Getting The Vote Out

The Citation Arrives

Promises Made - Promises Kept

Allen and Gravès: Have They Kept Their Promises?

Noise Abatement

The final flight will begin with breaks at 17,000 feet, progress to instrument-work and simulations, and then to single-engine work and emergency procedures. After four days of flying at two hours daily you will be prepared for the FAA checkride, and the ride will consist of approximately two hours of oral and covering systems, emergency performance and automatic computations. The ride will itself cover circuit, emergency, and all engine-out possibilities, as well as instrument procedures utilizing the flight director and FMS. An understanding of the annotator panel will also be required.

The flight course will utilize the Gemini concept of a coded message, inserted into the flight course.

Fighting the Vote

This year’s Student Government Association (SGA) election will take place this Saturday, March 13. Under the newly adopted voting format, some of the office bearers will win with installation after the election and extend until the following spring term elections. The incumbent President, Bob Allen, has appointed Rich Ford as an election committee consisting of 13 members. Patrick Van Ambur, Dave Gullatt and this writer will Chair the committee which shall be responsible for the running of the election. After the vote is counted and completed a winner shall be announced.

Everyone is encouraged to vote. This is the annual election for officers of the Student Activities Office and get the regular number of signatures. This petition should be returned to the Ithaca Student Activities Office. After the election, the entire slate of candidates will verify all information through student records. After this verification, the candidates will be allowed to run in a campaign for election. For all the details, please see the election committee by Monday, March 8. The entire slate will take place in one day and campaigning is allowed immediately thereafter until after the election Wednesday, March 16. A 5.0 GPA is needed to run (2.5 for President).

There is no special interest. Terms are three years. After the election, all candidates are due back to the designated student activities office.

It does feel better? From Wednesday, March 11, through Monday, April 1, a special physical fitness screening and conditioning program will be directed by a professional.

It was a surprisingly interesting session, please contact one of the following people today at any time in the Common Room Purpose or at 1 or 1:00 p.m. for the first session.

Promises Made - Promises Kept

Ike Harris, News Editor Communication

Student Activities Office

"FOR WOMEN ONLY"

Want to get in shape and feel better? From Wednesday, March 11, through Monday, April 1, a special physical fitness screening and conditioning program will be directed by a professional.

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There is one last problem I must discuss before I quit harping on the problems of the flight line. It is one that covers the most significant difference between Academics Flight and Flight Tech. The problem of flight and academics conflicting with each other, and centers on the most basic premise of academic flight itself.

The administration's position is that the student wants to fly at the same time they are in academic courses. From my own personal experience this is extremely unrealistic not only functionally, but also from the standpoint of learning as well. It would be interesting to compare completion and drop-out statistics between the students enrolled in the two different programs. Let us discuss some of the problems of a student in academic flight. First, the flight program gets frustrated because the student concentrates on an academic course in preparation for a big exam, or rains week. Then academic course is clipped, completely on the day that the weather finally clears, and the student gets on to the open country, that he's been waiting two weeks (three weekends) for. And the confusion is worsened for the "B" student - he can't stand on time because all the A"s have completed their courses. It's at the end of the term and all of his academic instructors are piling on, and in the meantime, the final exams are much harder to study for than mid-term. All the factors which lead up to Flight Tech when the pilot's job is simple and single minded - get the student prepared and through the exam - the student on the flight line, it means that he has one goal, and that's to get his certificate. In academic flight, he has two goals to attempt to juggle simultaneously. And if the student has any problem at all, then here it is.

Having taken courses in both programs, my advice to the entering student is - make a decision! One or the other. If you want to fly, then don't do the other. If you decide to take courses, concentrate on them, make sure you learn what is being taught, and get good grades. When you are ready, then do the other.

If you must attempt both programs simultaneously, then alternate. Take it from me: you get more out of your courses (because you can put more into it), you'll get better grades, and you'll feel much happier because you'll have less time to spend thinking about what you are doing. Remember, it's your education and you're the boss, so do it however way you feel it's best and don't let anyone tell you different.

Dear Ray,

Ray-Bobby: as you know, I was granted my "Commercial" certificate. Therefore! I've concluded that the majority of the work we all find ourselves doing when flying the examination's priorities when it comes to flying - no, I'm not talking about more aircraft but we have too many already and we're starting to cramp the same space as we're getting more flights. That said, I'm not saying something as simple as "I'm going to make the school's most important decisions in order to become a graduate, better. Of course, I'm referring to the Ford Flight Engineer program.

The final arrangements were made to receive a certificate to the material in the materials paper template through the use of photography and on-time ability of the photographs that were taken of our earlier flight funded by the FAA. It seems that Dean Miller didn't have any prior idea to authorize the $250 to be spent.

If the University can afford to hire a bartender to serve drinks, why, in the world, has it been so difficult to obtain the Board of Visitors in action? It seems ridiculous at a cost of ?? (God only knows what the first batch is going to be charged every month). It seems to me that they can appropriate a couple hundred bucks to some worthwhile cause while you can benefit the students rather than fill the Board of Visitors' pockets.

