetstream occurs east of the Rockies and is usually less than approximately 300 KT. It is usually less than 300 KT.

WHEN FLYING ABOVE OR BELOW THE JETSTREAM, THE WIND VECTOR MUST BE DETERMINED TO AVOID TURBULENCE. WHEN FLYING IN THE CORE OF THE JET, STRONG WIND SHEARS ARE THE RULE, AND THE VELOCITY MUST BE BELOW 35 KTS.

When flying through a jet stream that is making rapid directional changes:

4) When there are large horizontal and vertical wind shear gradients.

Tennis Tourney

By Jim Dunloske

Staff Writer

Calling all tennis players!! The American Lung Association will be holding its annual Battle of the Beasts, a Tennis Tournament on the weekend of October 12 and 13 in search of players.

Participants in this division of the tournament will include players from Embry-Riddle, Bethune-Cookman College, Daytona Beach Community College, Beaufort Club at Indigo, Orono Recreational Department, and Tomoka Osceola.

Sunday, October 12: singles competition will take place for men and women in the basement of the Recreation Center. Double matches will be played for both men and women.

Monday, October 13: doubles competition will be held for both men and women. The competition will be held in the basement of the Recreation Center.

Entries from each division will proceed to the area tournament and then to state. In late June, the state tournament will be held at the University Center. Entries are due by October 1 and will receive a flat fee of $6 per player or $2.50 per team in the event of a single match.

For all your hard work and effort, the league will sponsor a banquet - the date and place to be announced. The banquet includes food, beer, wine, and other good food for the event. The proceeds will be donated to the American Lung Association.
SGA President/Vice President Candidates:

[Text is not clearly visible in the image provided]

SGA President/President-elect

1. Why do you want to be President/VP?

BOB ALLEN and AL GRAVES

As effective SGA leadership team must possess many qualities including an innate desire to relate to the students and their problems and take interest in both. The President/VP must have the drive to initiate actions and see them to completion. They should display confidence in their own abilities built up from past accomplishments, not arrogance. They must be aware of and able to judge student issues with diplomacy, thorough understanding and with decision-making resolve, not a weak-kneed compromise of standards. They must respect the positions for which elected and the student and SGA goals. Perhaps most importantly, the President/VP must want to accept the responsibilities of the office and students as well as be able to perform both. Per my running mate, Al Graves, and I can and do accept these burdens. Because we do not feel the current situation is adequate, we have made a personal commitment to improve it. It is to fulfill this commitment that we want to be SGA President and President-elect and not for personal glory or to enhance other organizations.

S. F. "SMOKY" STOVER

The main reason I want to be President is I feel I can do the best job for all the students. I have the experience necessary for the job and the understanding of student problems. There are a number of problems areas within the SGA. I feel that I have the ability to help solve these problems. I will take all of us to accomplish the tasks at hand.

MICHAEL S. JAWORSKI

I have the desire and experience necessary to ensure that the SGA functions at peak level year round. It is the VP's responsibility to maintain the efficiency of the actual, physical operation of the SGA, and this is the responsibility I look forward to.

If any organization is to function, it needs leadership. If the leadership is effective, it will

create the motivation to get any task at hand accomplished. Coordination and control are also necessary.

2. What is your background?


Al Graves - Born in Bucyrus, Ohio, of British nationality. Received B.S. in Aeronautical and Applied Physics from the same college. From 1972 to 1973 taught English, maths, and sports at St. Bede's College in Quilmes, Ar­gentina. Ground Flight operations with British Helicopters. First pilot license and flight watch in Lima 1972, through August 1976. Then joined student body at Embry-Riddle earning in Airframe & Powerplant's license and instructor in Aviation Maintenance Management.

STOVER

1. Five years aircraft maintenance manager (20-120 engines)
2. Four years aviation operations manager (38,000 aircraft)
3. Two years personnel manager
4. Two years staff coordinator

JAWORSKI

1. Five years aircraft maintenance manager (20-120 engines)
2. Four years aviation operations manager (38,000 aircraft)
3. Two years personnel manager
4. Two years staff coordinator

3. What other activities are you involved in now? And how many do you plan to be in­volved in upon election?

ALLEN

Of the activities listed in question No. 2, the only one I am currently so officer in is the VRC Club. I will step down from this position upon election as SGA President.

GRAVES

After election as SGA Vice-President, there will be no other activities sharing my time.

STOVER

1. Vice President 1976 and Treasurer SGA Summer '77
2. President Management Club
3. Member AAU
4. Member of two academic committees
5. Member, Conduct Committee
6. Air's District Commissioner, Boy Scouts of America

JAWORSKI

a) advisor to the mg of WREBU
b) Mt. Club
c) volunteer work for Office of Student's Activi­ties
d) always have and will express concern for the school through articles in the Astro
Questions And Answers

4. What do you propose to do as President/VT?

JAWORSKI

We propose to accomplish changes to correct the problems noted in the following two questions.