While I'm mentioning and complaining, what has happened to WBEU? Why, I know that they don't do their maintenance on the new airplanes but are still on the old.

The SQA gives them an order for $650 in money and I'd like to see them disappear into the aircraft that they produced, to ensure that our students are that much more proficient. We've pumped a lot of money into the SQA, but I've pumped a lot into the flight team and these dedicated individuals have brought home the bacon. Take the idea of students sitting in front of computers looking at their screens and learn. Student representatives have been invited to attend these sessions. I'm not saying that this idea of sitting in front of computers looking at their screens is a bad idea. I'm saying that the students should be encouraged to take a more hands-on approach to the flight team. I'm not saying that they should never use computers, but they should be encouraged to use them more wisely.

The only reply given by the University which gives preference to either those flight students that get all A's or those flight students that get all B's. It seems fair to me that the student should be given a choice.

The only reply given by the University which gives preference to either those flight students that get all A's or those flight students that get all B's. It seems fair to me that the student should be given a choice. This is...
Allen And Grapes

(continued from page 1)

If you still have AVION contracts and rate brochures please do one of two different things: (1) this is a pre-fered take some time and go over your contracts and constructively utilize these brochures or (2) please log off the brochures and contracts so other may be interested in them and this will not be an essential in tree-pulp and trash disposal.

To THE EDITOR:

I would like to put out an apology to Bill Palma for not putting his name under pictures he took which were printed in the AVION. He is a very good person and deserves to be honored for his work.

TO THE EDITORS:

I am writing to the editorial appearance of the air conditioning tower in front of the Union Building, which better way to say “air”.

Bill Palma's struggle to enhance his image in and out of the Union. The Wright Brothers, the pioneers of flight, met during the labor strikes of World War II, the jets used in modern day wars, and possibly even an artist's conception of the future. In this respect all who participated are represented, re-

SGA Presents: Gamble Rogers

SGA Presents: Gamble Rogers

Gamble's songwriting style was heavily influenced by the northern California sound and incorporates elements of folk, rock, and country music. His songs often explore themes of love, heartbreak, and the American West. Gamble Rogers was a prolific songwriter and his music continues to resonate with fans today. His influence can be heard in the works of many modern musicians who have been inspired by his style and message.
FRAKTION CORNER

By Bob McGill

The only thing wrong with having a holiday and long weekend is that there is no AVION for the following week. This perpetuates the futility problem: 1. It leaves many uniformed folks in suspense and 2. It creates a difficult job for the writer who must attempt to reconstruct the details of two weekends worth. It would be easier for a slow moving avion to fit right into this Chi. Anyhow, here is my attempt.

After Washington's Birthday we had a weekend that will burn up in the two word fund raising on Fri. and Sat. for Beer. For $2.50 one could drink to his heart's content. It seems there were a lot of controlled people at the end of the right at several bars and clubs. We are not going to happen the weekend were 25 Chi Alpha members raising funds for Beer. Everyone for Beer.

Sunday the 25th, Chi Alpha held their Rush party at the Delta Chi First House. Many prospective little sisters and others were happy with the product this week. Saturday night, the 24th, Chi Alpha had their Rush party and dancing with their coeds loaded with beer. Besides doing a lot of watching and walking the cars we managed to make some money. Pride overtakes soils and cool weather, both for Saturday's Permavest 300 and the Daytona 500 on Sunday, we made and OK.

Chi Alpha is a tremendous party spirit with the mixture of Mike, Murray Jetson from Boton and Sigma Chi joined forces. It was really an exciting party at the Delta Chi First House. Many prospective little sisters attended and everyone was happy with the results.

With this year's softball season over to a good start (9-2) the Chi Alpha's are planning to get things going for our final season of 1975. During this season the Chi Alpha's were again successful and better than ever before. Somehow there always is a good start to the year and we plan on being as good as we were in the past of the club. But I'm still proud of myself.

Some of the Delta Chi brothers have decided to put the nation's race companies out of business. At the beginning I didn't like the smelly group of hair present on their faces. Recently though the brothers have begun to look better and more fantastic. Before long Paul Long, Dave, and Greg will have a niece each and a brother.

A certain Big Brother unfortunately lost a piece of property the Big Brother committee. All other Under Kenny Hauser.

The Chi Alpha Club

ARNOLD AIR SOCIETY
BILLY WILSON

The Fridge Club completed their fund raising project by selling beer at the Speedway. Gooder sales are expected on March 8 at 5:00 on Comb. I uniform.

At last week's meeting preparations for the Angel Flight Conference were discussed. The Angels will be here for the Driving Out. The pledges are in charge of most of the planning. For those who volunteered their time to the March 8, remember the walkathon is Saturday, March 4 to Deland.

And now for Mr. Cool. Bad End E.M. King who will be leaving us to go to UPI at Vance AFB in End, Oklahoma on Aug. 8. He is an astronomical intern major with a GPA of 3.2. He also has a long list of awards and achievements at his pen lettering and writing project until "Enough's Enough" appeared at the end of the list.