STOVVER

There are a number of things that Mike and I feel need to be done in the past, the working relationship between the administration and the student body has been less than desirable. It is our intention to improve this relationship. We have already taken steps in this direction. As President, I will meet with President Hunt on a weekly basis to discuss problems and ideas that students have brought to the SGA. Results of these meetings will be published in detail in the AVION.

A major of the accounting system is necessary. SGA monies have been underused and generally accepted accounting procedures have not been followed. The old saying of better communications are needed is still true. We propose to actively seek information about problems and ideas from students. This means that we commit to sit in the office waiting for the students to come in but must make ourselves available to the students throughout the campus to gain the necessary information.

Open Senate meetings in the University Center will help the students, not only to see how their SGA functions but to determine if their representatives are doing what is expected of them.

The SGA does not operate or accomplish anything on its own. It will take approximately 50 students who are interested and will devote one or two hours a week in order to provide the necessary personnel and direction for all the students.

Problems that now exist and those that develop in the near future will be handled fairly and as equitably as possible.

JAWORSKI

a) Establish and ensure structure of the SGA according to Constitution.

b) Make students interested in participating in SGA according to Constitution.

c) Coordinate the activities of all SGA Divisions and Branches.

d) Improve the relationship between the Student Body and the administration.

e) Establish programs to induce two-way communications between SGA and Student Body.

5. How do you feel the SGA can best serve the entire student body?

JAWORSKI

We propose a four step plan to change SGA operations to best serve the entire student body:

a. Open and publicized meeting, especially those of the Senate.

b. Unit all student elements academic, athletic, maintenance. Note that maintenance is not even mentioned on page 3 of the August 31, 1977 issue of the AVION is discussing the SGA organization.

c. Increase the flow of communication to the student from the school hierarchy to give students a chance to express their positions.

d. Reapportion Senate positions for students in the atmosphere of discussion instead of by organizations. The SGA is not intended to be the head of all organizations on campus - that job is accomplished by the Interfraternity Council and Council of Campus Organizations. The SGA must represent all students regardless of extracurricular activities.

STOVVER

1. By keeping in mind that the SGA represents all the students.

2. By maintaining a two-way channel of communications with all the students.

3. By actively seeking information about new problems and ideas from the students.

4. By maintaining a strict accountability to students of SGA fees ($65,000.00 a year)

5. By making the SGA an organization in which students will want to support and participate in.

JAWORSKI

There is more involved than just the proper allocation of SGA funds ($15,000). Representation of student interests in the past has been more than just sitting on committees and generating student complaints. The student representation needs to administrate to the SGA. The SGA is only as good as the best people on the page.让The AVION printed the proposed Constitution changes correctly. Therefore the SGA emphasis must be shifted to the student. It is not focusing on the student's want.

JAWORSKI

Student involvement is the key. The SGA cannot properly function by itself - it needs the participation of the entire student body. One method to involve active participation is to hold the Senate meetings on UC as a body, when many students are able to observe the meetings. This would allow an atmosphere in which students would seek the Senate into being more responsive and accountable to the student body.

The SGI should also take an active part in Orientation and the welcoming of new students. It is very important to an incoming student to feel a part of the campus before even starting classes. The sense of belonging can only combat the age old problem of student apathy in SGA. A trained and friendly orientation leader staff would definitely help overcome the problem of student non-involvement.

ALLEN/GRAVES

At Graves and I plan to effect the following immediate changes in current methods of SGA operations with the goal in mind of more student involvement:

a. Open and publicized meetings - form of "question hour".

b. Publishing the minutes of meetings and financial statements in the AVION.

c. Weekly AVION reports written by the SGA President. Vice President retaining detailed feedback of SGA projects and assignments brought by students as well as how such undertakings are progressing - "Vice Reports."

d. Active and personal contact with students to solicit opinions on upcoming issues. The easiest way to find out student takes is to ask but many students are hesitant to initiate a complaint. By taking in a friendly manner, we hope to more accurately determine hidden injustices.

e. Promote the SGA as a total student outlet giving it the ability to deal with its purposes as stated in the E.R.A.U catalog "...to promote the welfare and represent the interests of the student population in relations with the University and other organizations." On page 3 of the August 31, 1977 issue of the AVION, the student representation is the student council on the page. Why? The AVION printed the proposed Constitution changes correctly. Therefore the SGA emphasis must be shifted to the student. It is not focusing on the student's want.
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