Some of Mr. King's awards include: Sigma Chi, American Student Government, Science, Excellence, Daughter, the first office of the chapter of America, Four Year ATHLETIC Scholar- ship, Who's Who in American Universities, National Deans' List, Membership. Ribbons for Mr. King are: A.D.M.C. Leadership Ribbon and many other ribbons for his long involvement. His participation and performance in A.F.R.O.C. and extra curricular activities.

He is a member of Omicron Delta Kappa and has secured his private through CFI in- terview with a candidate for his team.

In BOTC Brad has worked his way through by being a flight surgeon, group manager major, flight commander, group operations, finance, material, navigation, flight surgeon chief, group commander and is now 420 Squad- ron commander. Brad has been only rightfully in A.A.F. He has been an information officer, finance officer, operations officer and his vice com- mander.

Now that you've read this list of activities how dynamic a personality would you say Brad had? Before you answer that here is a little bit of per- sonal info to consider, he mentioned his 15 girl friends and also that he likes racing.

Sigma Chi Delta

By Tricia Cowdin

Chi Alpha has Diego fever! Not only students, but the Chi Alpha Rock'n'roll with the sound of Mr. Magic. We all have been dancing every style imaginable, rock'n'roll, etc. ever since the presence of the residents of Alpha Delta's. Now we have bought 15 girls from Stetson joined in to help decorate Valentine's Day. I don't think our house has ever been more lively in action months. Maybe we will change Friday night Happy Hour into Friday night Disco Hour.

Anyone for beer! The hen-赌 went a successful weekend and selling beer at the Daytona Speedway. Even though the houses became too crowded beer was happy with their product this week. Saturday, the 25th, Chi Alpha held their Rush party at the Delta Chi First House. Many prospective little sisters attended and everyone was happy with the results of the game.

Friday night was a tremendous party spirit with the mixture of Mike, Murray Jetson from Boten and Sigma Chi joined forces. It was really an exciting party at the Delta Chi First House. Many prospective little sisters attended and everyone was happy with the results.

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The Chi Alpha Club
Daytona 200 Most Competitive Ever

Daytona Beach, Fla. — A total of 3,000 riders entered the $100,000 winner of the most competitive race in the history of the World-Famous Daytona 200 on Sunday, March 12, 1978.

And, according to the organizers of the events most successful ride, more riders than ever before will be eligible of winning the nation's biggest international sporting events.

Gary Nixon, winner of the race in 1977 and a two-time American motorcyle champion, made his observations after three days of testing cur- rent or retired riders at the Daytona International Speed- way — places designed solely the bikes down slightly and provides better tire wear.

During the test on his Yamaha, the warm-up setup was evaluated to be less than 5 mph on the average lap, yet gave the bike more stability and handling in the turns.

"We had no wheel spin whatever coming out of the corners," Nixon reported.

"This should bring everyone closer together and make for a lot better race."

The Daytona 200 was divided into two 100-mile legs in 1977 because excessive horsepower caused wheel spin and tire wear. Use of restrictor plate, similar to those used in NASCAR, a few years ago, enable the race to be completed by 150, 200 consecutive miles in 1978.

The event, the first in the AGV Trophy series, is expected to attract a record number of foreign competitors es- cluding the champions of sev- eral European countries.

Sixteen bikes were entered to the $300,000 1977 international AGV Trophy with earnings to Daytona and Paul Bird and a 2nd place finish at Irvine. Another American, Kenny Roberts, was runnerup.

Daytona Speedway officials report record interest in the 1978 Motorcycle Classics with reserved seat ticket sales for both the Daytona Super-Cross on Saturday, March 11 and the Daytona 200 on Sunday, March 12, ahead of 1977's CYCLE WEEK 9th annual oneway on March 6.
null
The Society plans to have a contest featuring categories of distance, direction, speed, and flight design. There are no limitations on how you modify the "Puddle Jumpers," but you must start with an original "Puddle Jumper.

To get started fill out the order blank below and return it to the E-RAF Post Office in care of Debbie Reddin.

President, Leslie H. Cumming with the help of Vice President William Robinson and Treasurer Debbie Reddin have recently formed the E-RAF Ultra Light Aircraft Society, formally the KIAU Hang Gliding Society.

The Society is currently working on research and development of hang gliders. Special thanks to Professor John Lowndes, who recently formed the "Walking Wind" design, because of his "walking wind" factor. The members made some small, light gliders and test them much like a kite.

Recently the Society undertook an experiment involving "Puddle Jumpers," which are bored metal helicopter toys. The experiment was a success with the first variation being brought to the attention of fish. Meanwhile.

Autumn Concerning the expansion of Daytona Beach Regional Airport have now been checked into and the expansion of the airport centering around Mr. Doug Wolfe, Airport Manager, to be completed on time. There is a gain for the airport and the area is to be completed in the near future.

**Personal**

It is true that there is continuing use of the airfields for their own purposes. There is an interesting conflict of interest.
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3. 1977 Piper Warrior II
4. 1976 Piper Arrow II w/All Condition - IFR
5. 1977 Piper Arrow III - IFR
6. 1977 Piper Lance - IFR

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